

► This RA has been substantially re-written; for clarity no change marks are presented – please read RA in its entirety ◀

RA 1010 - Head of Establishment Aviation Responsibilities and Aviation Duty Holder / Accountable Manager (Military Flying) Establishment Responsibilities

Rationale

The Head of Establishment (HoE¹) is responsible for providing a Safe Operating Environment (SOE) for Air Systems in order to meet their Aviation Duty Holder-Facing / Accountable Manager (Military Flying) Facing (AA-Facing Organizations) responsibilities². Failure to provide a SOE could present Hazards that introduce new or increased Risk to Life (RtL) into an Aviation Duty Holder's (ADH's) / Accountable Manager's (Military Flying) (AM(MF)'s) operation, which is likely to affect their Air System Safety Case (ASSC)³. This RA defines the classification tiers a HoE will comply with to ensure that the correct regulatory framework is applied and that they meet their legal duty of care responsibilities in supporting aviation activities. In addition, this RA also ensures that ADHs / AM(MF)s assess the suitability of all MOD and non-MOD establishments used by Air Systems for which they have a responsibility for RtL.

Contents

Definitions Relevant to this RA

1010(1): Classification Tier of Establishment

1010(2): Head of Establishment - Aviation Responsibilities for All Tiers

1010(3): Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities

1010(4): Tier 2 Recreational Flying Only Head of Establishment Responsibilities

1010(5): Tier 3 and Tier 4 Head of Establishment Responsibilities

1010(6): Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities

Definitions

Definitions Relevant to this RA

1. **SOE.** An environment within which any Aircraft operating in the air or on the ground is not exposed to undue Hazards, danger or Risk of harm. A SOE will be achieved through appropriate and effective management of factors within and influencing the environment such as airspace, Aircraft operating surfaces, infrastructure, facilities, personnel, equipment, procedures and services.

Regulation

1010(1)

Classification Tier of Establishment

- 1010(1) The HoE **shall** determine the classification tier of their establishment in accordance with (iaw) the aviation activity that is undertaken.

¹ Refer to MAA02 – MAA Master Glossary. Note that the MAA02 definition of HoE requires all MOD establishments to have a HoE and, for the context of this regulation, where a Defence Contractor Flying Organization is also the operator of an unlicensed non-MOD Aerodrome then by definition a HoE will be in place. Additionally, the term HoE also includes Commanding Officers of aviation capable His Majesty's (HM) / MOD Ships.

² Refer to RA 1032 – Aviation Duty Holder Facing Organizations and Accountable Manager (Military Flying) Facing Organizations – Roles and Responsibilities.

³ Refer to RA 1205 – Air System Safety Cases.

**Acceptable
Means of
Compliance
1010(1)**

Classification Tier of Establishment

Tier 1 Establishment

2. Any MOD Aerodrome, or unlicensed non-MOD Aerodrome⁴ where permanently based ADH / AM(MF) aviation activity is undertaken, or HM Aircraft Carrier, **should** be classified as a Tier 1 Establishment.

Tier 2 Establishment

3. Any MOD Aerodrome, except a Temporary Landing Zone (TLZ), used for casual ADH / AM(MF) Fixed-Wing (FW) aviation activity and / or where recreational flying⁵ is the primary activity **should** be classified as a Tier 2 Establishment.

Note:

If also used for casual ADH / AM(MF) Rotary Wing (RW) aviation activity, Tier 3 requirements **should** also be complied with.

Tier 3 Establishment

4. Any MOD Aerodrome (including HLS) or aviation capable⁶ HM / MOD Ship that is only used for casual ADH / AM(MF) RW aviation activity **should** be classified as a Tier 3 Establishment.

Tier 4 Establishment

5. Any MOD establishment at which aviation activity takes place, but where the purpose of the activity or receipt of aviation service is not directly related to landing or take-off⁷ **should** be classified as a Tier 4 Establishment. If the establishment can facilitate the landing of FW or RW Aircraft then para 3 and / or 4, whichever is applicable, **should** also be complied with.

