

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

### Rationale

The Head of Establishment (HoE<sup>1</sup>) 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) Responsibilities<sup>2</sup>. Failure to provide an 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)<sup>3</sup>. This RA defines the classification tiers an 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. 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.

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### Definitions

#### Definitions Relevant to this RA

1. ▶ ◀

### 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.

### Acceptable Means of Compliance 1010(1)

#### Classification Tier of Establishment

##### Tier 1 establishment

2. Any MOD Aerodrome, or unlicensed non-MOD Aerodrome<sup>4</sup> where permanently based ADH / AM(MF) aviation activity is undertaken, or HM Aircraft Carrier, **should** be classified as a Tier 1 establishment.

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

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

<sup>3</sup> Refer to RA 1205 – Air System Safety Cases.

<sup>4</sup> 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 ▶ 10 ◀.

## Acceptable Means of Compliance 1010(1)

### 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 flying<sup>5</sup> 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 ► a permanent ◀ HLS►<sup>6</sup>◀) or aviation capable<sup>7</sup> 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-off<sup>8</sup> **should** be classified as a Tier 4 establishment. If the establishment can facilitate the landing of FW or RW Aircraft then ► the corresponding Tier requirements ◀ **should** also be complied with.

### ► Tier 5 establishment

6. Any MOD Domestic HLS **should** be classified as a Tier 5 establishment<sup>9</sup>. ◀

### General – All Tiers

7. When a TLZ is located at an establishment iaw RA 3550<sup>10</sup>, ► or the establishment is supporting tactical and / or non-permanent HLS operations that do not constitute the provision of a Permanent or Domestic HLS, ◀ the ADH / AM(MF) **should** co-ordinate the duty of care and SOE Responsibility in conjunction with the HoE<sup>11</sup> for the duration of the activity. The ADH / AM(MF) **should** also produce and record a formalized agreement for HoE approval.

8. 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 Military Aviation Authority (MAA)►◀ to discuss the regulatory requirements with regards to the provision of an SOE.

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

10. For non-MOD ► establishments ◀, 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 ► establishments ◀ where permanently based ADH / AM(MF) activity is undertaken.

11. 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 ► AA-Facing organizations. ◀

<sup>5</sup> 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.

<sup>6</sup> ► For HLS definitions, refer to RA 3530 – Helicopter Landing Site – Reference Information. ◀

<sup>7</sup> Aviation capable Ships are defined as those which can be categorized as Applicability Level A, B or C in Defence Standard 00-133.

<sup>8</sup> For example, Air / Sea / Land Weapon Ranges and Electronic Warfare Ranges.

<sup>9</sup> ► Refer to RA 3530 – Permanent Helicopter Landing Sites – Reference Information and RA 3536 – Domestic Helicopter Landing Sites. ◀

<sup>10</sup> Refer to RA 3550 – Temporary Landing Zone.

<sup>11</sup> 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.

**Guidance  
Material  
1010(1)**

**Classification Tier of Establishment**

12. If required, the HoE can refer to Annex A, Figure 1 to assist in determining the appropriate classification tier of their establishment.
13. RA 1010(1-▶6◀) does not apply to any ▶establishment◀ 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).
14. ▶Where an establishment is regularly used for tactical activity, as described in para 7, the requisite agreements between the HoE and ADH / AM(MF) can cover a specified period and do not have to be renewed every time activity takes place.◀

**Regulation  
1010(2)**

**Head of Establishment - Aviation Responsibilities for all Tiers**

- 1010(2) The HoE **shall** provide an 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**

