

1 *SCRIPT FOR*
2 *THE BLUE ORIGIN NEW GLENN OPERATIONS*
3 *AT SPACE LAUNCH COMPLEX 36 AT CAPE CANAVERAL SPACE FORCE STATION*
4 *ENVIRONMENTAL ASSESSMENT IN CAPE CANAVERAL, FLORIDA*
5 *– VIRTUAL PUBLIC MEETING –*

6 **NOTE: AN ASTERISK (*) INDICATES SLIDE ADVANCEMENT**

7 **NOTE: START RECORDING WEBINAR**

8 **SLIDE 1 — TITLE SLIDE** (Speaker: Facilitator)

9 6:00 PM EASTERN– FACILITATOR WILL CALL THE MEETING TO ORDER

10 GOOD EVENING AND THANK YOU FOR JOINING US FOR THIS VIRTUAL PUBLIC MEETING
11 FOR THE BLUE ORIGIN NEW GLENN OPERATIONS AT SPACE LAUNCH COMPLEX 36 (OR
12 SLC-36) AT CAPE CANAVERAL SPACE FORCE STATION ENVIRONMENTAL ASSESSMENT IN
13 CAPE CANAVERAL, FLORIDA.

14 I WILL SERVE AS YOUR FACILITATOR THIS EVENING. *

15 **SLIDE 2 — CLOSED CAPTIONING** (Speaker: Facilitator)

16 PLEASE NOTE THAT WE ARE TRANSCRIBING TONIGHT’S MEETING, AND YOU CAN TURN
17 ON LIVE CAPTIONING IF YOU WOULD LIKE TO READ THE VERBAL DIALOGUE. TO TURN
18 ON CLOSED CAPTIONS, CLICK ON THE CC ICON THAT SAYS “LIVE TRANSCRIPT” AT THE
19 BOTTOM OF YOUR SCREEN, THEN CLICK “SHOW SUBTITLES” TO VIEW THE CLOSED
20 CAPTIONING AND “HIDE SUBTITLES” TO TURN THEM OFF. *

21 **SLIDE 3 — MEETING AGENDA** (Speaker: Facilitator)

22 AT THIS TIME, I WOULD LIKE TO GO OVER THE AGENDA WE WILL BE FOLLOWING THIS
23 EVENING. THIS MEETING WILL BE CONDUCTED IN THREE PARTS.

1 FIRST, WE WILL BEGIN WITH A FEW LOGISTICS SINCE WE ARE PRESENTING THIS
2 MEETING IN THE VIRTUAL SETTING, FOLLOWED BY A FEW INTRODUCTIONS FROM THE
3 FEDERAL AVIATION ADMINISTRATION, OR FAA.

4 NEXT, WE WILL MOVE INTO A PRESENTATION BY FAA. THE PRESENTATION WILL GO
5 OVER THE PROJECT HISTORY AND LOCATION, FAA'S REVIEW OF BLUE ORIGIN'S
6 PROPOSED INCREASE IN OPERATIONS, FAA'S ANALYSIS OF POTENTIAL EFFECTS TO
7 ENVIRONMENTAL RESOURCES, THE ENVIRONMENTAL REVIEW PROCESS AND
8 SCHEDULE, AND HOW YOU CAN COMMENT ON THE PROJECT.

9 AFTER THE PRESENTATION, WE WILL TAKE A SHORT 5-MIN BREAK BEFORE WE
10 RECONVENE TO ACCEPT FORMAL PUBLIC COMMENTS.

11 PLEASE NOTE THAT THIS MEETING IS BEING RECORDED AND FORMAL COMMENTS WILL
12 BE CAPTURED BY A COURT REPORTER. IF YOU DO NOT WISH TO BE PART OF THIS
13 RECORDED PUBLIC MEETING, PLEASE DISCONNECT FROM THE CALL. *

14 **SLIDE 4 — ZOOM PLATFORM** (Speaker: Facilitator)

15 I WOULD LIKE TO TAKE A MINUTE TO REVIEW THE FEATURES THAT WE WILL BE USING
16 DURING OUR ZOOM MEETING THIS EVENING. AT ANY TIME DURING THE MEETING, IF
17 YOU NEED ASSISTANCE WITH THE ZOOM PLATFORM, YOU CAN USE THE CHAT FEATURE
18 LOCATED AT THE BOTTOM OF YOUR SCREEN TO MESSAGE THE MEETING HOST.

19 WHEN WE GET TO THE VIDEO PRESENTATION PORTION OF TONIGHT'S MEETING, THE
20 SMALL GREEN BOX AT THE TOP OF YOUR SCREEN THAT APPEARS WHEN THE ZOOM
21 HOST BEGINS SCREEN SHARING MAY GET IN THE WAY OF THE PRESENTATION. PLEASE
22 NOTE THAT YOU HAVE THE ABILITY TO CLICK AND DRAG THAT BOX TO ENSURE YOU CAN
23 SEE THE ENTIRETY OF THE VIDEO SCREEN.

24 PLEASE MAKE NOTE OF THE PHONE NUMBER FOR THIS MEETING. THE PHONE NUMBER
25 IS 1-888-788-0099; MEETING ID: 833 9840 7316 PASSWORD: 639439. IF YOU

1 EXPERIENCE DIFFICULTY WITH YOUR INTERNET CONNECTION AT ANY POINT DURING
2 THE MEETING, YOU CAN CALL THIS NUMBER TO LISTEN TO THE MEETING.

3 ADDITIONALLY, INDIVIDUAL INTERNET CONNECTIONS AND BANDWIDTHS VARY AND
4 MAY IMPACT YOUR VIEWING EXPERIENCE. WE RECOMMEND CLOSING ALL APPS AND
5 PROGRAMS AND LIMITING OTHER STREAMING OR DOWNLOADS WHILE YOU ARE
6 PARTICIPATING IN THIS MEETING.

7 FINALLY, WE ARE RUNNING THIS MEETING USING ZOOM WEBINAR, WHICH MUTES ALL
8 PARTICIPANTS AND RESTRICTS VIDEO FEEDS. *

9 **SLIDE 5 — INTRODUCTIONS** (Speaker: Facilitator)

10 AT THIS TIME, I WOULD LIKE TO INTRODUCE TWO FAA REPRESENTATIVES WHO WILL BE
11 PARTICIPATING IN THIS EVENING'S MEETING.

12 FIRST, I'D LIKE TO INTRODUCE AMY HANSON, ENVIRONMENTAL PROTECTION
13 SPECIALIST IN THE OPERATIONS SUPPORT BRANCH IN THE FAA'S OFFICE OF
14 COMMERCIAL SPACE TRANSPORTATION.

15 NEXT, I WOULD LIKE TO INTRODUCE NICHOLAS BAKER, ALSO AN ENVIRONMENTAL
16 PROTECTION SPECIALIST IN THE OPERATIONS SUPPORT BRANCH IN THE FAA'S OFFICE
17 OF COMMERCIAL SPACE TRANSPORTATION. *

18 **SLIDE 6 — MEDIA CONTACT** (Speaker: Facilitator)

19 FOR ANY MEDIA REPRESENTATIVES THAT HAVE JOINED THIS EVENING, PLEASE
20 CONTACT FAA PRESS OFFICE AT PRESSOFFICE@FAA.GOV *

SLIDE 7 — HOW TO SUBMIT COMMENTS (Speaker: Facilitator)

AS NOTED, THIS MEETING IS INTENDED TO PROVIDE OPPORTUNITIES FOR MEMBERS OF THE PUBLIC TO BE INVOLVED IN THIS PROCESS AND SUBMIT COMMENTS. THESE COMMENTS WILL BE PART OF THE OFFICIAL RECORD AND A SUMMARY WILL BE INCLUDED IN THE FINAL ENVIRONMENTAL ASSESSMENT.