General – All Tiers

6. When a TLZ is located at an establishment iaw RA 3550⁸, the ADH / AM(MF) **should** co-ordinate the duty of care and SOE responsibility in conjunction with the HoE⁹ for the duration of the activity. The ADH / AM(MF) **should** also produce and record a formalized agreement for HoE approval.

7. Any MOD establishment or aviation capable HM / MOD Ship considering the use of a Remotely Piloted Air System (RPAS) as the only activity, **should** consult the MAA¹⁰ to discuss the regulatory requirements with regards to the provision of a SOE.

8. This Regulation also applies to any MOD Aerodrome at which operations involve only civil registered Aircraft that are being used for MOD activity. Where this is applicable, the HoE **should** consult the MAA¹⁰ to confirm the appropriate classification tier.

9. For non-MOD Aerodromes, this RA **should** only apply to those that are operated by, or are the direct concern of a Contractor Flying Approved Organization Scheme (CFAOS) organization (whether owned or otherwise), or where the AM(MF) has a direct / individual responsibility (through contract or otherwise). ADH / AM(MF)s **should** contact the MAA for advice regarding the regulatory framework for any other unlicensed non-MOD Aerodromes where permanently based ADH / AM(MF) activity is undertaken.

10. The HoE **should** ensure that the classification tier for their establishment is promulgated to the relevant ADHs and / or AM(MF)s, Front Line Commands (FLC) and / or ADH-Facing / AM(MF)-Facing organizations.

⁴ In the context of this RA, unlicensed non-MOD aerodromes includes Heliports and Helicopter Landing Sites (HLS) and in addition, refer to RA 1010(1) paragraph 9.

⁵ In the context of this RA, recreational flying is considered to be flight in privately-owned civil registered Aircraft, such as at flying clubs, etc, operated by civilian personnel or MOD personnel outwith their MOD duties.

⁶ Aviation capable Ships are defined as those which can be categorized as Applicability Level A, B or C in Defence Standard 00-133.

⁷ For example, Air / Sea / Land Weapon Ranges and Electronic Warfare Ranges.

⁸ Refer to RA 3550 – Temporary Landing Zone.

⁹ The HoE **should** retain legal accountability of the establishment; however, the ADH / AM(MF) **should** provide an aviation Suitably Qualified and Experienced Person (SQEP) to support.

¹⁰ Via DSA-MAA-MRPEenquiries@mod.gov.uk.

**Guidance
Material
1010(1)**

Classification Tier of Establishment

11. If required, the HoE can refer to Annex A, Figure 1 to assist in determining the appropriate classification tier of their establishment.
12. RA 1010(1-5) does not apply to any Aerodrome, including Heliports and HLS that is licensed or certified by another recognized body (such as the UK Civil Aviation Authority (CAA), European Union Aviation Safety Agency (EASA), Federal Aviation Administration (FAA) etc).

**Regulation
1010(2)**

Head of Establishment - Aviation Responsibilities for all Tiers

- 1010(2) The HoE **shall** provide a SOE to support aviation activity that is reliant on the aviation services provided by the establishment.

**Acceptable
Means of
Compliance
1010(2)**

Head of Establishment - Aviation Responsibilities for all Tiers

13. Prior to appointment, and iaw the classification tier of their establishment, the HoE **should** complete:
 - a. The Duty Holders Air Safety Course¹¹, or the Contractor Flying Air Safety Course¹¹, whichever is applicable (Tier 1 and Tier 2 Establishments only).
 - b. The Aerodrome Operators Study Period¹² (Tier 3 and Tier 4 Establishments only¹³).
14. The HoE **should** ensure:
 - a. They have an effective knowledge and understanding of the MAA Regulatory Publications (MRP) that prescribe relevant Safety standards, practices and the principles of Risk Management. In addition, the HoE **should** know how they are applied and understand the importance of maintaining effective relationships with all relevant stakeholders at their establishment.
 - b. An Air Safety Management System is established and maintained iaw RA 1200¹⁴.
 - c. Assurance is conducted to provide evidence to the ADH / AM(MF) that a SOE is in place and being maintained, in support of the ADH / AM(MF) ASSCs³.
 - d. Alternate safe operating practices are in place when / where aviation activity occurs at establishments that do not require an Aerodrome Operator (AO) or Aerodrome Supervisor (Recreational Flying) (AS(RF)).
15. Before approving civil RPAS activity at their establishment the HoE¹ **should** be content that the security and safety Risks relating to the proposed activity have been assessed, that there are appropriate controls in place and that the RPAS operator has any necessary CAA Operational Authorization, Flyer Identification (ID) and Operator ID¹⁵.
16. Prior to granting permission for civil registered, non-military Aircraft¹⁶ to utilize their establishment, the HoE **should** assure themselves that the operators are compliant with the ANO or if operating overseas, the relevant national civil aviation Regulations.
17. The HoE **should** ensure any Modifications or work carried out within their establishment, that could affect the SOE, are conducted by an appropriate and competent organization¹⁷ and are completed iaw the relevant regulatory and policy documents.