15. Prior to appointment, and iaw the classification tier of their establishment, the HoE **should** complete:
- ▶Tiers 1-2:◀ The Duty Holders Air Safety Course<sup>12</sup>, or the Contractor Flying Air Safety Course<sup>12</sup>, whichever is applicable ▶◀.
  - ▶Tiers 3-4:◀ The Aerodrome Operators Study Period (AOSP) ▶◀.<sup>13</sup>▶◀.
16. The HoE **should** ensure:
- 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.
  - An Air Safety Management System is established and maintained iaw RA 1200<sup>14</sup> ▶(Tiers 1-4 only).◀
  - Assurance is conducted to provide evidence to the ADH / AM(MF) that an SOE is in place and being maintained, in support of the ADH / AM(MF) ASSCs<sup>3</sup>.
  - 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)).
17. Before approving civil RPAS activity at their establishment the HoE<sup>1</sup> **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 ID<sup>15</sup>.
18. Prior to granting permission for civil registered, non-military Aircraft<sup>16</sup> to utilize their establishment, the HoE **should** assure themselves that the operators are compliant with the Air Navigation Order (ANO) or if operating overseas, the relevant national civil aviation Regulations.
19. The HoE **should** ensure any Modifications or work carried out within their establishment, that could affect the SOE, are conducted by an appropriate and

<sup>12</sup> Refer to RA 1440 – Air Safety Training.

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

<sup>14</sup> Refer to RA 1200 – Air Safety Management.

<sup>15</sup> 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.

<sup>16</sup> Excluding Operations under RA 1166 – UK Civil-Registered Aircraft Utilized ▶and Piloted◀ by the Ministry of Defence.

### Acceptable Means of Compliance 1010(2)

Competent organization<sup>17</sup> and are completed iaw the relevant regulatory and policy documents.

20. 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 an SOE and where applicable, the associated ASSC<sup>3</sup>.

### Guidance Material 1010(2)

#### Head of Establishment - Aviation Responsibilities for all Tiers

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

22. 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 360<sup>18</sup>.

23. ► The Responsibilities detailed at para 20 will often be achieved through direct engagement with the supported ADH / AM(MF). However, where such mechanisms do not exist or cannot reasonably be applied, the HoE will achieve the aim through the timely publication of accurate information in the appropriate Flight Information Publications, or in the shorter term through the use of a Notices to Aviation (NOTAM), Prior Permission Required (PPR) briefings or other appropriate means to notify visiting Aircraft.

24. For Tier 5 Domestic HLS, the HoE is not mandated to attend the Duty Holders Air Safety Course or Aerodrome Operators Study Period but may apply for either course if, based on the volume and / or complexity of RW activity to be accommodated within their Area of Responsibility (AoR), they judge it would enhance their ability to oversee the SOE. If doubt exists, the incumbent is encouraged to contact the MAA to discuss their requirements. ◀

### 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 flying<sup>5</sup> 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

25. To ensure an SOE is provided the HoE **should** comply with the Regulations in Annex B<sup>19</sup> ► ◀.

26. The HoE **should**:

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

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

28. At unlicensed non-MOD Aerodromes<sup>4</sup> the AO **should** be an individual of appropriate status and standing, suitably empowered and competent to execute their AO Responsibilities<sup>20</sup>.

29. The HoE **should** ensure that a Defence Aerodrome Manual (DAM) is developed and maintained by the AO<sup>21</sup>.

<sup>17</sup> Refer to RA 1005(1): General Principles.

<sup>18</sup> JSP 360 – Use of Military Aerodromes by Civil Aircraft.

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

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

<sup>21</sup> Refer to RA 1026(2): Aerodrome Operator Responsibilities.

**Guidance  
Material  
1010(3)**

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

30. 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.

31. The nomination of an AO at some Aerodromes will involve the overlap of HoE, ADH / AM(MF), ►AA-Facing organizations◄ and FLC AoR. 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.

32. The list of AO Responsibilities<sup>21</sup> does not preclude the HoE from assigning the AO additional Responsibility that supports the safe operation of Air Systems.

33. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA ►◄.

**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 flying<sup>5</sup> is conducted as the primary activity.

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

**Tier 2 Recreational Flying Only Head of Establishment Responsibilities**

34. To ensure an SOE is provided the HoE **should** comply with the Regulations in Annex B<sup>19, 22</sup> ►◄.

35. The HoE **should**:

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

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

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

**Guidance  
Material  
1010(4)**

**Tier 2 Recreational Flying Only Head of Establishment Responsibilities**

38. The list of AS(RF) Responsibilities<sup>23</sup> does not preclude HoE from assigning the AS(RF) additional Responsibility that supports the safe operation of Aircraft.

39. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA ►◄.

40. 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 MAA ►◄ 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.

<sup>22</sup> Where an Air Traffic Service (ATS) is provided, the ATS Regulations within Annex B ►◄ **should** also be complied with.

<sup>23</sup> Refer to RA 1026(8): Aerodrome Supervisor (Recreational Flying) Responsibilities.

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

**Tier 3 and Tier 4 Head of Establishment Responsibilities**

41. To ensure an SOE is provided the HoE **should** comply with the Regulations in Annex B<sup>19</sup> ▶◀.

**Guidance Material 1010(5)**

**Tier 3 and Tier 4 Head of Establishment Responsibilities**

42. There is no requirement to establish an AO<sup>21</sup> at a Tier 3 or Tier 4 establishment but the HoE is not prevented from doing so if it is considered appropriate.

43. 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 ASOEM<sup>24</sup>.

44. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA ▶◀.

**Regulation 1010(6)**

**▶ Tier 5 Head of Establishment Responsibilities**

1010(6) The HoE **shall** ensure that provisions are in place to actively manage the SOE at Tier 5 establishments.

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

**Tier 5 Head of Establishment Responsibilities**

45. The HoE **should** appoint a SQEP as Domestic HLS Custodian, iaw RA 3536<sup>25</sup>.

46. To ensure an SOE is provided the HoE **should** comply with the Regulations in Annex B.

**Guidance Material 1010(6)**

**Tier 5 Head of Establishment Responsibilities**

47. The HoE may appoint themselves as the Domestic HLS custodian, provided they meet the SQEP criteria in RA 3536<sup>25</sup>.

48. To assist with managing the SOE at a Tier 5 establishment, the HoE may consider appointing a suitable individual to create and maintain an ASOEM<sup>24</sup>.

49. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA. ◀

**Regulation 1010(7)**

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

1010(7) 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(7)**

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

50. At a tiered establishment ADHs and AM(MF)s<sup>26</sup> **should** ensure via the HoE, or other relevant personnel or agencies, that an SOE is being provided<sup>27, 28</sup> and appropriate Assurance is taking place to support their ASSC<sup>3</sup>.

51. For all other establishments and Aerodromes, ADHs and AM(MF)s<sup>26</sup> **should** consider, via their respective ASSC(s), whether an SOE is being provided prior to commencing operations.

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

<sup>25</sup> ▶ Refer to RA 3536 – Domestic Helicopter Landing Sites. ◀

<sup>26</sup> Refer to RA 3049 – Defence Contractor Flying Organization Responsibilities for UK Military Air System Operating Locations.

<sup>27</sup> Refer to RA 1020 – Aviation Duty Holder - Roles and Responsibilities.

<sup>28</sup> Refer to ▶ RA 1028(2): ◀ Accountable Manager (Military Flying).

**Guidance  
Material  
1010(7)****Aviation Duty Holder / Accountable Manager (Military Flying) Safe  
Operating Environment Responsibilities**

52. 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 an SOE is being provided.

53. ADHs / AM(MF)s may consider the creation and maintenance of a DAM<sup>29</sup> or ASOEM<sup>24</sup> at establishments or Aerodromes where one does not otherwise exist (whichever is deemed most appropriate, in order to support the ASSC<sup>3</sup>).