YOU CAN SUBMIT COMMENTS IN ANY ONE OF THE FOLLOWING THREE WAYS. FIRST, YOU CAN PROVIDE VERBAL COMMENTS DURING THE MEETING TONIGHT, WHICH WILL BE RECORDED BY A COURT REPORTER. SECOND, YOU CAN VISIT REGULATIONS.GOV AND SEARCH FOR DOCKET NUMBER: FAA-2026-9841 TO SUBMIT COMMENTS DIRECTLY ONLINE. THIRD, YOU CAN MAIL WRITTEN COMMENTS TO: AMY HANSON, C/O ICF, FAA ENVIRONMENTAL PROTECTION SPECIALIST, BLUE ORIGIN SLC-36 EA, 1902 RESTON METRO PLAZA, RESTON, VIRGINIA 20190.

YOU ONLY NEED TO SUBMIT COMMENTS ONCE. FAA WILL CONSIDER AND RESPOND IN THE FINAL ENVIRONMENTAL ASSESSMENT TO ALL SUBSTANTIVE POST-MARKED COMMENTS RECEIVED BY NO LATER THAN OCTOBER 30, 2026. SUBSTANTIVE COMMENTS ARE THOSE THAT IDENTIFY POTENTIAL ALTERNATIVES, INFORMATION, AND ANALYSES RELEVANT TO THE PROPOSED ACTION. ALL SUBSTANTIVE COMMENTS RECEIVED, REGARDLESS OF FORMAT, WILL BE GIVEN FULL AND EQUAL CONSIDERATION.

AGAIN, PLEASE NOTE THAT THIS MEETING IS BEING RECORDED AND FORMAL COMMENTS WILL BE CAPTURED BY A COURT REPORTER. IF YOU DO NOT WISH TO BE PART OF THIS RECORDED PUBLIC MEETING, PLEASE DISCONNECT FROM THE CALL.

AT THIS TIME, WE WILL NOW BEGIN THE VIDEO PRESENTATION. *

[BEGIN VIDEO PRESENTATION]

SLIDE 8 — FAA PRESENTATION

WELCOME TO THE FEDERAL AVIATION ADMINISTRATION'S, OR FAA'S, VIRTUAL PUBLIC MEETING FOR THE BLUE ORIGIN NEW GLENN OPERATIONS AT SPACE LAUNCH COMPLEX 36 (OR SLC-36) AT CAPE CANAVERAL SPACE FORCE STATION ENVIRONMENTAL ASSESSMENT (OR EA) IN CAPE CANAVERAL, FLORIDA.

THE NEXT SERIES OF SLIDES WILL PROVIDE AN OVERVIEW OF THE PROJECT. *

SLIDE 9 — WHY ARE WE HERE?

FAA IS EVALUATING BLUE ORIGIN'S PROPOSAL TO INCREASE THE ANNUAL NUMBER OF NEW GLENN 7X2 (NEW GLENN) OPERATIONS AT CAPE CANAVERAL SPACE FORCE STATION (CCSFS) FROM BLUE ORIGIN'S EXISTING PAD AT SLC-36 IN FLORIDA. BLUE ORIGIN'S PROPOSAL INCLUDES AN ANNUAL INCREASE IN THE NEW GLENN LAUNCH CADENCE AT SLC-36 FROM 12 TO 50 LAUNCHES AND TO CONDUCT PAYLOAD FAIRING RECOVERY ACTIVITIES. THE INCREASED LAUNCH CADENCE AT SLC-36 REQUIRES A MODIFICATION OF ITS CURRENT FAA VEHICLE OPERATOR LICENSE, VOL 24-133.

THEREFORE, FAA IS ANALYZING THE POTENTIAL ENVIRONMENTAL IMPACTS OF THE INCREASED CADENCE AND PAYLOAD FAIRING RECOVERY ACTIVITIES IN THE DRAFT EA. THE COMPLETION OF THE ENVIRONMENTAL REVIEW PROCESS DOES NOT GUARANTEE THAT FAA WILL ISSUE A LICENSE MODIFICATION TO BLUE ORIGIN. BLUE ORIGIN MUST ALSO MEET FAA'S SAFETY, RISK, AND FINANCIAL RESPONSIBILITY REQUIREMENTS. *

SLIDE 10— NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

THE NATIONAL ENVIRONMENTAL POLICY ACT, OR NEPA, IS A FEDERAL LAW THAT REQUIRES FEDERAL AGENCIES TO CONSIDER THE POTENTIAL ENVIRONMENTAL IMPACTS OF PROPOSED ACTION SUBJECT TO FEDERAL CONTROL OR RESPONSIBILITY BEFORE A DECISION IS MADE. FAA'S MAJOR FEDERAL ACTIONS SUBJECT TO NEPA

1 INCLUDE THE ISSUANCE OF A NEW OR MODIFICATION OF AN EXISTING LICENSE FOR
2 COMMERCIAL SPACE OPERATIONS AND THE APPROVAL OF AIRSPACE CLOSURES.

3 THE ANALYSIS OF ENVIRONMENTAL CONSEQUENCES CAN BE PRESENTED IN AN EA. AN
4 EA IS A CONCISE DOCUMENT USED TO DESCRIBE THE ANTICIPATED ENVIRONMENTAL
5 IMPACTS AND DETERMINE WHETHER THE ACTION HAS THE POTENTIAL TO
6 SIGNIFICANTLY AFFECT THE HUMAN ENVIRONMENT.

7 THE NEPA PROCESS CONCLUDES WHEN FAA PUBLISHES EITHER A FINDING OF NO
8 SIGNIFICANT IMPACT (OR FONSI), A FONSI WITH MITIGATION COMMITMENTS
9 (SOMETIMES CALLED A MITIGATED FONSI), OR A NOTICE OF INTENT TO PREPARE AN
10 ENVIRONMENTAL IMPACT STATEMENT (OR EIS), THAT WOULD CONTINUE THE
11 ENVIRONMENTAL REVIEW. A FONSI MAY BE ACCOMPANIED BY A RECORD OF DECISION
12 (OR ROD). *

13 **SLIDE 11— PROJECT HISTORY**

14 THE NEW GLENN PROGRAM AT CCSFS WAS FIRST ANALYZED BY THE DEPARTMENT OF
15 THE AIR FORCE (OR DAF) AS AN “ORBITAL LAUNCH VEHICLE” IN THE 2016 EA TITLED,
16 BLUE ORIGIN ORBITAL LAUNCH SITE AT CAPE CANAVERAL AIR FORCE STATION, FLORIDA
17 (2016 EA). DAF SIGNED A FONSI FOR THE 2016 EA ON DECEMBER 8, 2016. THE FAA
18 ISSUED ITS OWN FONSI BASED ON THE 2016 DAF EA ON APRIL 13, 2017.

19 THE 2016 EA EVALUATED CONSTRUCTION AND OPERATION OF AN ORBITAL LAUNCH
20 SITE AT SLC-11 AND SLC-36 INCLUDING MAJOR ELEMENTS SUCH AS A LAUNCH PAD,
21 INTEGRATION FACILITY, ENGINE TEST, AND SYSTEMS TO SUPPORT RECOVERY AND
22 REFURBISHMENT OF A REUSABLE FIRST STAGE. THE 2016 EA ALSO EVALUATED UP TO 12
23 LAUNCHES PER YEAR, THE NEW GLENN FIRST STAGE RETURNING TO AN AT-SEA
24 PLATFORM IN THE ATLANTIC OCEAN AND THEN TRANSPORTED TO PORT CANAVERAL
25 FOR REFURBISHMENT AND REUSE, AND ENGINE TESTING.

