

October 22, 2026

Commercial Space Transportation

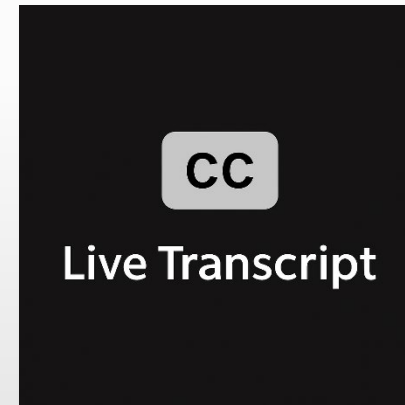
Public Meeting for the Environmental Assessment for the Blue Origin New Glenn Operations
at Space Launch Complex 36 at Cape Canaveral Space Force Station, Florida



**Federal Aviation
Administration**

Closed Captioning

- Closed Captioning
 - To turn on closed captions, click on the “CC/Live Transcript” icon on the bottom of your screen
 - Choose the “enable” option



Meeting Agenda

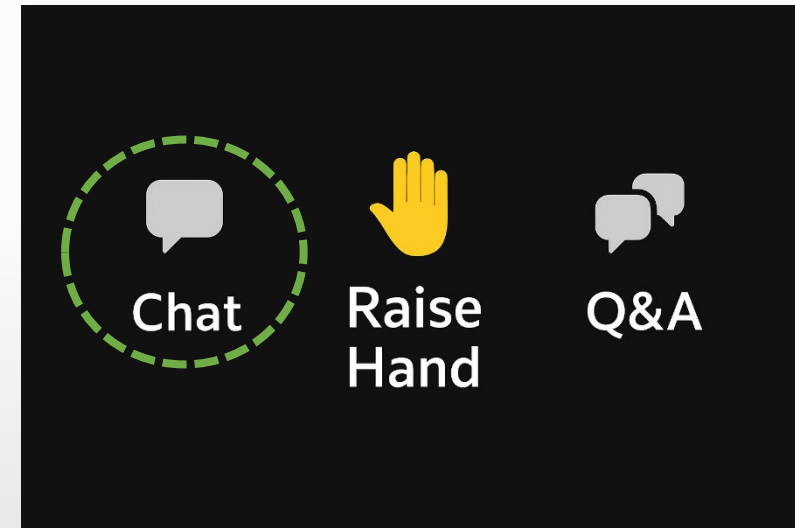
- Logistics
- Introductions
- Presentation
- Break
- Verbal Comments
 - Attendees will be given the opportunity to provide public comments recorded by a court reporter

Please note: This meeting is being recorded



Zoom Platform

- If you need help with the Zoom platform:
 - Use the chat feature at the bottom of the screen to message meeting host
- To call in to the meeting:
 - Phone number: 1-888-788-0099
 - Meeting ID: 833 9840 7316
 - Password: 639439



- All participants are on mute and video feeds are restricted



Amy Hanson

Environmental Protection Specialist
Operations Support Branch (ASA-140)
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Federal Aviation Administration (FAA)

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**Federal Aviation
Administration**

Media Contact

- For any media inquiries, please contact:
 - FAA Press Office
 - Pressoffice@faa.gov



How to Submit Comments

- Provide a verbal comment at tonight's meeting
- Submit electronically at www.regulations.gov
 - Search for Docket No. FAA-2026-9841Click on the "Comment" button, enter your information and comment, then click "Submit Comment"
- Mail to:
Amy Hanson, c/o ICF
FAA Environmental Protection Specialist
Blue Origin SLC-36 EA
1902 Reston Metro Plaza
Reston, VA 20190

The comment period closes on October 30, 2026

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask FAA in your comment to withhold from public review your personal identifying information, FAA cannot guarantee that we will be able to do so.



FAA Presentation



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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 Space Launch Complex (SLC)-36 in Florida.
 - Increase the annual New Glenn launch cadence at SLC-36 from 12 to 50 and 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.
- FAA is analyzing the potential environmental impacts in a Draft Environmental Assessment (Draft EA).



National Environmental Policy Act (NEPA)

- NEPA is a procedural statute that requires Federal agencies to consider the potential environmental impacts of proposed actions subject to Federal control or responsibility before a decision is made.
- FAA's major Federal actions subject to NEPA include the issuance of a new or modification of an existing license for commercial space operations and the approval of airspace closures.

