

SECTION TEN - ROYAL FLIGHTS

Q. Which members of the Royal Family are entitled to Royal Flight status?

- A. (1) HM the Queen
(2) HM the Queen Mother
(3) HRH the Duke of Edinburgh
(4) HRH the Prince of Wales
(5) HRH the Princess of Wales
(6) HRH the Princess Anne.
(7) HRH the Duke of Gloucester
(8) HRH the Prince Edward
(9) HRH the Princess Margaret

(GAI J1001)

Q. Which other flights may be afforded Royal Flight status by HQ NATS?

A. Certain flights within UK Airspace by other members of the Royal Family, other reigning Sovereigns, Prime Ministers and Heads of State of Commonwealth and foreign countries.

(GAI J1001)

Q. Define PURPLE AIRSPACE?

A. Purple airspace is CAS, in which additional rules for air traffic and compulsory IFR apply at all times and in all weather conditions, established for the special protection of Royal Flights. Such airspace is not normally established for Royal flights in helicopters.

(GAI J1001)

Q. Royal Flights are notified to units by notam. When would separate notams be issued for the outbound and return legs of a Royal Flight?

A. When there is an interval in excess of 24 hours between the ETA and ETD at an airfield.

(GAI J1001)

Q. What callsign is used by aircraft of the Queen's Flight when making a royal Flight?

A. KITTYHAWK, followed by a single digit number which will identify individual pilots.

(GAI J1001)

Q. Which callsigns are used by the following members of the Royal Family when at the controls of an aircraft on a Royal Flight?

- A. (1) HRH, Duke of Edinburgh.
(2) HRH, the Prince of Wales
(3) HRH, the Duke of Cloucester

- A. (1) Rainbow
(2) Unicorn
(3) Leopard

(GAI J1001)

Q. What callsigns are used by Service aircraft, other than those of the Queen's Flight, when employed on royal Flights?

A. Normal flight callsigns.

(GAI J1001)

Q. When is the callsign KITTY used by aircraft of the Queen's Flight?

A. KITTY is used for all flights other than Royal Flights including VIP flights and prepositioning for Royal Flights.

(GAI J1001)

Q. What are the normal limits of a Purple Airway?

- A. (1) Royal Flights in fixed wing aircraft are, whenever possible, to take place within the national airways system, the appropriate height bands of which are to become purple airways.
(2) Purple airways are also to be established to encompass any portions of the track and flight levels of the Royal aircraft that lie outside the national airways system.
(3) Lateral dimensions will normally be 5NMs either side of the centre line.
(4) Vertical dimensions will be designated for each flight.
(5) Purple airways are established normally for 15 minutes before ETD at airfield of departure and until 30 minutes after ETA at the airfield of destination.

(GAI J1001)

Q. When is a purple control zone established?

A. Purple control zones are established around the airfields of departure and destination where no permanent control zone or special rules zone exists.

(GAI J1001)

Q. What are the normal limits of a purple control zone?

- A. (1) Purple control zone normally extends for 10NMs radius from the centre of the airfield from ground level to a flight level designated for each flight.

(2) The zone is established for a period of 15 minutes before until 30 minutes after the ETD of the Royal aircraft for outbound flights and for a period of 15 minutes before until 30 minutes after the ETA at the airfield concerned for inbound flights.

(GAI J1001)

Q. Who is responsible for overall control of purple control zones?

A. The CO of a military flying unit or the appropriate ATs authority of the Royal Flight departure or destination airfield.

(GAI J1001)

Q. What is meant by sectorisation?

A. Purple airways established for Royal Flights of more than 1 hours duration may be sectorised. Such sectors of purple airways will be established from 15 minutes before ETA at the beginning of a sector until 30 minutes after ETA at the end of a sector. The controlling authority will be the appropriate civil ATCC.

(GAI J1001)

Q. What is the ^{definition} of a Royal Flight abroad? (AL)

A. A Royal Flight abroad is any movement of an aircraft carrying the Queen outside of UK airspace.

(GAI J1001)

Q. Under what conditions may an aircraft penetrate purple airspace?

A. Regardless of the prevailing met conditions, aircraft may enter or fly in purple airspace only when ATC clearance has been obtained from the controlling authority.

(GAI J1001)

Q. Who has the authority to cancel a purple control zone or area?

A. A purple control zone or area may be cancelled at the discretion of the military commander or civil ATC supervisor, as appropriate, when the Royal aircraft has left the zone or area and is in established en-route flight in a purple airway, or has landed, as applicable.