1 IN DECEMBER 2024, FAA ISSUED A VEHICLE OPERATOR LICENSE TO BLUE ORIGIN (VOL
2 24-133), AUTHORIZING UP TO 12 LAUNCHES PER YEAR FOR UP TO 5 YEARS.

3 THIS EA BUILDS ON THE 2016 DAF EA AND EVALUATES THE NEW ASPECTS OF BLUE
4 ORIGIN'S PROPOSAL. *

5 **SLIDE 12 — LICENSING PROCESS: VEHICLE/SITE**

6 THE FIGURE ON THIS SLIDE PROVIDES AN OVERVIEW OF FAA'S LICENSING PROCESS FOR
7 VEHICLE OPERATORS, SUCH AS BLUE ORIGIN. THE ILLUSTRATION SHOWCASES THE
8 DIFFERENT REVIEWS THAT OCCUR DURING EACH PHASE OF THE LICENSING PROCESS.
9 FAA'S MODIFICATION OF A LICENSE IS CONSIDERED A MAJOR FEDERAL ACTION UNDER
10 NEPA.

11 FAA'S LICENSE DETERMINATION PROCESS INVOLVES SEVERAL ASPECTS, WHICH INCLUDE
12 SAFETY, AIRSPACE AND WATERWAY INTEGRATION, POLICY, PAYLOAD, FINANCIAL
13 RESPONSIBILITY, AND AN ENVIRONMENTAL REVIEW. THIS EA WOULD FULFILL THE
14 ENVIRONMENTAL REVIEW PORTION OF THE LICENSE EVALUATION AND
15 DETERMINATION.

16 THE COMPLETION OF THE ENVIRONMENTAL REVIEW PROCESS, OR THE NEPA PROCESS,
17 DOES NOT GUARANTEE THAT FAA WILL ISSUE A LICENSE MODIFICATION TO BLUE
18 ORIGIN. ONCE FAA DOES MAKE A LICENSING DETERMINATION, BLUE ORIGIN MAY BE
19 REQUIRED TO MEET ADDITIONAL MONITORING AND SAFETY INSPECTION
20 REQUIREMENTS. *

21 **SLIDE 13— PROJECT LOCATION AND SITE** 22 **OVERVIEW**

23 THE PROPOSED ACTION WOULD TAKE PLACE AT THE CAPE CANAVERAL SPACE FORCE
24 STATION, LOCATED IN BREVARD COUNTY, FLORIDA. THE SITE IS A DEPARTMENT OF THE
25 AIR FORCE PROPERTY MANAGED BY THE UNITED STATES SPACE FORCE AND CONSISTS

1 OF 81 MILES OF PAVED ROADS CONNECTING VARIOUS LAUNCH SUPPORT FACILITIES
2 WITHIN THE CENTRALIZED INDUSTRIAL AREA. CAPE CANAVERAL SPACE FORCE STATION
3 IS SITUATED ON FLORIDA'S CAPE CANAVERAL BARRIER ISLAND, ROUGHLY 50 MILES
4 EAST OF ORLANDO AND IS LOCATED SOUTH-SOUTHEAST OF THE NATIONAL
5 AERONAUTICS AND SPACE ADMINISTRATION'S KENNEDY SPACE CENTER ON ADJACENT
6 MERRITT ISLAND. SURROUNDING MAJOR LANDMARKS INCLUDE THE CANAVERAL
7 NATIONAL SEASHORE TO THE NORTH, THE BANANA RIVER TO THE WEST, THE ATLANTIC
8 OCEAN TO THE EAST, AND PORT CANAVERAL, COCOA BEACH, AND BANANA RIVER
9 AQUATIC PRESERVE TO THE SOUTH. AN APPROXIMATE LOCATION OF SLC-36 IS
10 IDENTIFIED ON THE MAP ON THIS SLIDE. *

11 **SLIDE 14 — NEW GLENN LAUNCH VEHICLE**

12 THE NEW GLENN LAUNCH VEHICLE IS A TWO-STAGE ORBITAL ROCKET DESIGNED TO
13 SUPPORT AN OPTIONAL THIRD STAGE. THIS MISSION UNIQUE ELEMENT CAN BE ADDED
14 FOR IN-SPACE MANEUVERABILITY/TRANSPORTATION. THE NEW GLENN LAUNCH
15 VEHICLE IS APPROXIMATELY 320 FEET TALL AND 23 FEET IN DIAMETER.

16 NEW GLENN'S FIRST STAGE IS POWERED BY 7 BE-4 ENGINES USING LIQUID OXYGEN
17 (LOX) AND LIQUEFIED NATURAL GAS (LNG) AS PROPELLANTS AND IS DESIGNED TO BE
18 REUSABLE. THE SECOND STAGE (UPPER STAGE) IS POWERED BY 2 BE-3U ENGINES USING
19 LOX AND LIQUID HYDROGEN (LH₂) AS PROPELLANTS. *

20 **SLIDE 15 — NEW GLENN PROPOSED** 21 **OPERATIONS**

22 THE DISPLAYED GRAPHIC ILLUSTRATES THE PROPOSED NEW GLENN LAUNCH VEHICLE
23 OPERATIONS. NEW GLENN OPERATIONS AT SLC-36 WOULD CONSIST OF A REPEATING
24 CYCLE OF PRE-LAUNCH PREPARATIONS, TEST EVENTS, LAUNCHES, FIRST-STAGE
25 LANDINGS ON A PLATFORM VESSEL IN THE ATLANTIC OCEAN, AND PAYLOAD FAIRING

1 RECOVERY, FOLLOWED BY RECOVERY AND REFURBISHMENT ACTIVITIES TO SUPPORT
2 SUBSEQUENT MISSIONS. *

3 **SLIDE 16— PROPOSED OPERATIONS**

4 THE DISPLAYED TABLE PROVIDES SPECIFICATIONS ON THE PROPOSED NEW GLENN
5 LAUNCH VEHICLE OPERATIONS.

6 DURING A STATIC FIRE ENGINE TEST, THE VEHICLE ENGINES ARE IGNITED FOR A SHORT
7 DURATION, GENERATING A HEAT PLUME, AND THEN SHUT DOWN. THE GOAL OF A
8 STATIC FIRE ENGINE TEST IS TO VERIFY ENGINE CONTROL AND PERFORMANCE. UP TO
9 50 STATIC FIRE TESTS OF BOTH THE INTEGRATED LAUNCH VEHICLE AND SECOND STAGE
10 (A TOTAL OF UP TO 100) COULD BE CONDUCTED AS PART OF THE PRE-LAUNCH PROCESS
11 TO VERIFY ENGINE READINESS. HOWEVER, BLUE ORIGIN DOES NOT ANTICIPATE
12 CONDUCTING STATIC FIRE TESTS PRIOR TO EACH LAUNCH. FOR THE PURPOSES OF
13 ANALYSIS IN THIS DRAFT EA, IT IS ASSUMED THAT HALF OF ALL STATIC FIRE TESTS AND
14 LAUNCHES WOULD OCCUR AT ACOUSTIC NIGHT (BETWEEN 10:00 P.M. AND 7:00 A.M.)