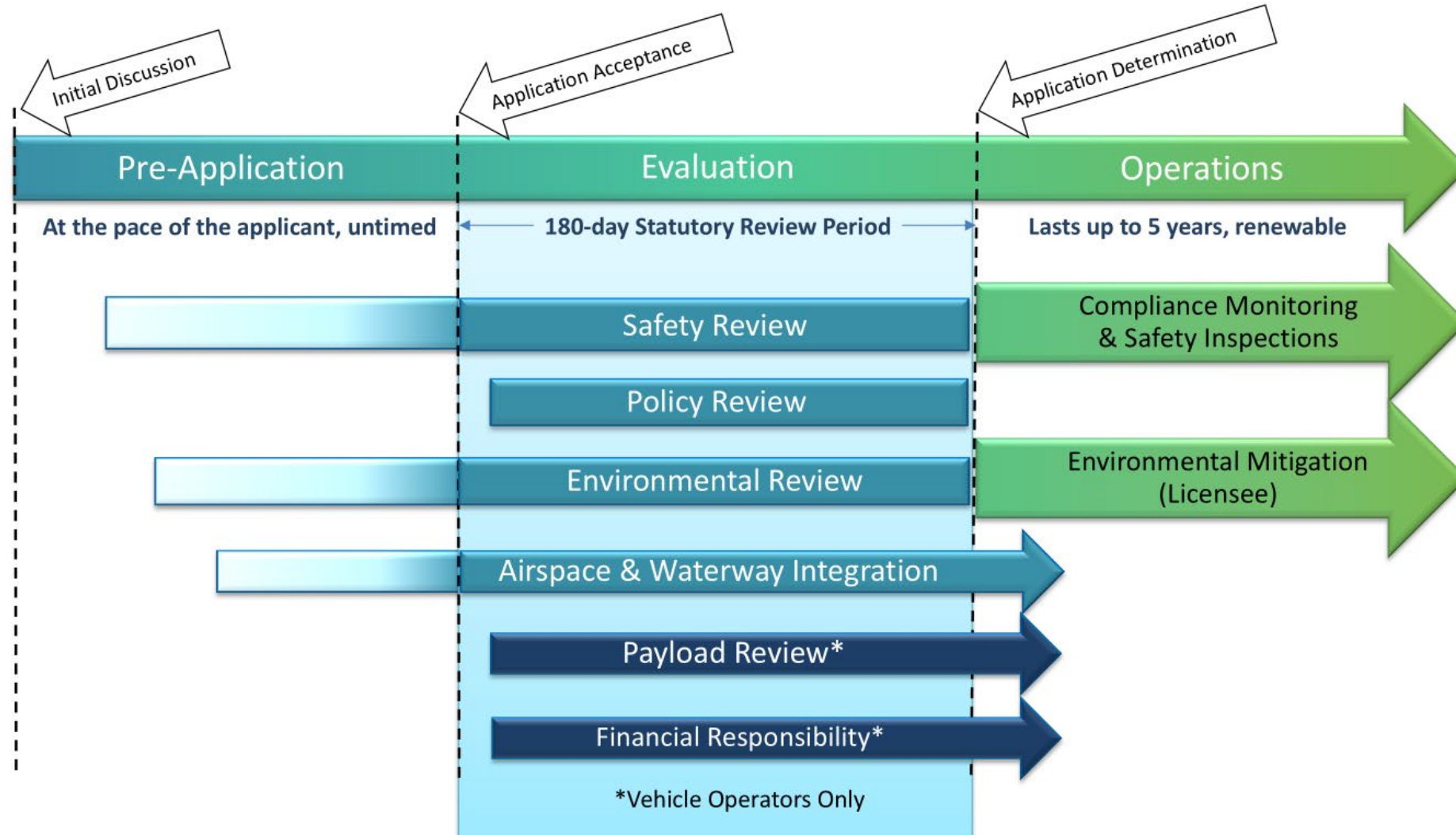


Project History

- The New Glenn program at CCSFS was first analyzed by the Department of the Air Force (DAF) as an “orbital launch vehicle” in the 2016 *Environmental Assessment, Blue Origin Launch Site at Cape Canaveral Air Force Station, Florida* (2016 EA). DAF signed a Finding of No Significant Impact (FONSI) for the 2016 EA on December 8, 2016. The 2016 EA evaluated:
 - Construction and operation of an orbital launch site at SLC-11 and SLC-36
 - Up to 12 launches per year
 - The New Glenn first stage returning to an at-sea platform in the Atlantic Ocean
 - Engine testing
- The FAA issued its own FONSI based on the 2016 DAF EA on April 13, 2017.
- FAA issued a vehicle operator license to Blue Origin in December 2024 (VOL 24-133), authorizing up to 12 launches per year for up to 5 years.
- This EA builds on the 2016 DAF EA and evaluates the new aspects of Blue Origin’s proposal.