¹¹ Refer to RA 1440 – Air Safety Training.

¹² Or Royal Navy equivalent.

¹³ Applicable only if arrived in post after June 2022 when AOSP was implemented but, this does not preclude a HoE that falls outside this bracket from attending.

¹⁴ Refer to RA 1200 – Air Safety Management.

¹⁵ Refer to 'The Drone and Model Aircraft Code' on the CAA website (<https://register-drones.caa.co.uk/drone-code>) for further details on Flier ID and Operator ID and CAP 722 – Unmanned Aircraft System Operations in UK Airspace – Policy and Guidance.

¹⁶ Excluding Operations under RA 1166 - UK Civil-Registered Aircraft Utilized by the Ministry of Defence.

¹⁷ Refer to RA 1005(1): General Principles.

**Acceptable
Means of
Compliance
1010(2)**

18. The HoE **should** inform the ADH, AM(MF) and / or other Aircraft operators when a new Hazard or change is identified that might affect the provision of a SOE and where applicable, the associated ASSC³.

**Guidance
Material
1010(2)**

Head of Establishment - Aviation Responsibilities for all Tiers

19. The HoE may find useful information regarding civil flying through national governing bodies for light Aircraft, microlighting and gliding.

20. Detailed instructions for the use of military airfields, including any insurance requirements and charges to be raised against civil Aircraft operators, are contained in JSP 360¹⁸.

**Regulation
1010(3)**

Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities

1010(3) The HoE **shall** ensure an AO is appointed for all Aerodromes classified as Tier 1 and Tier 2 (where recreational flying⁵ is not the primary activity) Establishments.

**Acceptable
Means of
Compliance
1010(3)**

Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities

21. To ensure a SOE is provided the HoE **should** comply with the Regulations in Annex B¹⁹ Table 1 or 2, whichever is applicable.

22. The HoE **should**:

- a. Appoint an AO.
- b. Provide the nominated AO with a Letter of Authority (LoA).

23. At MOD Aerodromes the AO **should** be a Crown Servant.

24. At unlicensed non-MOD Aerodromes⁴ the AO **should** be an individual of appropriate status and standing, suitably empowered and competent to execute their AO responsibilities²⁰.

25. The HoE **should** ensure that a Defence Aerodrome Manual (DAM) is developed and maintained by the AO²¹.

**Guidance
Material
1010(3)**

Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities

26. The HoE may nominate an AO from outside their Chain of Command or Line Management, subject to the agreement of all parties concerned. In such circumstances, the HoE will ensure that the necessary authority and resources are made available to the AO.

27. The nomination of an AO at some Aerodromes will involve the overlap of HoE, ADH / AM(MF), ADH-Facing organizations, AM(MF)-Facing organizations and FLC Area of Responsibility. In these circumstances the nomination and empowerment of the appropriate individual as AO will require co-ordination and agreement between some or all of these agents, as well as the individual's chain of command.

28. The list of AO responsibilities²¹ does not preclude the HoE from assigning the AO additional responsibility that supports the safe operation of Air Systems.

¹⁸ JSP 360 – Use of Military Aerodromes by Civil Aircraft.

¹⁹ Commanding Officers of aviation capable HM / MOD Ships **should** comply with BRd 766 where the MRP (1000 or 3000 series Regulation) is not relevant.