15 ANNUALLY, BLUE ORIGIN PROPOSES TO CONDUCT UP TO 50 LAUNCHES OF THE NEW
16 GLENN VEHICLE, RECOVER PAYLOAD FAIRINGS, AND LAND THE FIRST STAGE
17 DOWNRANGE (ON A BARGE). DURING A TYPICAL NEW GLENN LAUNCH, THE PAYLOAD
18 FAIRING (THE PROTECTIVE AERO-SHELL AROUND THE PAYLOAD) WOULD SEPARATE
19 INTO TWO HALVES HIGH ABOVE EARTH ONCE IT IS NO LONGER NEEDED. IN THIS
20 CONCEPT OF OPERATIONS, AFTER FAIRING SEPARATION, EACH FAIRING HALF'S
21 ORIENTATION WOULD BE CONTROLLED BY A REACTION CONTROL SYSTEM SO IT STAYS
22 IN A STABLE CONFIGURATION AS IT REENTERS THE ATMOSPHERE AND DESCENDS
23 TOWARD A PLANNED OFFSHORE RECOVERY AREA IN THE ATLANTIC OCEAN. *

SLIDE 17— PROPOSED LAUNCH AND LANDING LOCATIONS

THE RANGE OF POTENTIAL LAUNCH TRAJECTORIES FROM SLC-36 IS SHOWN IN THE DISPLAYED GRAPHIC. EACH TRAJECTORY IS PROVIDED IN BLUE ORIGIN'S FLIGHT SAFETY DATA PACKAGE AND IS SUBMITTED TO FAA AND SPACE LAUNCH DELTA 45 IN ADVANCE OF THE LAUNCH.

DOWNRANGE LANDINGS COULD OCCUR UP TO 50 TIMES PER YEAR AND LOCATIONS IN THE ATLANTIC OCEAN WOULD TYPICALLY BE LOCATED BETWEEN 300 TO 500 NAUTICAL MILES FROM THE LAUNCH POINT. *

SLIDE 18 — LEAD AND COOPERATING AGENCIES

AS THE LEAD FEDERAL AGENCY FOR THIS EA, FAA IS RESPONSIBLE FOR ANALYZING THE POTENTIAL ENVIRONMENTAL IMPACTS OF ISSUING A LICENSE MODIFICATION TO BLUE ORIGIN FOR THE PROPOSED ACTION.

FAA REQUESTED COOPERATING AGENCIES PARTICIPATE IN THE NEPA PROCESS DUE TO THEIR SPECIAL EXPERTISE OR JURISDICTION BY LAW OVER THE LAUNCH FACILITY OR MARITIME ENVIRONMENT. COOPERATING AGENCIES FOR THIS EA INCLUDE DAF VIA SPACE LAUNCH DELTA 45, NASA, AND THE U.S. COAST GUARD. *

SLIDE 19 — AIRSPACE COORDINATION/CLOSURES

FAA IS RESPONSIBLE FOR CREATING AND COORDINATING AIRSPACE CLOSURE AREAS TO ENSURE THE SAFE AND EFFICIENT USE OF THE NATIONAL AIRSPACE SYSTEM. ALL LAUNCH AND REENTRY OPERATIONS WOULD COMPLY WITH NECESSARY NOTIFICATION REQUIREMENTS, INCLUDING ISSUANCE OF NOTICES TO AIRMEN (NOTAMS). FAA ISSUES A NOTAM AT LEAST 48 HOURS PRIOR TO A LAUNCH OR REENTRY ACTIVITY IN THE

1 AIRSPACE TO NOTIFY PILOTS AND OTHER INTERESTED PARTIES OF TEMPORARY
2 CONDITIONS. ADVANCE NOTICE BY A NOTAM AND THE IDENTIFICATION OF AIRCRAFT
3 HAZARD AREAS (AHAS) ASSIST PILOTS IN SCHEDULING AROUND TEMPORARY
4 DISRUPTIONS OF FLIGHT ACTIVITIES IN THE AREA OF OPERATION.

5 NEW GLENN LAUNCHES AND FIRST-STAGE LANDINGS WOULD AFFECT AIR ROUTES
6 EXTENDING EASTWARD FROM THE LAUNCH SITE OVER PORTIONS OF THE ATLANTIC
7 OCEAN. AHAS MAY NECESSITATE THE CLOSURE OF A DOZEN AIR TRAFFIC ROUTES
8 AROUND THE LAUNCH SITE FOR NEW GLENN LAUNCHES, AND FURTHER DOWNRANGE
9 WHERE THE FIRST STAGE CONDUCTS A BARGE LANDING AND PAYLOAD FAIRINGS ARE
10 EXPENDED OR RECOVERED IN THE FUTURE.

11 THE SOUTHERNMOST LAUNCH TRAJECTORIES COULD AFFECT THE AIRSPACE OF THE
12 BAHAMAS. AS NECESSARY, THE BAHAMAS WOULD BE EXPECTED TO CLOSE ITS
13 AIRSPACE UP TO 6,000 FEET, AND FAA WOULD CLOSE THE AIRSPACE ABOVE THAT
14 LEVEL. *

15 **SLIDE 20 — MARITIME COORDINATION**

16 ALL LAUNCH AND LANDING OPERATIONS WOULD COMPLY WITH NECESSARY
17 NOTIFICATION REQUIREMENTS, INCLUDING ISSUANCE OF A NOTICE TO MARINERS OR
18 (NOTMAR), BY THE U.S. COAST GUARD. A NOTMAR PROVIDES A NOTIFICATION
19 REGARDING A TEMPORARY HAZARD WITHIN A DEFINED AREA (A SHIP HAZARD AREA)
20 TO ENSURE PUBLIC SAFETY DURING THE PROPOSED OPERATIONS.

21 BLUE ORIGIN HAS AGREED THROUGH A LETTER OF INTENT WITH THE U.S. COAST
22 GUARD TO ESTABLISH PROCEDURES FOR THE ISSUANCE OF A NOTMAR PRIOR TO A
23 LAUNCH, AS WELL AS OTHER MEASURES NECESSARY TO PROTECT PUBLIC HEALTH AND
24 SAFETY. THE U.S. COAST GUARD PUBLISHES NOTMARS THROUGH MULTIPLE MEDIA
25 PLATFORMS. NOTICES IN INTERNATIONAL AREAS ARE PUBLISHED BY THE NATIONAL
26 GEOSPATIAL INTELLIGENCE AGENCY. ADVANCE NOTICE VIA A NOTMAR AND THE

1 IDENTIFICATION OF SHIP HAZARD AREAS WOULD ASSIST MARINERS IN VOYAGE
2 PLANNING AND SCHEDULING AROUND ANY TEMPORARY OPERATION.

3 LAUNCHES (UP TO 50 PER YEAR) AND LANDINGS (UP TO 50 DOWNRANGE ON A
4 LANDING PLATFORM VESSEL) WOULD BE OF SHORT DURATION AND SCHEDULED IN
5 ADVANCE TO MINIMIZE INTERRUPTION TO SHIP TRAFFIC. DOWNRANGE LANDING
6 LOCATIONS IN THE ATLANTIC OCEAN WOULD OCCUR UP TO 50 TIMES PER YEAR AND
7 WOULD TYPICALLY BE LOCATED BETWEEN 300 TO 500 NAUTICAL MILES FROM THE
8 LAUNCH POINT. VESSEL SUPPORT FOR LAUNCH AND LANDING OPERATIONS INCLUDES
9 SURVEILLANCE AND SECURITY SUPPORT VESSELS (PATROL BOATS), A TUGBOAT, AND A
10 LANDING PLATFORM. AN ADDITIONAL SUPPORT VESSEL WOULD BE UTILIZED TO
11 COLLECT FLOATING PAYLOAD FAIRING DEBRIS AND RECOVER INTACT PAYLOAD FAIRING
12 HALVES. THE TRANSIT ROUTE FOR THE SUPPORT VESSELS USED IN RECOVERY
13 OPERATIONS TO AND FROM THE PLANNED LANDING LOCATION WOULD BE VIA THE
14 MOST DIRECT ROUTE, WITH COURSE CORRECTIONS AS NEEDED, TO AVOID WEATHER,
15 THE GULF STREAM, SHALLOW OBSTACLES, ETC. *

16 **SLIDE 21 — IMPACT CATEGORIES NOT** 17 **ANALYZED IN DETAIL**

18 THE FOLLOWING IMPACT CATEGORIES ARE NOT ANALYZED IN DETAIL IN THE DRAFT EA:
19 COASTAL RESOURCES; DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F) AND
20 LAND AND WATER CONSERVATION FUND, SECTION 6(F); FARMLANDS; AND
21 HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION.