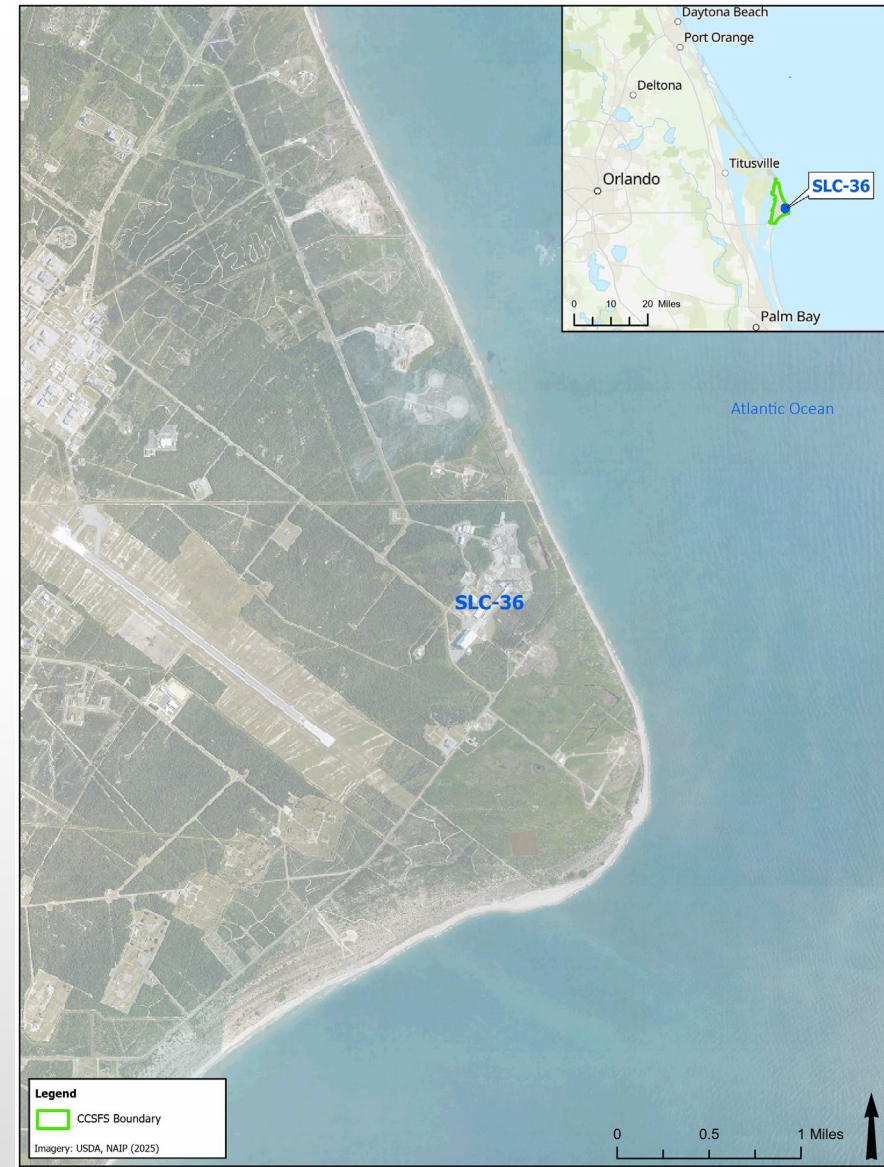
Licensing Process: Vehicle/Site



*The Environmental Review process is in reference to the National Environmental Policy Act (NEPA) process.