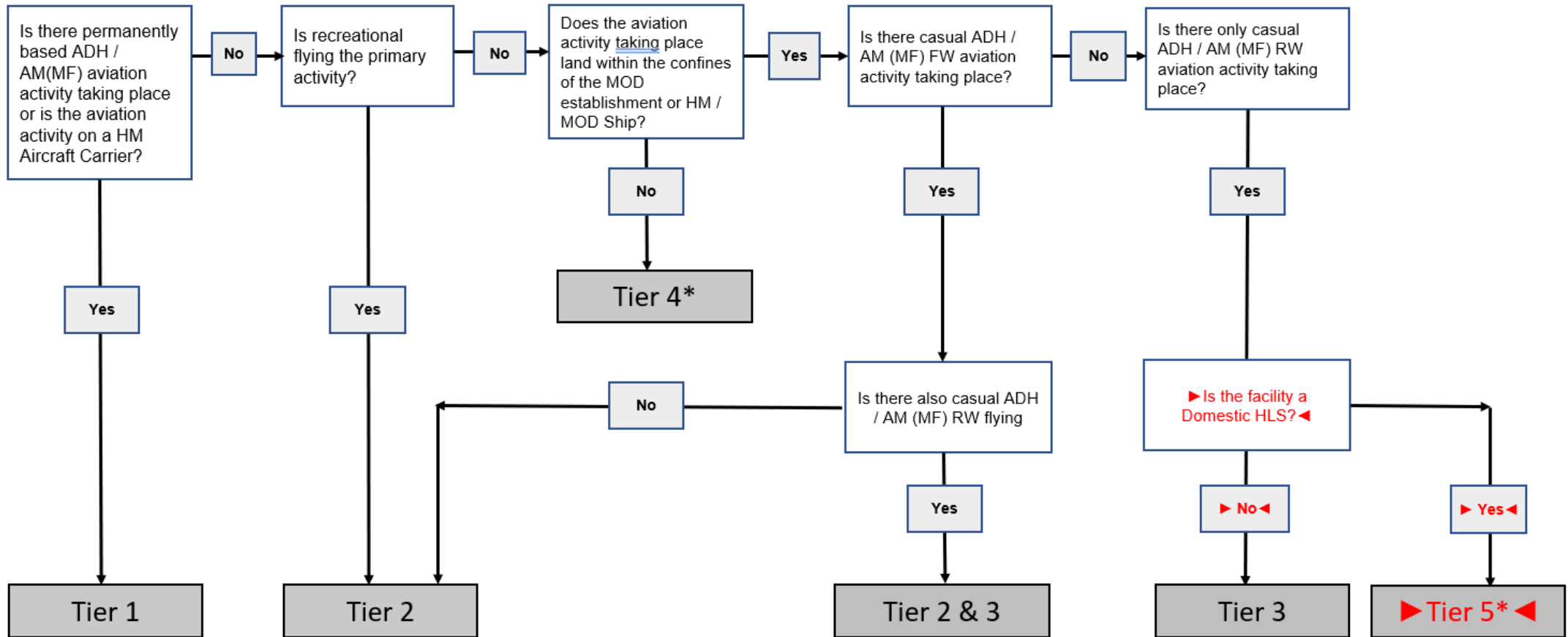
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<sup>29</sup> Refer to RA 1026(4): Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework.

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 ► (for example, where a Domestic HLS is provided within a permanent Aerodrome or an Air Weapons Range). ◀



► Annex B has been re-formatted for clarity. Change marks are presented for amendments that have been made. ◀

### Annex B

#### Head of Establishment Regulatory Article References

Regulation Article (RA)	Tier 1	Tier 2	Tier 3	Tier 4	► Tier 5 ◀
RA 1026 – Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities	X	X	X	X	
RA 1030 – Defence Aeronautical Information Management	X	X	X	X	► X ◀
RA 1200 – Air Safety Management	X	X	X	X	
RA 1205(4): Responsibilities of Organizations supporting an Air System Safety Case	X	X	X	X	
RA 1240 – Chartering of Civilian Air Systems for Military Purposes	X	X	X	X	
RA 1400 – Flight Safety	X	X	X	X	
RA 1410 – Occurrence Reporting and Management	X	X	X	X	► X ◀
RA 1430 – Aircraft Post Crash ► and Incident ◀ Management and Significant Occurrence Management	X	X	X	X	
RA 1440 – Air Safety Training	X	X	X	X	
RA 1600 Series – Remotely Piloted Air Systems	X	X	X	X	
► RA 1800 – Aerodrome and Air Weapon Range Aviation Activity – Management of Environmental Impacts and Risks ◀	► X ◀	► X ◀	► X ◀	► X ◀	
RA 2335 – Flying Displays, Display Flying, Role Demonstrations and Flypasts	X	X	X	X	
RA 3136 – Air Traffic Management Equipment Technical Safeguarding	X			X	
RA 3201 – Military Air Traffic Management	X			X	
RA 3203 – Military and MOD Contracted Civilian Controller Medical Requirements	X			X	
RA 3204 – Air Traffic Management Records	X			X	
RA 3207 – Controller Fatigue Management	X			X	
► RA 3208 – Use of Unassured Aircraft Surveillance Data by Controllers ◀	► X ◀	► X ◀		► X ◀	
RA 3221 – Enhanced Air Traffic Services Units	X				
RA 3222 – Autonomous Radar Units	X				
► RA 3228 – Separation Standards ◀	► X ◀			► X ◀	
RA 3237 – Royal Low Level Corridors	X			X	
RA 3240 – Contingency Operations for Simultaneous Failure of Surveillance Radars and / or Air Traffic Management Communication Systems	X			X	
RA 3241 – Secondary Surveillance Radar Alone Operations	X			X	