22 COASTAL RESOURCES ARE NOT ANALYZED AS THE PROPOSED ACTION DOES NOT
23 INVOLVE CONSTRUCTION ACTIVITY OR DISTURBANCE OF COASTAL RESOURCES.
24 DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F) AND LAND AND WATER
25 CONSERVATION FUND, SECTION 6(F) ARE NOT ANALYZED AS THE PROPOSED ACTION
26 DOES NOT INVOLVE IMPAIRMENT OR DIMINISHMENT OF ACTIVITIES, FEATURES, OR
27 ATTRIBUTES OF ANY SECTION 4(F) RESOURCES THAT WOULD CONTRIBUTE TO A

1 PROPERTY'S SIGNIFICANCE OR ENJOYMENT. THE PROPOSED ACTION WOULD NOT
2 CONVERT LANDS OR FACILITIES PURCHASED WITH SECTION 6(F) FUNDS. FARMLANDS
3 ARE NOT ANALYZED AS THERE ARE NO PRIME OR UNIQUE FARMLANDS OF STATEWIDE
4 OR LOCAL IMPORTANCE PRESENT AT CCSFS. HAZARDOUS MATERIALS, SOLID WASTE,
5 AND POLLUTION PREVENTION ARE NOT ANALYZED AS ALL HAZARDOUS MATERIALS AND
6 SOLID WASTES WOULD BE HANDLED IN ACCORDANCE WITH ALL APPLICABLE FEDERAL,
7 STATE, AND LOCAL LAWS AND REGULATIONS. *

8 **SLIDE 22 — IMPACT CATEGORIES NOT** 9 **ANALYZED IN DETAIL CONT.**

10 ADDITIONAL IMPACT CATEGORIES NOT ANALYZED IN DETAIL IN THE DRAFT EA INCLUDE:
11 LAND USE; SOCIOECONOMICS AND CHILDREN'S HEALTH AND SAFETY RISKS; SOILS AND
12 GEOLOGY; VISUAL EFFECTS (INCLUDING LIGHT EMISSIONS); AND WATER RESOURCES
13 (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD
14 AND SCENIC RIVERS).

15 LAND USE IS NOT ANALYZED AS NO CHANGES TO LAND USE WOULD OCCUR AS A
16 RESULT OF THE PROPOSED ACTION. SOCIOECONOMICS AND CHILDREN'S HEALTH AND
17 SAFETY RISKS ARE NOT ANALYZED AS THERE WOULD NOT BE A LARGE CHANGE IN
18 PERSONNEL THAT WOULD INDUCE SUBSTANTIAL ECONOMIC GROWTH OR DISRUPT OR
19 DIVIDE AN ESTABLISHED COMMUNITY. OPERATIONAL ACTIVITIES WOULD HAVE
20 MINIMAL POSITIVE EMPLOYMENT AND INCOME EFFECTS AND NO ADVERSE EFFECTS TO
21 THE FISHING INDUSTRY HAVE BEEN IDENTIFIED. FINALLY, NO COMPONENT OF THE
22 PROPOSED ACTION WOULD RESULT IN A DISPROPORTIONATE HEALTH AND SAFETY RISK
23 TO CHILDREN. SOILS AND GEOLOGY ARE NOT ANALYZED AS THE PROPOSED ACTION
24 DOES NOT INCLUDE ANY GROUND-DISTURBING ACTIVITIES. VISUAL EFFECTS ARE NOT
25 ANALYZED AS THERE WOULD BE NO NEW CONSTRUCTION OR INTRODUCTION OF NEW
26 STRUCTURES AFFECTING THE VISUAL LANDSCAPE. LIGHTING WOULD BE CONSISTENT
27 WITH THE EXISTING VISUAL LANDSCAPE. WATER RESOURCES ARE NOT ANALYZED IN

1 DETAIL AS THE PROPOSED ACTION DOES NOT INVOLVE DISTURBANCE OF WETLANDS OR
2 FLOODPLAINS AND WOULD NOT INVOLVE ANY CONSTRUCTION ACTIVITIES THAT
3 WOULD AFFECT SURFACE WATERS. FINALLY, THERE ARE NO WILD OR SCENIC RIVERS
4 ASSOCIATED WITH THE PROPOSED ACTION, AND THUS IS NOT ANALYZED IN DETAIL. *

5 **SLIDE 23 — IMPACT CATEGORIES ANALYZED IN** 6 **DETAIL**

7 THE DRAFT EA EXAMINES POTENTIAL IMPACTS OF THE PROPOSED ACTION AND NO
8 ACTION ALTERNATIVES ON THE HUMAN AND NATURAL ENVIRONMENTS. POTENTIAL
9 ENVIRONMENTAL RESOURCES THAT ARE EVALUATED IN THE DRAFT EA INCLUDE:
10 AVIATION EMISSIONS AND AIR QUALITY; BIOLOGICAL RESOURCES; HEALTH AND SAFETY;
11 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES;
12 NATURAL RESOURCES AND ENERGY SUPPLY; AND NOISE AND NOISE-COMPATIBLE LAND
13 USE.

14 LATER SLIDES GO INTO DETAIL ON SPECIFIC RESOURCE CATEGORIES OF PARTICULAR
15 PUBLIC INTEREST. *

16 **SLIDE 24 — NOISE AND NOISE-COMPATIBLE** 17 **LAND USE**

18 THE PERCEPTION AND EVALUATION OF SOUND INVOLVES THREE BASIC PHYSICAL
19 CHARACTERISTICS: DURATION, MAGNITUDE, AND FREQUENCY. HOW PEOPLE RESPOND
20 TO NOISE VARIES WITH THE SOUND'S INTENSITY, FREQUENCY CONTENT, DURATION,
21 CONTEXT, AND TIME OF DAY.

22 NOISE-COMPATIBLE LAND USE MEANS THE USE OF THE LAND IS NORMALLY
23 CONSISTENT WITH THE NOISE ENVIRONMENT AT THE LOCATION. THE STUDY AREA FOR
24 NOISE IS THE AREA WITH THE POTENTIAL TO BE AFFECTED BY NOISE FROM THE
25 PROPOSED PROJECT AND INCLUDES LOCATIONS NEAR SLC-36 AS WELL AS AREAS IN OR

1 NEAR THE RANGE OF POTENTIAL LANDING PLATFORM LOCATIONS. THE POTENTIAL
2 LANDING PLATFORM LOCATIONS IN THE ATLANTIC OCEAN WOULD BE AT DISTANCES OF
3 37 MILES OR GREATER FROM LAND. THE CLOSEST COMMUNITY TO SLC-36 IS THE CITY
4 OF CAPE CANAVERAL APPROXIMATELY 5 MILES SOUTHWEST. OTHER URBANIZED AREAS
5 WITHIN THE STUDY AREA INCLUDE COCOA BEACH, PORTIONS OF MERRITT ISLAND, AND
6 THE CITY OF COCOA.