²⁰ Refer to RA 1026 – Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities.

²¹ Refer to RA 1026(2): Aerodrome Operator Responsibilities.

**Guidance
Material
1010(3)**

29. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA¹⁰.

**Regulation
1010(4)**

Tier 2 Recreational Flying Only Head of Establishment Responsibilities

1010(4) The HoE **shall** ensure an AS(RF) is appointed at Tier 2 Establishments where recreational flying⁵ is conducted as the primary activity.

**Acceptable
Means of
Compliance
1010(4)**

Tier 2 Recreational Flying Only Head of Establishment Responsibilities

30. To ensure a SOE is provided the HoE **should** comply with the Regulations in Annex B¹⁹ Table 2²².

31. The HoE **should**:

- a. Appoint an AS(RF).
- b. Provide the nominated AS(RF) with a LoA.

32. The AS(RF) **should** be a Crown Servant

33. The HoE **should** ensure that an Aerodrome Safe Operating Environment Manual (ASOEM) is developed and maintained by the AS(RF)²³.

**Guidance
Material
1010(4)**

Tier 2 Recreational Flying Only Head of Establishment Responsibilities

34. The list of AS(RF) responsibilities²³ does not preclude HoE from assigning the AS(RF) additional responsibility that supports the safe operation of Aircraft.

35. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA¹⁰.

36. In lieu of appointing an AS(RF) to develop and maintain an ASOEM, the HoE may elect to appoint an AO to develop and maintain either an ASOEM or a DAM. The HoE may consult the MAA¹⁰ as to which document would be the most appropriate.

**Regulation
1010(5)**

Tier 3 and Tier 4 Head of Establishment Responsibilities

1010(5) The HoE **shall** ensure that provisions are in place to actively manage the SOE at Tier 3 and Tier 4 establishments.

**Acceptable
Means of
Compliance
1010(5)**

Tier 3 and Tier 4 Head of Establishment Responsibilities

37. To ensure a SOE is provided the HoE **should** comply with the Regulations in Annex B¹⁹ Table 3 or 4, whichever is applicable.

**Guidance
Material
1010(5)**

Tier 3 and Tier 4 Head of Establishment Responsibilities

38. There is no requirement to establish an AO²¹ at a Tier 3 or Tier 4 Establishment but the HoE is not prevented from doing so if it is considered appropriate.

39. To assist with managing the SOE at a Tier 3 or 4 Establishment, the HoE may consider appointing a suitable individual to create and maintain an ASOEM²⁴.

40. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA¹⁰.

²² Where an Air Traffic Service (ATS) is provided, the ATS Regulations within Annex B Table 1 **should** also be complied with.

²³ Refer to RA 1026(8): Aerodrome Supervisor (Recreational Flying) Responsibilities.

²⁴ Refer to RA 1026(10): Management of an Aerodrome Safe Operating Environment Manual.

**Regulation
1010(6)**

Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities

1010(6) ADHs / AM(MF)s **shall** assess the suitability of any establishment and Aerodrome from which UK Military Registered Air Systems will operate.

**Acceptable
Means of
Compliance
1010(6)**

Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities

41. At a tiered establishment ADHs and AM(MF)s²⁵ **should** ensure via the HoE, or other relevant personnel or agencies, that a SOE is being provided^{26,27} and appropriate Assurance is taking place to support their ASSC³.

42. For all other establishments and Aerodromes, ADHs and AM(MF)s²⁵ **should** consider, via their respective ASSC(s), whether a SOE is being provided prior to commencing operations.

**Guidance
Material
1010(6)**

Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities

43. Where an establishment or Aerodrome is licenced / certified by another regulatory body (such as EASA), ADHs / AM(MF)s may consider such licencing / certification as potential evidence towards their ASSC argument that a SOE is being provided.

44. ADHs / AM(MF)s may consider the creation and maintenance of a DAM²⁸ or ASOEM²⁴ at establishments or Aerodromes where one does not otherwise exist (whichever is deemed most appropriate, in order to support the ASSC³).

²⁵ Refer to RA 3049 – Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations.

²⁶ Refer to RA 1020 – Aviation Duty Holder - Roles and Responsibilities.