Regulation Article (RA)	Tier 1	Tier 2	Tier 3	Tier 4	► Tier 5 ◄
RA 3261 – Aerodrome Service	X	X			
RA 3262 – Aerodrome Access	X	X			
RA 3263 – Aerodrome Classification	X	X	X	X	
RA 3264 – Aerodrome Inspections	X	X			
RA 3268 – Aircraft Arresting Systems	X	X			
RA 3270 – Aerodrome Wildlife Control	X	X			
RA 3274 – Low Visibility Procedures	X	X			
► RA 3277 – Wake Turbulence ◄	► X ◄	► X ◄			
► RA 3278 – Snow and Ice Operations ◄	► X ◄	► X ◄			
► RA 3279 – Aircraft Last Look Checks ◄	► X ◄	► X ◄			
RA 3293 – Surveillance Radar Approach	X				
► RA 3302 – Altimeter Settings ◄	► X ◄	► X ◄			
► RA 3311 – Aircraft Emergency and Crash Procedures ◄	► X ◄	► X ◄	► X ◄	► X ◄	
RA 3500 – Aerodrome Design and Safeguarding	X	X	X		► X ◄
RA 3510 – Permanent Fixed Wing Aerodrome - Reference Information	X	X			
RA 3511 – Permanent Fixed Wing Aerodrome - Physical Characteristics	X	X			
RA 3512 – Permanent Fixed Wing Aerodrome - Obstacle Environment	X	X			
RA 3513 – Permanent Fixed Wing Aerodrome - Indicators and Signalling Devices	X	X			
RA 3514 – Permanent Fixed Wing Aerodrome - Markings	X	X			
RA 3515 – Permanent Fixed Wing Aerodrome - Lighting	X	X			
RA 3516 – Permanent Fixed Wing Aerodrome - Signs	X	X	X		
RA 3517 – Permanent Fixed Wing Aerodrome - Markers	X	X			
RA 3518 – Permanent Fixed Wing Aerodrome - Visual Aids for Denoting Obstacles	X	X			
RA 3519 – Permanent Fixed Wing Aerodrome - Visual Aids for Denoting Restricted Use Areas	X	X			
RA 3520 – Permanent Fixed Wing Aerodrome - Aerodrome Electrical Systems	X	X			
RA 3521 – Permanent Fixed Wing Aerodrome - Facilities	X	X			
► RA 3522 – Permanent Fixed Wing Aerodrome - Vertical Landing Pads ◄	► X ◄				
RA 3530 – Helicopter Landing Sites - Reference Information	X		X		► X ◄
RA 3531 – Helicopter Landing Sites - Physical Characteristics	X		X		
RA 3532 – Helicopter Landing Sites - Obstacle Environment	X		X		
RA 3533 – Helicopter Landing Sites - Indicators and Signalling Devices	X		X		

Regulation Article (RA)	Tier 1	Tier 2	Tier 3	Tier 4	► Tier 5 ◀
RA 3534 – Helicopter Landing Sites – Markings	X		X		
RA 3535 – Helicopter Landing Sites – Lighting	X		X		
RA 3536 – Domestic Helicopter Landing Sites ► ◀	X		X		► X ◀
RA 3590 – Maintenance and Safeguarding	X	X	X	X	

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