7 POTENTIAL NOISE EFFECTS COULD OCCUR FROM THE INCREASED NUMBER OF ANNUAL
8 NEW GLENN STATIC FIRE TESTS, LAUNCHES AT SLC-36, AND LANDINGS IN THE ATLANTIC
9 OCEAN. WHILE THE PROPOSED ACTION WOULD INCREASE THE ANNUAL FREQUENCY OF
10 LOUD EVENTS, OVERPRESSURE EVENTS (I.E., SONIC BOOMS), WOULD OCCUR
11 OFFSHORE. *

12 **SLIDE 25 — NOISE AND NOISE-COMPATIBLE** 13 **LAND USE (IMPACTS)**

14 THIS SLIDE DESCRIBES NOISE ASSOCIATED WITH ACTIVITIES THAT WOULD BECOME
15 MORE FREQUENT UNDER THE PROPOSED ACTION INCLUDING STATIC FIRE TESTS,
16 LAUNCHES, AND LANDINGS.

17 INDIVIDUAL NEW GLENN STATIC FIRE ENGINE TEST NOISE LEVELS WOULD NOT CHANGE
18 RELATIVE TO THE STATIC FIRE EVENTS BEING CONDUCTED AT SLC-36 CURRENTLY. THE
19 2016 DAF EA ASSESSED ON-PAD STATIC FIRE TESTS AS PART OF UP TO 12 LAUNCH
20 OPERATIONS PER YEAR, AND THE CURRENT PROPOSED ACTION COULD INCREASE THE
21 NUMBER OF FIRST- AND SECOND-STAGE STATIC FIRE TEST EVENTS AT SLC-36 TO AS
22 MANY AS 50 EACH PER YEAR.

23 LAUNCH NOISE LEVELS WOULD BE SIMILAR TO ONGOING NEW GLENN LAUNCHES, BUT
24 THE NUMBER OF LAUNCHES PER YEAR WOULD INCREASE FROM THE UP TO 12
25 LAUNCHES PER YEAR ASSESSED IN THE DAF 2016 EA TO UP TO 50 PER YEAR. SONIC
26 BOOMS WOULD BE CONSISTENT WITH THOSE GENERATED BY CURRENT NEW GLENN

1 LAUNCHES AND WOULD NOT EXCEED 1 PSF (POUND PER SQUARE FOOT) ON LAND (1
2 PSF IS PERCEIVED TO BE SIMILAR TO A CLAP OF THUNDER).

3 LANDINGS WOULD CONTINUE TO BE CONDUCTED IN THE ATLANTIC OCEAN, AS
4 ASSESSED IN THE 2016 DAF EA. PROPULSION NOISE AND SONIC BOOMS ASSOCIATED
5 WITH LANDINGS WOULD OCCUR MORE FREQUENTLY IN PROPORTION TO THE
6 PROPOSED INCREASE IN LAUNCH TEMPO. THE PROPULSION NOISE AND SONIC BOOMS
7 GENERATED DURING LANDINGS WOULD FOCUS NEAR THE LANDING PLATFORM
8 LOCATED WITHIN THE DESIGNATED LANDING PLATFORM RANGE, WHICH IS LARGER
9 THAN THE LANDING RANGE CONSIDERED IN THE 2016 DAF EA. THE LANDING
10 PLATFORM RANGE IS 37 MILES FROM SHORE AT ITS CLOSEST POINT, WITH MOST OF
11 THE RANGE WITHIN THE OPEN ATLANTIC. LANDING PROPULSION NOISE WOULD NOT BE
12 DISTURBING ON LAND, AND SONIC BOOMS WOULD NOT EXCEED 1 PSF ON LAND AREAS.
13 *

14 **SLIDE 26 — BIOLOGICAL RESOURCES**

15 BIOLOGICAL RESOURCES INCLUDE NATIVE VEGETATION, WILDLIFE, AND THE HABITATS
16 IN WHICH THEY OCCUR. PROTECTED SPECIES AND INVASIVE AND NON-NATIVE SPECIES
17 ARE ALSO CONSIDERED IN THIS SECTION.

18 THE STUDY AREA INCLUDES LOCATIONS WHERE BIOLOGICAL RESOURCES COULD BE
19 AFFECTED BY NOISE, SONIC BOOMS, HEAT AND EXHAUST PLUMES, VIBRATION, ITEMS
20 STRIKING THE WATER SURFACE, AND VEHICLE AND BOAT TRAFFIC. THESE AREAS
21 GENERALLY INCLUDE (1) TERRESTRIAL AND NEARSHORE HABITATS AT AND AROUND
22 SLC-36 AFFECTED BY LAUNCHES, STATIC FIRE TESTS, AND OPERATIONS AND (2) MARINE
23 HABITATS IN THE OCEAN WHERE BOATS WOULD TRAVERSE, FIRST STAGES AND
24 FAIRINGS WOULD LAND AND BE RECOVERED, AND DEBRIS WOULD LAND AND BE
25 EXPECTED TO SINK.

1 UNDER THE PROPOSED ACTION, THE FOLLOWING STRESSORS HAVE THE POTENTIAL TO
2 AFFECT SPECIES AND/OR HABITAT:

3 NOISE, SONIC BOOMS, AND VISUAL STIMULI; VIBRATIONS; STRIKES/COLLISIONS;
4 ARTIFICIAL LIGHTING; DELUGE WATER AND PLUME HEAT AND VAPOR; HAZARDOUS
5 MATERIALS; AND RESTRICTED ACCESS FOR MANAGEMENT AND MONITORING.

6 UNDER SECTION 7 OF THE ESA, THE DAF IS THE LEAD AGENCY CONSULTING WITH THE
7 U.S. FISH AND WILDLIFE SERVICE. THE DAF DETERMINED THE PROPOSED ACTION MAY
8 AFFECT, BUT IS NOT LIKELY TO ADVERSELY AFFECT, 10 LISTED SPECIES, AND MAY
9 AFFECT, AND IS LIKELY TO ADVERSELY AFFECT, SEVEN LISTED SPECIES.

10 PREVIOUS PROGRAMMATIC CONSULTATION WITH THE NATIONAL MARINE FISHERIES
11 SERVICE (OR NMFS) BY FAA, DAF, AND NASA ASSOCIATED WITH COMMERCIAL
12 LAUNCH/LANDING ACTIVITIES DETERMINED THAT THESE ACTIVITIES *MAY AFFECT, BUT*
13 *ARE NOT LIKELY TO ADVERSELY AFFECT*, ESA-LISTED SPECIES AND CRITICAL HABITAT.
14 THE PROPOSED ACTION WITHIN THIS DRAFT EA IS WITHIN THE SCOPE OF THE
15 PROGRAMMATIC CONSULTATION, AND NO NEW NMFS CONSULTATION IS REQUIRED. *

16 **SLIDE 27 — STAKEHOLDER ENGAGEMENT** 17 **SCHEDULE**

18 THIS SLIDE DISPLAYS THE REMAINING MAJOR MILESTONES OF THE EA SCHEDULE. THE
19 DRAFT EA WAS PUBLISHED ON SEPTEMBER 29, 2026, AND THE VIRTUAL PUBLIC
20 MEETING IS BEING HELD ON OCTOBER 22, 2026. THE PUBLIC COMMENT PERIOD WILL
21 CLOSE ON OCTOBER 30, 2026, AFTER WHICH FAA WILL EVALUATE AND INCORPORATE
22 COMMENTS INTO THE FINAL EA. FAA WILL THEN ISSUE A FONSI/ROD, A MITIGATED
23 FONSI/ROD, OR A NOTICE OF INTENT TO CONTINUE THE ENVIRONMENTAL REVIEW
24 PROCESS AND PREPARE AN ENVIRONMENTAL IMPACT STATEMENT. *

SLIDE 28 — COMMENTS ON THE DRAFT EA

AS PREVIOUSLY DISCUSSED, THERE ARE MULTIPLE WAYS TO SUBMIT COMMENTS ON THE DRAFT EA. COMMENTS MAY BE PROVIDED VERBALLY DURING THIS MEETING TO A COURT REPORTER, ONLINE AT REGULATIONS.GOV UNDER DOCKET NUMBER: FAA-2026-9841 OR, BY MAIL TO AMY HANSON, C/O ICF, FAA ENVIRONMENTAL PROTECTION SPECIALIST, BLUE ORIGIN SLC-36 EA, 1902 RESTON METRO PLAZA, RESTON, VIRGINIA 20190. FAA WILL CONSIDER AND RESPOND IN THE FINAL EA TO ALL SUBSTANTIVE COMMENTS RECEIVED OR POST-MARKED BY NO LATER THAN OCTOBER 30, 2026.