Project Location and Site Overview

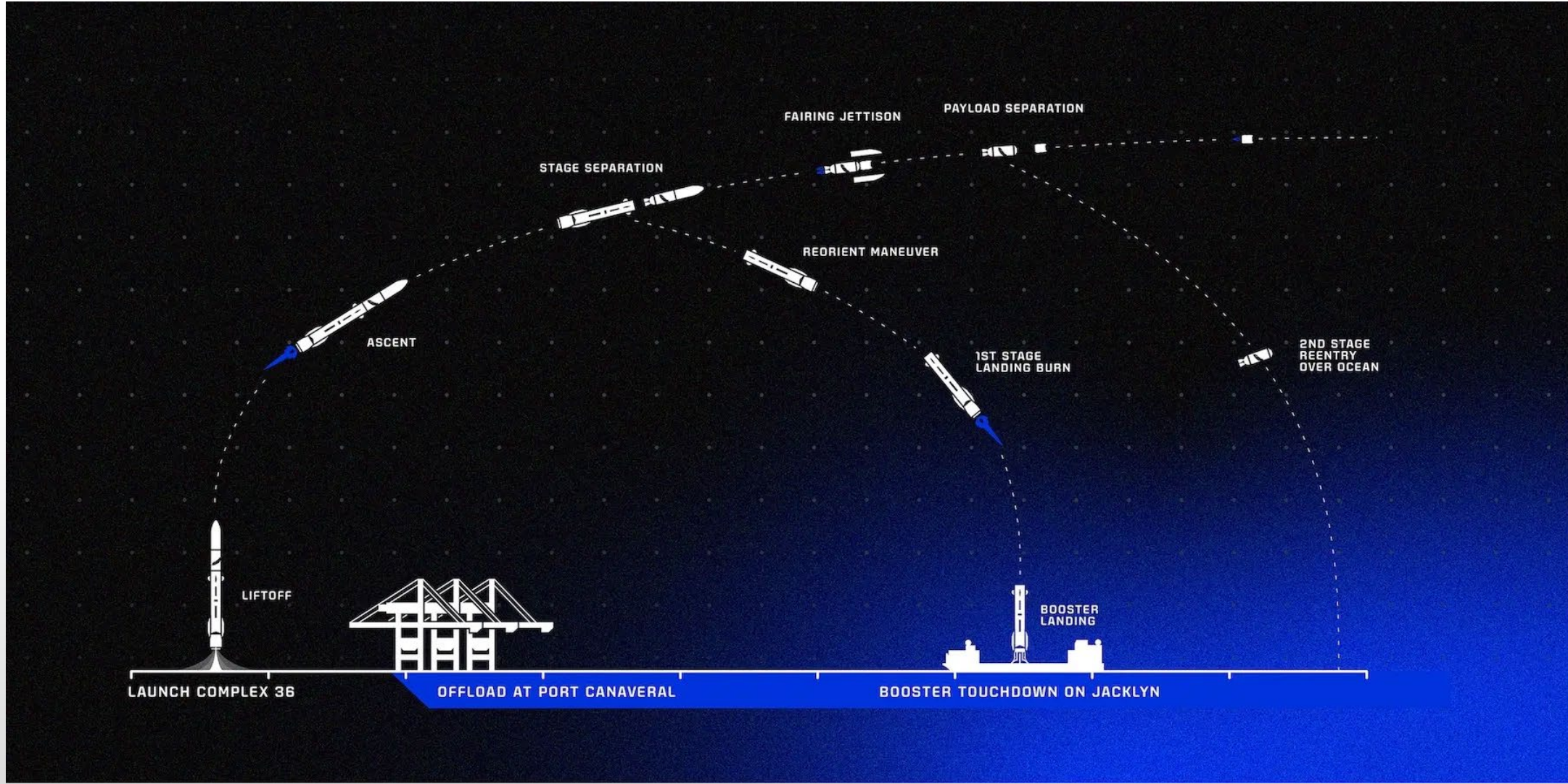


New Glenn Launch Vehicle

- Two-stage orbital rocket with a reusable first stage.
- Approximately 320 feet tall and 23 feet in diameter.
- First-stage powered by seven BE-4 engines using liquid oxygen (LOX) and liquefied natural gas (LNG) as propellants.
- Second-stage powered by two BE-3U engines using LOX and liquid hydrogen (LH₂) as propellants.



