



**Safety and Airspace Regulation Group**  
**Agenda for CAP 1616 Assessment Meeting**  
**Temporary Airspace Change ACP-2022-051**

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| 1. Introduction<br>Introduction to Windracers  | CAA<br>Windracers |
| 2. Statement of Need (discussion & review) <ul style="list-style-type: none"> <li>• SATE and UKRI</li> <li>• Demonstrate the use of ULTRA Unmanned Aircraft System (UAS)</li> <li>• Preliminary trials and engagement with key local stakeholders</li> <li>• Beyond Visual Line-of-Sight (BVLOS)</li> <li>• Temporary Danger Areas to enable these operations in the Shetland Islands.</li> <li>• TDA to be activated during short periods of time</li> <li>• Participation of ATS for TDAs</li> </ul> | All               |
| 3. Issues or opportunities arising from proposed change <ul style="list-style-type: none"> <li>• The scope of the project.</li> <li>• Previous experience and engagement.</li> </ul>   | Windracers        |
| 4. Process requirements <ul style="list-style-type: none"> <li>i. Trial Plan</li> <li>ii. Stakeholder engagement</li> <li>iii. Noise Impact Assessment</li> <li>iv. Safety Assessment<sup>1</sup></li> </ul>   | CAA               |
| 5. Provisional process timescales <ul style="list-style-type: none"> <li>• Timeline suggested</li> </ul>   | All               |
| 6. Next steps <ul style="list-style-type: none"> <li>• Stakeholder list</li> </ul>   | All               |
| 7. AOB   | All               |

<sup>1</sup> *The default position is that if the safety case contains proprietary information which is commercially sensitive in nature, it may be agreed by the CAA not to have it published in its entirety at stage 4. However, it must be submitted to the CAA, labelled accordingly and a Plain English summary of the final safety assessment explaining why the proposal will maintain a high standard of safety, must be published on the Portal, in accordance with CAP1616 para 1.31<sup>1</sup>.*