

# CAA Environmental Statement

As per the Air Navigation Guidance 2017 paragraph 2.13 and CAP 1616 paragraphs B83 and B84, the CAA is required to consider the sponsor's assessment of the noise impact of each proposed temporary change to airspace design unless the specific details of the proposal mean that this is not needed. Due to the short-term nature of temporary changes, there is no requirement to assess longer-term environmental impacts (i.e. CO2, local air quality, tranquillity, biodiversity) as these impacts are likely to be negligible over a short-term.

This ACP is proposing to establish a series of Temporary Danger Areas (TDAs) to allow Virgin Orbit space activities to be segregated from other air traffic. For a Temporary Danger Area ACPs, the scope of the environmental assessment includes both the direct noise impacts from the activity taking place within the Danger Area and the indirect consequential noise impact of aircraft having to reroute around the Danger Area. The launch aircraft will fly as a typical aircraft movement to depart from and arrive back at Newquay Cornwall Airport and therefore these elements of the operation are not within the scope of this assessment.

There will be no consequential impact to other airspace users below 7,000 ft. and therefore no indirect noise impacts from aircraft rerouting. As the TDAs and the associated operations within them occur largely over the High Seas (uninhabited areas), the CAA considers it unlikely that there will be any direct noise impacts from this ACP.

From an environmental perspective, it is therefore recommended that the temporary ACP be recommended for approval by the UK CAA.

Environmental Assessment Sign-Off	Name	Signature	Date
Environmental Assessment completed by Airspace Regulator (Environment)	[REDACTED]	[REDACTED]	21 Oct 2022
Environmental Assessment approved by Manager Airspace Regulation	[REDACTED]	[REDACTED]	21 Oct 2022