New Glenn Proposed Operations

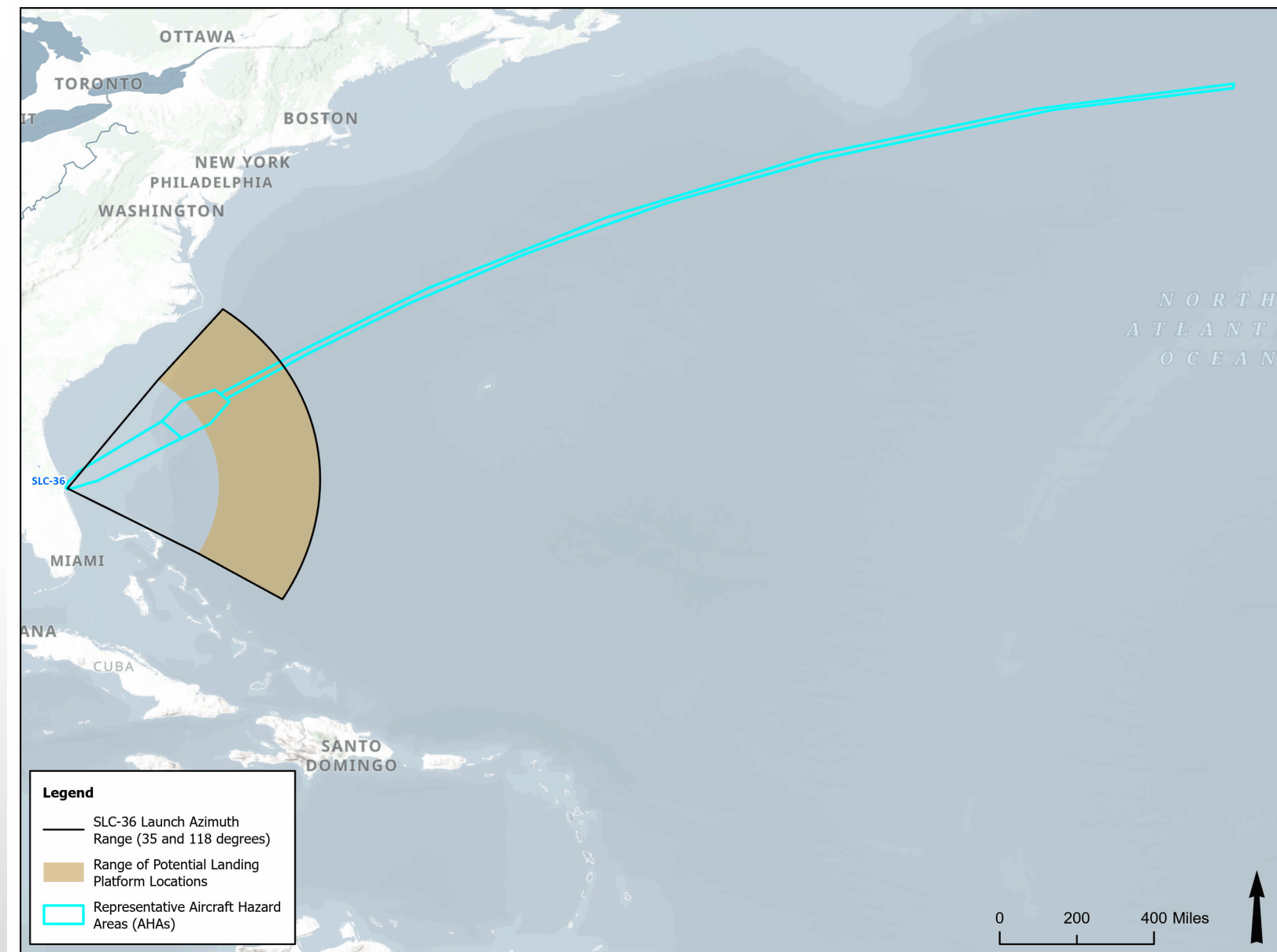


Proposed Operations

Activity	Annual Frequency
Static Fire Test	Up to 100 times (estimate includes 50 integrated launch vehicle first-stage hot fires and 50 second-stage tests)
Launch	Up to 50 times
Payload fairing recovery and vehicle landing downrange (on a barge)	Up to 50 times



Proposed Launch and Landing Locations



Lead and Cooperating Agencies

- **Lead Federal Agency:** FAA
- **Cooperating Agencies:**
 - The Department of the Air Force (DAF)
 - National Aeronautics and Space Administration (NASA)
 - United States Coast Guard (USCG)



Airspace Coordination/Closures

- All launch and reentry operations would comply with necessary notification requirements, including issuance of Notices to Airmen (NOTAMs) and identification of Aircraft Hazard Areas (AHAs) that assist pilots in scheduling around temporary disruption of flight activities.
 - The AHAs define the temporarily closed airspace that would be established and published through a NOTAM prior to the launch/reentry.
- The location and size of airspace closures for commercial space operations vary with each mission and are influenced by multiple factors, including prior flight history.



Maritime Coordination

- All launch and landing operations would comply with necessary notification requirements, including issuance of a Notice to Mariners (NOTMAR) by the USCG.
 - A NOTMAR provides a notification regarding a temporary hazard within a defined area (a ship hazard area) to ensure public safety during proposed operations.
- The USCG publishes NOTMARs in U.S. waters through multiple media platforms. The National Geospatial Intelligence Agency publishes notices in international areas.
- A number of spotter aircraft, including drones and surveillance vessels, are used during launch activities to ensure that designated hazard areas are clear of non-participating crafts.



Impact Categories Not Analyzed in Detail

- Coastal Resources
 - The Proposed Action does not involve construction activity or disturbance of coastal resources. The Proposed Action is consistent with CCSFS operations and activities within the context of the Space Coast.
- Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund, Section 6(f)
 - The Proposed Action does not involve impairment or diminishment of activities, features, or attributes of any section 4(f) resources that would contribute to a property's significance or enjoyment. The Proposed Action would not convert lands or facilities purchased with Section 6(f) funds.
- Farmlands
 - There are no prime or unique farmlands of statewide or local importance present at CCSFS.
- Hazardous Materials, Solid Waste, and Pollution Prevention
 - All hazardous materials and solid wastes would be handled in accordance with all applicable federal, state, and local laws and regulations.



Impact Categories Not Analyzed in Detail

- Land Use
 - No changes to land use would occur as a result of the Proposed Action.
- Socioeconomics and Children's Health and Safety Risks
 - There would not be a large change in personnel that would induce substantial economic growth or disrupt or divide an established community. Operational activities would have minimal positive employment and income effects. No adverse effects to the fishing industry have been identified.
 - No component of the Proposed Action would result in a disproportionate health and safety risk to children.
- Soils and Geology
 - The Proposed Action does not include any ground-disturbing activities.
- Visual Effects (including light emissions)
 - There would be no new construction or introduction of new structures affecting the visual landscape. Lighting would be consistent with the existing visual landscape.
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
 - The Proposed Action does not involve disturbance of wetlands or floodplains and would not involve any construction activities that would affect surface waters. There are no wild or scenic rivers associated with the Proposed Action.