YOU MAY ALSO SUBSCRIBE TO THE PROJECT MAILING LIST AND VIEW THE DRAFT EA AT THE PROJECT WEBSITE LISTED AT THE BOTTOM OF THIS SLIDE. *

SLIDE 29— PROVIDING PUBLIC COMMENTS

FAA IS SEEKING COMMENTS FROM THE PUBLIC CONCERNING THE ACCURACY OF THE DRAFT EA, ADEQUACY OF THE ANALYSIS, NEW INFORMATION, OR ADDITIONAL AREAS WHERE FURTHER CLARIFICATION IS NEEDED. ALL SUBSTANTIVE COMMENTS RECEIVED, REGARDLESS OF FORMAT OR SUBMISSION DATE, WILL BE GIVEN FULL AND EQUAL CONSIDERATION. *

SLIDE 30— END TITLE SLIDE

THIS CONCLUDES THE VIDEO PRESENTATION. *

[END VIDEO PRESENTATION]

SLIDE 31 — 5 MINUTE BREAK (Speaker: Facilitator)

[LEAVE THIS SLIDE FOR THE DURATION OF THE SHORT BREAK]

THE TIME IS X:XX PM AND WE WILL TAKE A SHORT 5-MINUTE BREAK. WE WILL RESUME PROMPTLY AT X:XX PM LOCAL EASTERN TIME.

1 **[5 MINUTE BREAK]**

2 THE TIME IS X:XX PM AND WE WILL NOW BEGIN THE FORMAL PUBLIC COMMENT
3 SESSION. *

4 **SLIDE 32 — ORDER OF PUBLIC COMMENTS**
5 **(Speaker: Facilitator)**

6 THANK YOU ALL. WE ARE READY TO GET STARTED WITH THE VERBAL COMMENT
7 SESSION OF TONIGHT'S MEETING.

8 FIRST, I WILL CALL ON THE PEOPLE WHO REQUESTED TO MAKE A COMMENT WHEN
9 THEY REGISTERED. ALL NAMES WILL BE CALLED IN THE ORDER IN WHICH WE RECEIVED
10 YOUR REGISTRATION. AFTER ALL OF THOSE FOLKS HAVE COMMENTED, I WILL ASK IF
11 ANYONE ELSE WOULD LIKE TO MAKE A COMMENT, BUT WE WILL NOT BE TAKING
12 REPEAT SPEAKERS.

13 WHEN YOUR NAME IS CALLED YOU WILL THEN USE THE "RAISE YOUR HAND" FEATURE
14 ON THE ZOOM PLATFORM, OR IF YOU ARE CALLING IN FROM A PHONE, YOU WILL TYPE
15 *9. I WILL CALL ON PEOPLE TO COMMENT IN THE ORDER IN WHICH THEY RAISE THEIR
16 HANDS.

17 DURING THE VERBAL COMMENT SESSION, I WILL POST THE NAMES OF THE NEXT FEW
18 SPEAKERS IN THE CHAT, SO YOU CAN SEE WHEN YOUR TURN IS COMING. I WILL THEN
19 READ THE NAME AND ASK THAT YOU PLEASE 'RAISE YOUR HAND' USING THE BUTTON
20 AT THE BOTTOM OF YOUR SCREEN, OR TYPE *9 IF YOU CALLED IN BY TELEPHONE. THAT
21 WILL LET ME KNOW THAT YOU ARE ON THE CALL AND ARE STILL INTERESTED IN
22 PROVIDING A PUBLIC COMMENT. IF YOU ARE ON THE CALL BUT NO LONGER WISH TO
23 PROVIDE A PUBLIC COMMENT, FEEL FREE TO JUST NOT RAISE YOUR HAND AND WE
24 WILL MOVE ON TO THE NEXT SPEAKER.

25 I WILL CALL THE NAMES OF THE PEOPLE WHO HAVE THEIR HANDS RAISED AND WHEN I
26 CALL YOUR NAME, YOU WILL RECEIVE A POP-UP BOX ON YOUR SCREEN THAT WILL

1 ALLOW YOU TO UNMUTE YOURSELF TO MAKE YOUR COMMENT. SOMETIMES THAT
2 POP-UP BOX GETS HIDDEN IF YOU HAVE SEVERAL OTHER WINDOWS OPEN ON YOUR
3 COMPUTER, SO I RECOMMEND CLOSING ANY EXTRA OPEN WINDOWS NOW. IF YOU ARE
4 CALLING IN FROM A PHONE, YOU WILL HEAR A PROMPT TO PRESS *6 TO UNMUTE
5 YOUR LINE. *

6 **SLIDE 33 — OPEN FOR PUBLIC COMMENTS**
7 **(Speaker: Facilitator)**

8 A COUPLE OF GROUND RULES FOR US ALL TO FOLLOW DURING THE VERBAL COMMENT
9 SESSION THIS EVENING:

10 PLEASE LIMIT YOUR COMMENTS TO NO MORE THAN 3 MINUTES. I WILL POST A TIMER
11 ON THE SCREEN TO HELP KEEP TRACK OF TIME. WHEN YOU ARE CALLED UPON, PLEASE
12 STATE AND SPELL YOUR NAME FOR THE RECORD. AT THE END OF YOUR TIME, I WILL
13 JUMP BACK IN TO ASK YOU TO QUICKLY WRAP UP TO ALLOW OTHERS THE
14 OPPORTUNITY TO COMMENT. IF YOU ARE NOT ABLE TO COMPLETE YOUR COMMENTS
15 WITHIN THE ALLOTTED TIME, YOU MAY STILL SUBMIT THEM IN WRITING BEFORE THE
16 END OF THE COMMENT PERIOD ON OCTOBER 30, 2026.

17 BEFORE MOVING INTO THE VERBAL COMMENT SESSION OF THE MEETING, I'D LIKE TO
18 REITERATE SOME INFORMATION I MENTIONED EARLIER.

19 FAA IS SEEKING FEEDBACK FROM FEDERAL, STATE, AND LOCAL AGENCIES, TRIBES, AND
20 THE PUBLIC TO DEVELOP THE FINAL EA. THE PURPOSE OF THIS MEETING IS TO PROVIDE
21 THE OPPORTUNITY TO LEARN ABOUT AND COMMENT ON THE PROJECT. PUBLIC
22 COMMENTS WILL BE PART OF THE OFFICIAL RECORD AND A SUMMARY WILL BE
23 INCLUDED IN THE FINAL EA. FAA IS ALSO SEEKING TO IDENTIFY ISSUES OF INTEREST OR
24 CONCERN TO FRAME THE ENVIRONMENTAL ANALYSIS AND MORE EFFECTIVELY SHAPE
25 THE RANGE OF ALTERNATIVES FAA WILL CONSIDER.