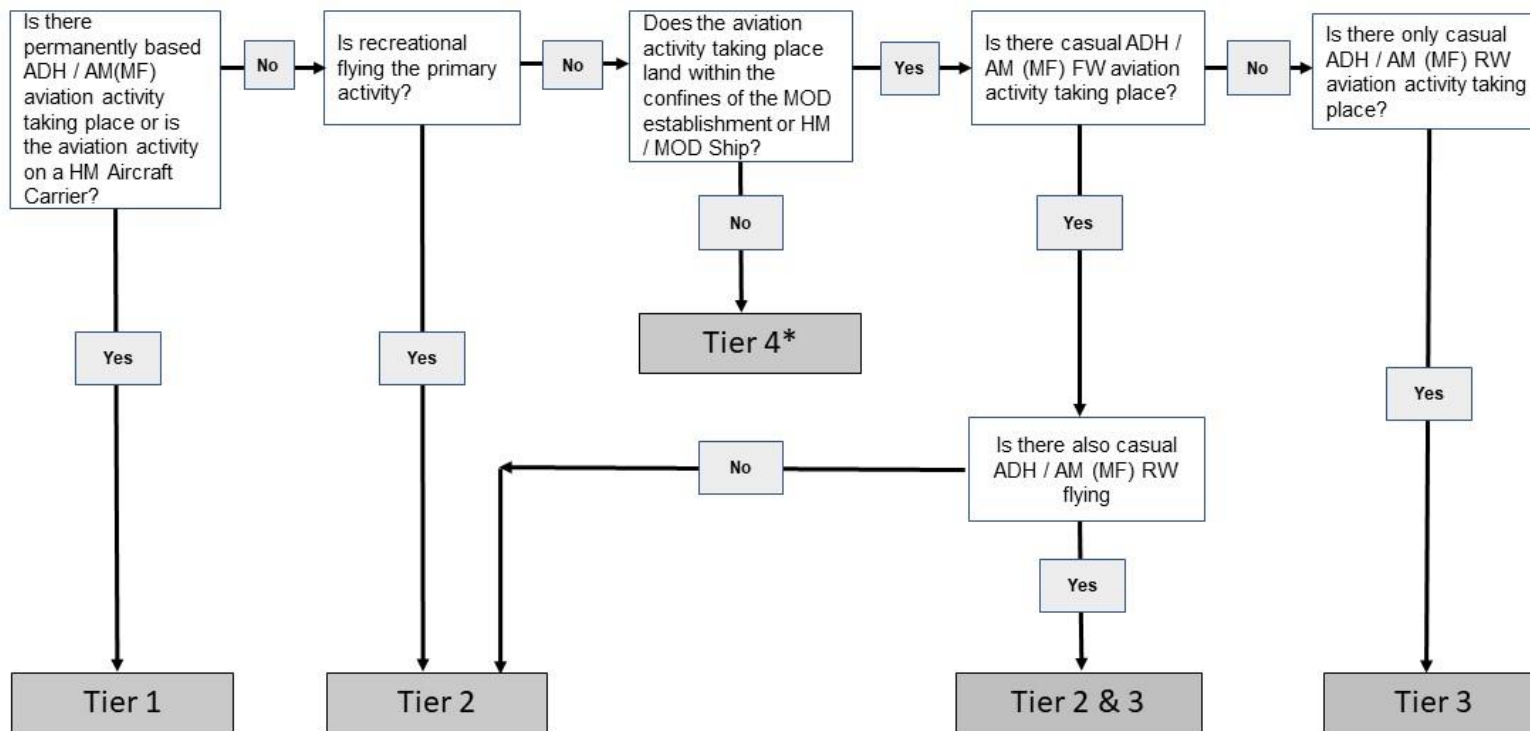
²⁷ Refer to RA 1024 – Accountable Manager (Military Flying).

²⁸ Refer to RA 1026(4): Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework.

ANNEX A

CLASSIFICATION TIER OF ESTABLISHMENT

Figure 1 – Classification Tier of Establishment Flow Chart (for illustrative purposes only – refer to RA 1010(1) for definitive applicability)



*Refer to RA 1010(1) Para 5 to confirm if other classification tiers are also applicable.