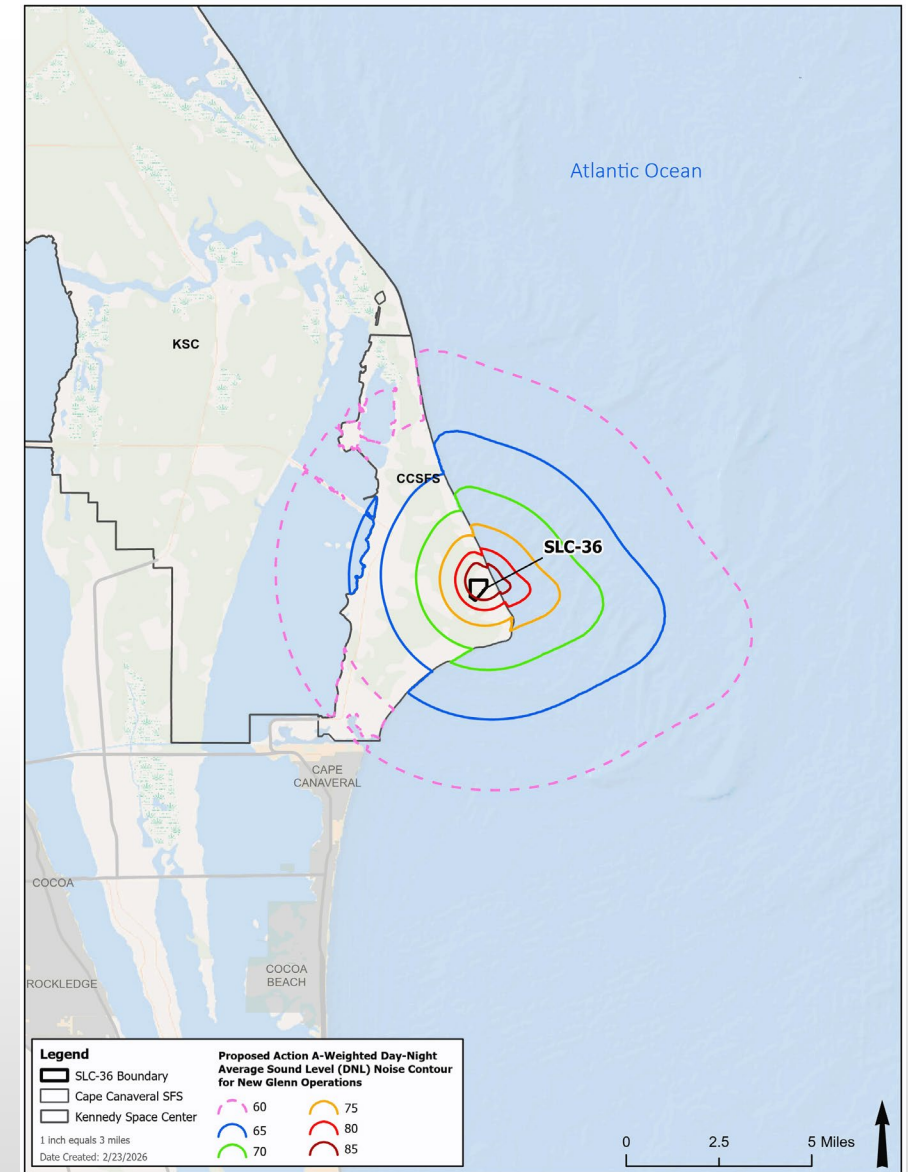
Impact Categories Analyzed in Detail

- Aviation Emissions and Air Quality
- Biological Resources
- Health and Safety
- Historical, Architectural, Archaeological, and Cultural Resources
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use



