

[REDACTED]

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I am writing to you today in relation to the Airspace Change Proposal (ACP) titled "Group of TDAs connecting Orkney and Shetland Islands for SATE UAS operations (ACP-2021-025)". Following on from the Assessment Meeting, you have conducted targeted stakeholder engagement and you have provided evidence of your engagement in a Summary Report with current version being v3. My colleagues and I have reviewed your ACP and associated documents, and after reviewing both, the design and engagement material I can confirm that the decision has been to **approve** (subject to the approval conditions being met) the Temporary Danger Area (TDA) complex associated with **Phase One only** in relation to ACP-2021-025.

During the Assessment Meeting for the ACP in question, Windracers provided the CAA with a justification to split the operations in two phases and the associated timelines, which were agreed by the CAA. At this stage, should you wish to proceed with Phase Two of this proposal, the same Statement of Need can be used, but a separate proposal will have to be submitted to the CAA for a decision. This should allow for a development of the proposal for Phase 2 and further engagement with all identified stakeholders in order to understand and mitigate, as far as practicable, the impact on their operations.

During the review of the airspace change, the CAA has issued a number of conditions that must be fulfilled in order to activate the TDA complex.

- **Condition 1** – The CAA noted some integration issued between Windracers and PDG Helicopters. The CAA notes that PDG Helicopters are operating such flights that must be integrated into the airspace and therefore a condition of this ACP decision is that Windracers continue to engage with PDG Helicopters and agree a suitable mechanism to allow PDG Helicopters to conduct their operation. A copy of an agreement must be provided to the CAA prior to the approval of any TDA activation.
- **Condition 2** - Whilst Airspace Regulations decision is to approve the TDA complex, the TDAs may only be activated whilst the DAAIS or DACS provision is available.

The CAA has also issued a number of recommendations that the change sponsor should try to address before the activation.

- **Recommendation 1** – The CAA noted that a proposed flight schedule was provided within the Concept of Operations (CONOPS) document which was signed by the key stakeholders involved. The said schedules however were not provided to the other stakeholder you identified for the purposes of stakeholder engagement. It is recommended that Windracers provide the provisional schedules to all the identified stakeholders for their information
- **Recommendation 2** – To enhance clarity and transparency of how stakeholders' feedback shaped the final proposal throughout **different rounds** of the engagement, it is recommended that Windracers update the Stakeholder Engagement Summary report to V4 to include more narrative and better articulate stakeholders' main issues/concerns and the sponsor's actions in response to the feedback. The CAA would welcome the opportunity to arrange a meeting with you early next week to support this requirement.

Please ensure that all relevant stakeholders are informed of the CAA's regulatory decision, provided with confirmation of when it will be implemented and made fully aware of the contents of the any related CONOPS/Temporary Operating Instructions/Letters of Agreement as required and specifically the actions to take should access to the TDA complex be required.

Please note that we expect you to collate, monitor and report to the CAA on stakeholder feedback received during the period of the TDA and therefore appropriate measures should be put in place and notified to stakeholders accordingly. In terms of reporting to the CAA, we would welcome confirmation on the level and contents of any stakeholder feedback received on a two-weekly basis throughout the duration of the TDA.

The next stage for this ACP is 'Implementation'. In order to activate the required TDA, please contact Airspace Regulation Operations on [arops@caa.co.uk](mailto:arops@caa.co.uk) quoting an activity number and TDA reference, both will be provided to you in due course, with the required activation timings. For example:

*Activation Request:*

*Activity Number: 2020-XX-XXX – TBC at a later date*

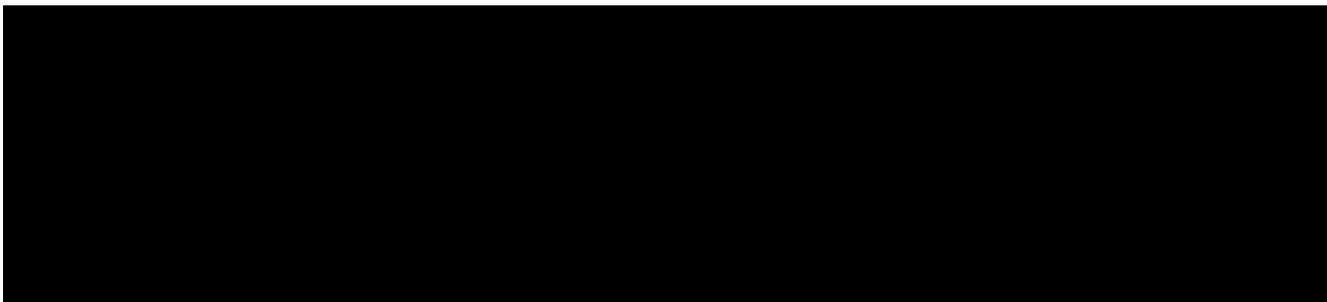
*Date: 20 March 2021*

*Timings: 0800-1600L (it is important to specify local (L) or UTC (UTC or Z))*

*TDA: EG DXXXXA,B,C (specify which TDA is to be activated) – TBC at a later date*

Please ensure that at least 24 hours' notice is provided noting Airspace Regulations operating hours are Mon-Fri 0830-1630L. NOTAM promulgation is usually between 0900-1600L. Please provide as much lead in time as possible to ensure the required TDA is activated with sufficient notice for other airspace users. Cancellation requests during this period should also be forwarded to airspace regulation. If a cancellation is required to be submitted outside of these times you will be permitted to contact the NOTAM office directly through an Out of Hours Arrangement, to support this provision could you please provide the contact details of those persons who you would wish to be included on this arrangement. It is noted that if the TDA is no longer required to be activated the NOTAM should be cancelled as soon as practicable.

The CAA will upload a redacted copy of this document to the portal shortly.



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Due to the Covid-19 outbreak and in line with Government guidance, our staff are working from home and our offices are not currently open to walk-in visitors.

You can help us through this unprecedented time by not communicating with us via traditional post as far as possible. Instead, please email us and do not contact us by post until further notice. If you send any documents by post rather than by email, please also send copies of the relevant documents by email at the same time.

Note that all documents should be sent to us electronically.

Please see our [guidance relating to COVID-19](#) for more information.