ANNEX B

HEAD OF ESTABLISHMENT REGULATORY ARTICLE REFERENCES

Table 1. Tier 1 HoE Regulations.

Regulation	Title
RA 1026	Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities
RA 1030	Defence Aeronautical Information Management
RA 1200	Air Safety Management
RA 1205	Air System Safety Cases (4): Responsibilities of Organizations supporting an Air System Safety Case
RA 1240	Chartering of Civilian Air Systems for Military Purposes
RA 1400	Flight Safety
RA 1410	Occurrence Reporting and Management
RA 1430	Aircraft Post Crash Management and Significant Occurrence Management
RA 1440	Air Safety Training
RA 1600 Series	Remotely Piloted Air Systems
RA 2335	Flying Displays, Display Flying, Role Demonstrations and Flypasts
RA 3136	Air Traffic Management Equipment Technical Safeguarding
RA 3201	Military Air Traffic Management
RA 3203	Military and MOD Contracted Civilian Controller Medical Requirements
RA 3204	Air Traffic Management Records
RA 3207	Controller Fatigue Management
RA 3221	Enhanced Air Traffic Services Units
RA 3222	Autonomous Radar Units
RA 3237	Royal Low Level Corridors
RA 3240	Contingency Operations for Simultaneous Failure of Surveillance Radars and / or Air Traffic Management Communication Systems
RA 3241	Secondary Surveillance Radar Alone Operations
RA 3261	Aerodrome Service
RA 3262	Aerodrome Access
RA 3263	Aerodrome Classification
RA 3264	Aerodrome Inspections
RA 3268	Aircraft Arresting Systems
RA 3270	Aerodrome Wildlife Control
RA 3274	Low Visibility Procedures
RA 3293	Surveillance Radar Approach
RA 3500	Aerodrome Design and Safeguarding
RA 3510	Permanent Fixed Wing Aerodrome - Reference Information
RA 3511	Permanent Fixed Wing Aerodrome - Physical Characteristics
RA 3512	Permanent Fixed Wing Aerodrome - Obstacle Environment
RA 3513	Permanent Fixed Wing Aerodrome - Indicators and Signalling Devices
RA 3514	Permanent Fixed Wing Aerodrome - Markings
RA 3515	Permanent Fixed Wing Aerodrome - Lighting
RA 3516	Permanent Fixed Wing Aerodrome - Signs
RA 3517	Permanent Fixed Wing Aerodrome - Markers
RA 3518	Permanent Fixed Wing Aerodrome - Visual Aids for Denoting Obstacles
RA 3519	Permanent Fixed Wing Aerodrome - Visual Aids for Denoting Restricted Use Areas
RA 3520	Permanent Fixed Wing Aerodrome - Aerodrome Electrical Systems
RA 3521	Permanent Fixed Wing Aerodrome - Facilities
RA 3530	Helicopter Landing Sites - Reference Information
RA 3531	Helicopter Landing Sites - Physical Characteristics
RA 3532	Helicopter Landing Sites - Obstacle Environment
RA 3533	Helicopter Landing Sites - Indicators and Signalling Devices
RA 3534	Helicopter Landing Sites - Markings
RA 3535	Helicopter Landing Sites - Lighting

Regulation	Title
RA 3536	Domestic Helicopter Landing Site - Services, Equipment and Installations
RA 3590	Maintenance and Safeguarding

Table 2. Tier 2 HoE Regulations.