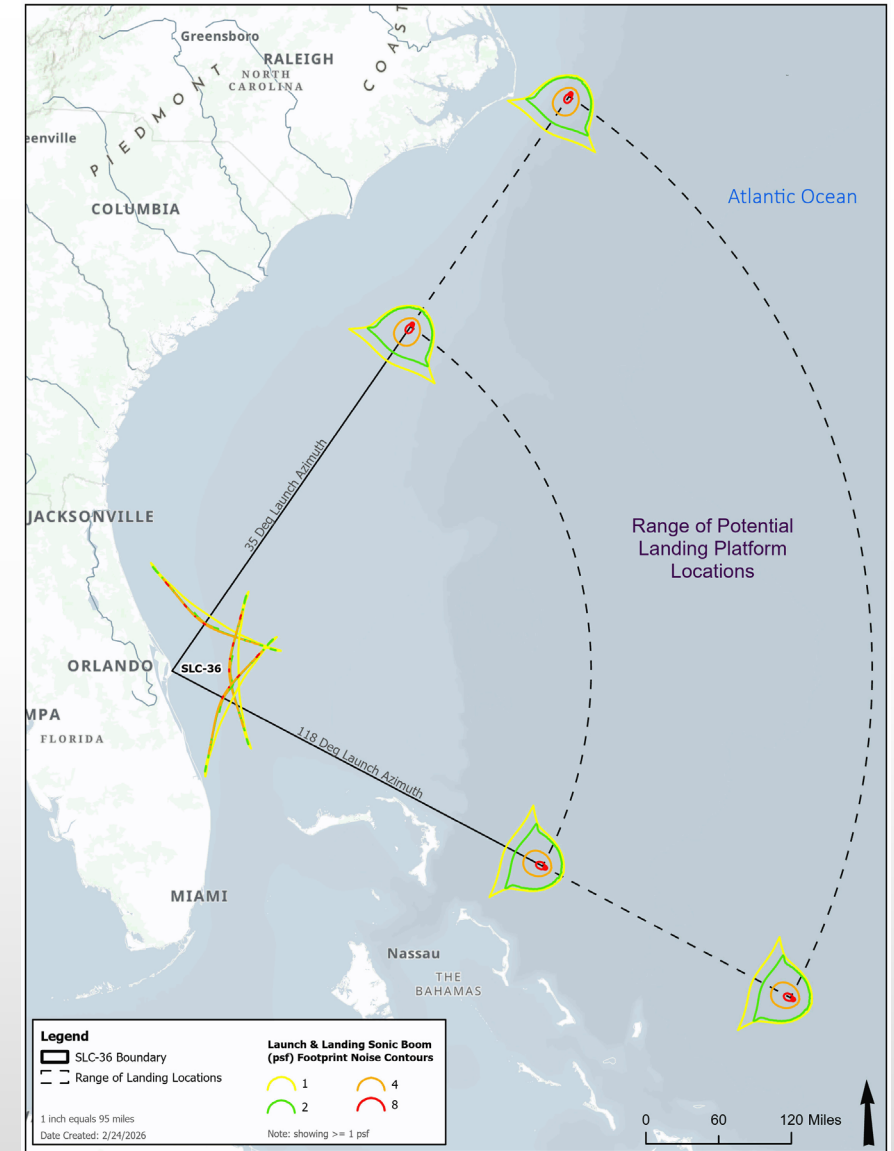
Noise and Noise-Compatible Land Use

- The study area includes locations near SLC-36 as well as areas in or near the range of potential landing platform locations.
- Potential noise effects could occur from the increased number of annual New Glenn static fire tests, launches at SLC-36, and landings in the Atlantic Ocean.
- The Proposed Action would increase the annual frequency of loud events.
- Overpressure events (i.e., sonic booms) would occur offshore.



Noise and Noise-Compatible Land Use (Impacts)

- **Static Fire Tests:** Noise levels from individual New Glenn static fire engine tests would be unchanged from previously analyzed SLC-36 static fire events.
- **Launches:** Sonic booms would be consistent with those generated by current New Glenn launches and would not exceed 1 psf (pound per square foot) on land.
- **Landings:** The landing platform range is 37 miles from shore at its closest point, with most of the range within the open Atlantic. Landing propulsion noise would not be noticeable on land and landing sonic booms would not exceed 1 psf on land areas.



Biological Resources

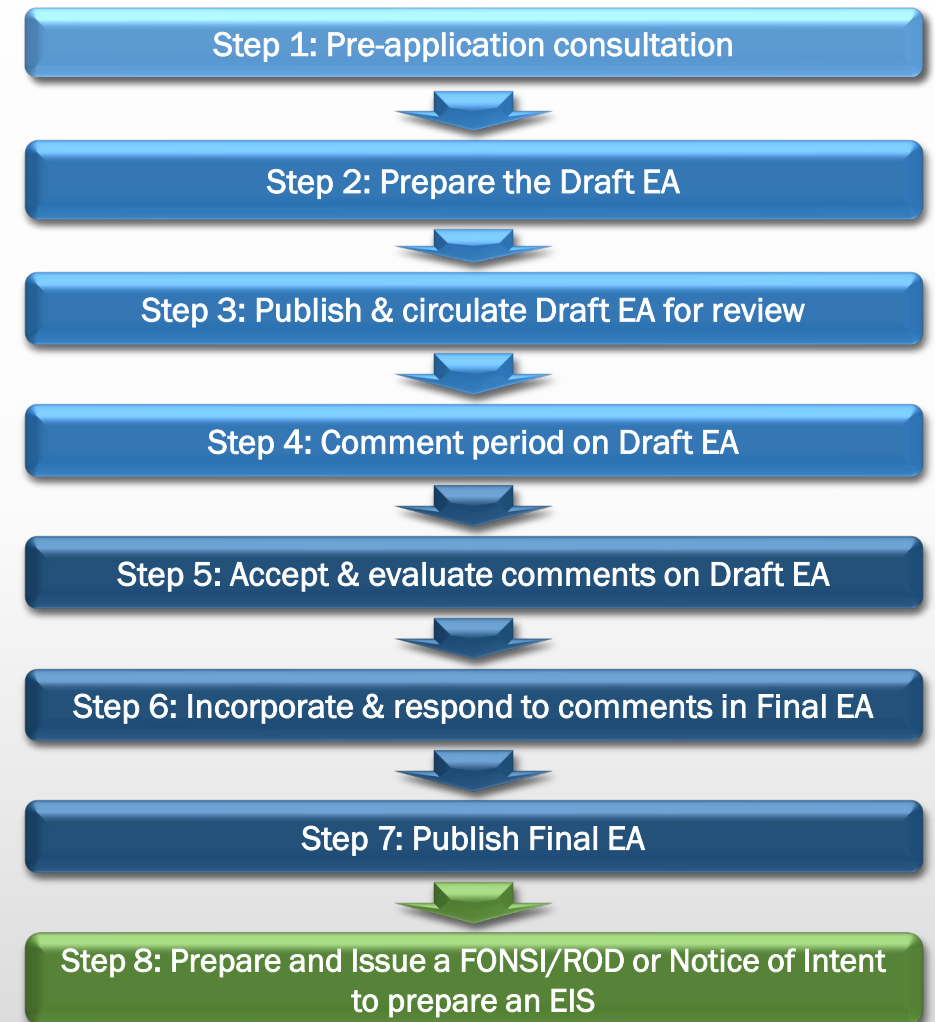
- Under the Proposed Action, the following stressors have the potential to affect species and/or habitat:
 - Noise, Sonic Booms, and Visual Stimuli
 - Vibrations
 - Strikes/Collisions
 - Artificial Lighting
 - Deluge Water and Plume Heat and Vapor
 - Hazardous Materials
 - Restricted Access for Management and Monitoring
- Section 7 of the Endangered Species Act (ESA) consultations
 - DAF is consulting with U.S. Fish and Wildlife Service on the determination that the Proposed Action *may affect and is likely to adversely affect* terrestrial ESA-listed species or designated critical habitat.
 - Previous programmatic consultation with the National Marine Fisheries Service (NMFS) by FAA, DAF, and NASA associated with commercial launch/landing activities determined that these activities *may affect, but are not likely to adversely affect*, ESA-listed species and critical habitat. The Proposed Action is within the scope of the programmatic consultation, and no new NMFS consultation is required.