1 AS PREVIOUSLY DISCUSSED, COMMENTS MAY BE SUBMITTED IN MULTIPLE WAYS:
2 VERBALLY TO THE COURT REPORTER TONIGHT, ONLINE AT REGULATIONS.GOV UNDER
3 DOCKET NUMBER: FAA-2026-9841 OR, BY MAIL TO AMY HANSON, C/O ICF, FAA
4 ENVIRONMENTAL PROTECTION SPECIALIST, BLUE ORIGIN SLC-36 EA, 1902 RESTON
5 METRO PLAZA, RESTON, VIRGINIA 20190. FAA WILL CONSIDER IN THE FINAL EA ALL
6 COMMENTS RECEIVED OR POST-MARKED BY NO LATER THAN OCTOBER 30, 2026.

7 BEFORE INCLUDING YOUR ADDRESS, PHONE NUMBER, E-MAIL ADDRESS, OR OTHER
8 PERSONAL IDENTIFYING INFORMATION IN YOUR COMMENT, BE ADVISED THAT YOUR
9 ENTIRE COMMENT – INCLUDING YOUR PERSONAL IDENTIFYING INFORMATION – MAY
10 BE MADE PUBLICLY AVAILABLE AT ANY TIME. WHILE YOU CAN ASK FAA IN YOUR
11 COMMENT TO WITHHOLD FROM PUBLIC REVIEW YOUR PERSONAL IDENTIFYING
12 INFORMATION, FAA CANNOT GUARANTEE THAT WE WILL BE ABLE TO DO SO.*

13 **SLIDE 34 — TIMER** (Speaker: Facilitator)

14 THE NAMES OF THE FIRST FEW COMMENTERS HAVE BEEN POSTED IN THE CHAT BOX.

15 I WILL NOW READ THE NAMES ALOUD AND ASK THAT YOU PLEASE RAISE YOUR HAND
16 USING THE BUTTON AT THE BOTTOM OF YOUR SCREEN OR PRESS *9 IF YOU DIALED IN
17 BY PHONE. I WILL CALL THE NAMES OF THE PEOPLE WHO HAVE THEIR HANDS RAISED
18 AND YOU WILL RECEIVE THAT POP-UP BOX SO YOU CAN UNMUTE, STATE AND SPELL
19 YOUR NAME AND AFFILIATION, AND MAKE YOUR COMMENT.

20 I APOLOGIZE IN ADVANCE FOR ANY MISPRONUNCIATIONS.

21 OUR FIRST COMMENTER IS_____.

22 THANK YOU,_____.

23 OUR NEXT COMMENTER IS_____...

24 ++++++

1 THOSE ARE ALL OF THE FOLKS WHO PRE-REGISTERED TO MAKE A COMMENT TONIGHT.
2 IF YOU DID NOT PRE-REGISTER, BUT WOULD LIKE TO MAKE A COMMENT, I WOULD ASK
3 THAT YOU PLEASE USE THE 'RAISE HAND' BUTTON ON YOUR ZOOM PLATFORM OR DIAL
4 *9 IF YOU CALLED IN USING A PHONE. I WILL CALL YOUR NAME IN THE ORDER IN WHICH
5 YOU RAISE YOUR HAND AND YOU WILL RECEIVE A POP-UP BOX ASKING YOU TO
6 UNMUTE. IF YOU ARE DIALED IN BY PHONE, PLEASE USE *6 TO UNMUTE AND RE-MUTE.

7 OUR FIRST COMMENTER IS _____. YOU SHOULD RECEIVE A POP-UP BOX ASKING YOU
8 TO UNMUTE AND YOU CAN MAKE YOUR COMMENT.

9 ++++++

10 IF YOU DID NOT PRE-REGISTER, BUT WOULD LIKE TO MAKE A COMMENT, I WOULD ASK
11 THAT YOU PLEASE USE THE 'RAISE HAND' BUTTON ON YOUR ZOOM PLATFORM OR DIAL
12 *9 IF YOU CALLED IN USING A PHONE. I WILL CALL YOUR NAME IN THE ORDER IN WHICH
13 YOU RAISE YOUR HAND AND YOU WILL RECEIVE A POP-UP BOX ASKING YOU TO
14 UNMUTE. IF YOU ARE DIALED IN BY PHONE, PLEASE USE *6 TO UNMUTE AND RE-MUTE.

15 OUR FIRST COMMENTER IS _____. YOU SHOULD RECEIVE A POP-UP BOX ASKING YOU
16 TO UNMUTE AND YOUR CAN MAKE YOUR COMMENT.

17 ++++++

18 AT THIS TIME, I DO NOT SEE ANY ADDITIONAL HANDS RAISED TO PROVIDE A COMMENT.

19 *

20 **SLIDE 35 — COMMENTS ON THE DRAFT EA**
21 **(Speaker: Facilitator)**

22 AS DISCUSSED PREVIOUSLY, YOU CAN ALSO SUBMIT YOUR COMMENTS
23 ELECTRONICALLY THROUGH WWW.REGULATIONS.GOV USING DOCKET NUMBER: FAA-
24 2026-9841, OR THROUGH THE U.S. MAIL ADDRESSED TO:

1 AMY HANSON, C/O ICF

2 FAA ENVIRONMENTAL PROTECTION SPECIALIST

3 BLUE ORIGIN SLC-36 EA

4 1902 RESTON METRO PLAZA

5 RESTON, VIRGINIA 20190

6 PLEASE MAKE NOTE THAT THE COMMENT PERIOD CLOSSES ON OCTOBER 30, 2026. YOU
7 MAY ALSO SUBSCRIBE TO THE PROJECT MAILING LIST AND VIEW THE DRAFT EA AT THE
8 PROJECT WEBSITE BY VISITING:

9 [HTTPS://WWW.FAA.GOV/SPACE/STAKEHOLDERENGAGEMENT/BLUE-ORIGIN-NEW-](https://www.faa.gov/space/stakeholderengagement/blue-origin-new-glenn)
10 [GLENN](https://www.faa.gov/space/stakeholderengagement/blue-origin-new-glenn)

11 WHILE WE WILL NOT BE PRESENTING ANY NEW INFORMATION THIS EVENING, WE WILL
12 STAY ONLINE UNTIL THE MEETING IS SCHEDULED TO ADJOURN AT 7:00 PM EASTERN
13 TIME. IF YOU HAVE NOT ALREADY PROVIDED A VERBAL COMMENT AND WOULD LIKE TO
14 DO SO, PLEASE RAISE YOUR HAND AND I WILL CALL ON YOU TO PROVIDE YOUR
15 COMMENT.

16 AS DISCUSSED PREVIOUSLY, YOU CAN ALSO SUBMIT YOUR COMMENTS
17 ELECTRONICALLY THROUGH WWW.REGULATIONS.GOV USING DOCKET NUMBER: FAA-
18 2026-9841, OR THROUGH THE U.S. MAIL ADDRESSED TO:

19 AMY HANSON, C/O ICF

20 FAA ENVIRONMENTAL PROTECTION SPECIALIST

21 BLUE ORIGIN SLC-36 EA

22 1902 RESTON METRO PLAZA

1 RESTON, VIRGINIA 20190

2 PLEASE MAKE NOTE THAT THE COMMENT PERIOD CLOSSES ON OCTOBER 30, 2026. YOU
3 MAY ALSO SUBSCRIBE TO THE PROJECT MAILING LIST AND VIEW THE DRAFT EA AT THE
4 PROJECT WEBSITE BY VISITING:

5 [HTTPS://WWW.FAA.GOV/SPACE/STAKEHOLDERENGAGEMENT/BUE-ORIGIN-NEW-](https://www.faa.gov/space/stakeholderengagement/blue-origin-new-glenn)
6 [GLENN](https://www.faa.gov/space/stakeholderengagement/blue-origin-new-glenn) *

7 **SLIDE 36 — ENDING TITLE SLIDE**

8 THANK YOU FOR YOUR PARTICIPATION IN TONIGHT’S MEETING. THIS PUBLIC MEETING
9 IS NOW ADJOURNED.