Regulation	Title
RA 1026	Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities
RA 1030	Defence Aeronautical Information Management
RA 1200	Air Safety Management
RA 1205	Air System Safety Cases (4): Responsibilities of Organizations supporting an Air System Safety Case
RA 1240	Chartering of Civilian Air Systems for Military Purposes
RA 1400	Flight Safety
RA 1410	Occurrence Reporting and Management
RA 1430	Aircraft Post Crash Management and Significant Occurrence Management
RA 1440	Air Safety Training
RA 1600 Series	Remotely Piloted Air Systems
RA 2335	Flying Displays, Display Flying, Role Demonstrations and Flypasts
RA 3261	Aerodrome Service (2): Aerodrome Emergency Services
RA 3262	Aerodrome Access
RA 3263	Aerodrome Classification
RA 3264	Aerodrome Inspections
RA 3268	Aircraft Arresting Systems
RA 3270	Aerodrome Wildlife Control
RA 3274	Low Visibility Procedures
RA 3500	Aerodrome Safeguarding
RA 3510	Permanent Fixed Wing Aerodrome - Reference Information
RA 3511	Permanent Fixed Wing Aerodrome - Physical Characteristics
RA 3512	Permanent Fixed Wing Aerodrome - Obstacle Environment
RA 3513	Permanent Fixed Wing Aerodrome - Indicators and Signalling Devices
RA 3514	Permanent Fixed Wing Aerodrome - Markings
RA 3515	Permanent Fixed Wing Aerodrome - Lighting
RA 3516	Permanent Fixed Wing Aerodrome - Signs
RA 3517	Permanent Fixed Wing Aerodrome - Markers
RA 3518	Permanent Fixed Wing Aerodrome - Visual Aids for Denoting Obstacles
RA 3519	Permanent Fixed Wing Aerodrome - Visual Aids for Denoting Restricted Use Areas
RA 3520	Permanent Fixed Wing Aerodrome - Aerodrome Electrical
RA 3521	Permanent Fixed Wing Aerodrome - Facilities
RA 3590	Maintenance and Safeguarding

Table 3. Tier 3 HoE Regulations.

Regulation	Title
RA 1026	Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities
RA 1030	Defence Aeronautical Information Management
RA 1200	Air Safety Management
RA 1205	Air System Safety Cases (4): Responsibilities of Organizations supporting an Air System Safety Case
RA 1240	Chartering of Civilian Air Systems for Military Purposes
RA 1400	Flight Safety
RA 1410	Occurrence Reporting and Management
RA 1430	Aircraft Post Crash Management and Significant Occurrence Management
RA 1440	Air Safety Training
RA 1600 Series	Remotely Piloted Air Systems
RA 2335	Flying Displays, Display Flying, Role Demonstrations and Flypasts
RA 3263	Aerodrome Classification

Regulation	Title
RA 3500	Aerodrome Safeguarding
RA 3516	Permanent Fixed Wing Aerodrome - Signs
RA 3530	Helicopter Landing Sites - Reference Information
RA 3531	Helicopter Landing Sites - Physical Characteristics
RA 3532	Helicopter Landing Sites - Obstacle Environment
RA 3533	Helicopter Landing Sites - Indicators and Signalling Devices
RA 3534	Helicopter Landing Sites - Markings
RA 3535	Helicopter Landing Sites - Lighting
RA 3536	Domestic Helicopter Landing Sites - Services, Equipment and Installations
RA 3590	Maintenance and Safeguarding

Table 4. Tier 4 HoE Regulations.

Regulation	Title
RA 1026	Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities
RA 1030	Defence Aeronautical Information Management
RA 1200	Air Safety Management
RA 1205	Air System Safety Cases (4): Responsibilities of Organizations supporting an Air System Safety Case
RA 1240	Chartering of Civilian Air Systems for Military Purposes
RA 1400	Flight Safety
RA 1410	Occurrence Reporting and Management
RA 1430	Aircraft Post Crash Management and Significant Occurrence Management
RA 1440	Air Safety Training
RA 1600 Series	Remotely Piloted Air Systems
RA 2335	Flying Displays, Display Flying, Role Demonstrations and Flypasts
RA 3136	Air Traffic Management Equipment Technical Safeguarding
RA 3201	Military Air Traffic Management
RA 3203	Military and MOD Contracted Civilian Controller Medical Requirements
RA 3204	Air Traffic Management Records
RA 3207	Controller Fatigue Management
RA 3237	Royal Low Level Corridors
RA 3240	Contingency Operations for Simultaneous Failure of Surveillance Radars and / or Air Traffic Management Communication Systems
RA 3241	Secondary Surveillance Radar Alone Operations
RA 3263	Aerodrome Classification
RA 3590	Maintenance and Safeguarding