Stakeholder Engagement Schedule

- **Draft EA Preparation**
 - Coordination with agencies
- **Publication of Draft EA**
 - September 29, 2026
- **Public Meeting on Draft EA**
 - Virtual meeting on October 22, 2026
- **Comment Period Closes**
 - October 30, 2026
- **Next Steps**
 - Incorporate comments on Draft EA and publish Final EA

WE ARE HERE



Comments on the Draft EA

- Provide an oral comment to the court reporter at tonight's meeting
- Submit electronically to: www.regulations.gov
 - Search for Docket No. FAA-2026-9841
 - Click on the "Comment" button, enter your information and comment, then click "Submit Comment"
- Mail to:
Amy Hanson, c/o ICF
FAA Environmental Protection Specialist
Blue Origin SLC-36 EA
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- Comment period closes on October 30, 2026
- Subscribe to the project mailing list, view the Draft EA at:
 - <https://www.faa.gov/space/stakeholderengagement/blue-origin-new-glenn>



Providing Public Comments

- Helpful Types of Comments on the Draft EA
 - Accuracy of information
 - Adequacy of, methodology for, or assumptions used in the environmental analysis
 - New information relevant to the analysis or that would change the conclusions
 - Where clarification is needed

The public comment period ends on October 30, 2026.



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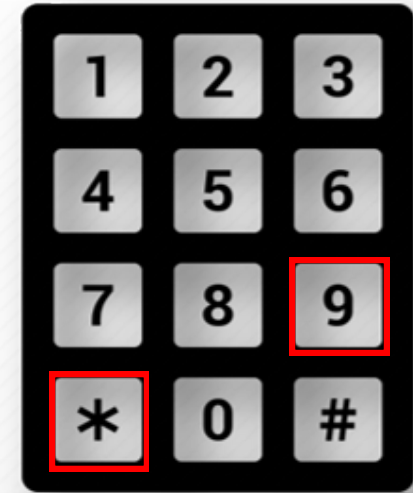
5 Minute Break



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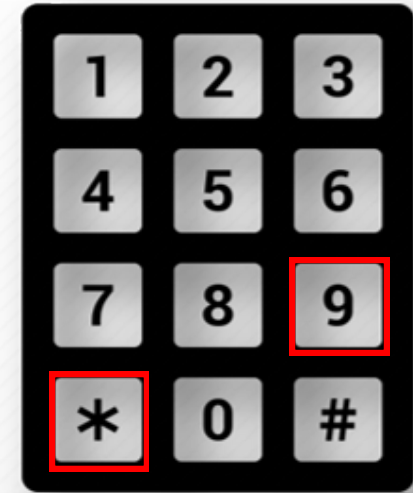
Order of Public Comments

- We will start by calling on those who registered in advance to comment. The Facilitator will call on them in the order they registered.
- Once those comments are completed, others will be invited to comment.
- Commenters will be called on by the Facilitator in the order they raise their hands.



Open for Public Comments

- To comment, use the 'raise hand' button in Zoom (or *9 phone-only participants).
- When you are called upon, the Facilitator will invite you to unmute your line.
- Please state and spell your name when you begin.
- Please limit comments to 3 minutes. For comments more than 3 minutes, you can submit your comments in writing.



The public comment period ends on October 30, 2026.



Comments limited to 3 minutes



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