(GAI J1001)

Q. Are training flights by members of the Royal Family classed as Royal Flights?

A. Training flights by any member of the Royal Family planned and carried out under VFR or IFR and under the control of an ATCRU or airfield radar need not be classified as royal Flights unless they occur at or in the vicinity of RAF Benson.

(GAI J1001)

Q. Which unit is responsible for arranging supplementary radar services and which units may be tasked to carry out the duty?

A. AIS(M) at LATCC Mil is responsible for tasking those military ATC radar units and Air Defence Units in the UK which are to provide supplementary radar services.

(GAI J1001)

Q. What are the categorisations of royal Flights for the purpose of SAR arrangements?

A. (1) CATEGORY A - flights that remain within mainland UK and flights other well populated land regions.

(2) CATEGORY B - flights that involve a short sea crossing eg between the British isles and Continent or Ireland.

(3) CATEGORY C - flights that involve a long over-water crossing eg across Atlantic Ocean.

(4) CATEGORY D - flights over sparsely populated areas, or territories where SAR facilities are known to be limited eg Africa.

(GAI J1001)

Q. What SSR code has been allocated to Royal Helicopter Flights and when is it used?

A. Mode 3A Code 4305 has been allocated and is displayed from take-off until landing whether or not a radar service is being provided.

(FIH - Safeguard System)

Q. What protective airspace is established for Royal Helicopter Flights?

A. Purple airspace is not normally established for royal Flights in helicopters but airspace is established in the form of a royal Low Level Corridor.

(GAI J1001)

Q. What are the normal promulgated limits of a RLLC?

A. (1) The RLLC is marked by a series of check points approximately 30 NMs apart which usually coincide with turning points.

(2) Along the RLLC protected zones are established extending 5 NMs either side of the helicopter's intended track and from ground level to 1000 ft above maximum planned cruise altitude.

(3) These zones are active for a period from 15 minutes before arrival at check point until 30 minutes after the passage of the helicopter at the next check point.

(GAI J1001)

Q. Which aircraft are permitted to fly within the protected helicopter zone?

A. Military flying is prohibited except by aircraft receiving a radar service from an ATC unit which has established positive radar contact with the Royal helicopters, or by light aircraft and helicopters flying at speeds of 140 Kts or less. Such aircraft are to maintain lateral separation of 5NMs from the Royal Helicopter.

(GAI J1001)

Q. What are the responsibilities of the ATCO IC at the departure airfield as regards airways joining clearance for Royal aircraft?

A. (1) Immediately on receipt of the written flight plan and not less than 30 minutes before ETD, short details of the flight plan are to be passed to the airways controlling authority.

(2) Requests airways clearance when departure is imminent.

(3) Pass amendments to ETD and also the ATD.

(GAI J1001)

Q. What are the procedures for the closure, where necessary, of the low flying system for Royal Helicopter Flights?

A. LATCC MIL (TBC) is to close that part of an LFA or route extending 5NM either side of the helicopter's intended track from 15 minutes before ETA at the check point prior to entry until 30 minutes after the ETA at the next check point after leaving the area or route. If, however, the area or route to be crossed is the responsibility of an autonomous co-ordinating authority, LATCC MIL (TBC) is to inform that authority of the route details and closure times required.

(GAI J1001)

Q. What are the procedures for the closure, where necessary, of danger areas for Royal Helicopter flights?

A. All danger areas which infringe purple airspace or the area within 5 NMs of the track of a Royal Helicopter flight are to be closed under arrangements made by Queen's Flight or No 1 AIDU as appropriate.

(GAI J1001)

Q. When may a danger area be re-opened?

A. On request from a danger area controlling authority, the duty AIS(M) officer will, with the concurrence of the purple airspace controlling authority approve the opening of a danger area as soon as the Royal aircraft has reported at the first reporting point after passing the danger area concerned.

(GAI J1001)

Q. When is the closure of military small arms ranges outside danger areas necessary?

A. All military small arms ranges located outside established danger areas (excluding 25 yard ranges) any part of which infringes the area within 5NM of the track of a Royal Helicopter flight are to be closed under arrangements made by Queen's Flight or No 1 AIDU as appropriate.

(GAI J1001)

Q. Where are details of the Safeguard System contained?

A. FIH.

(GAI J1001)
(FIH)

Q. For what are Safeguard Units responsible?

A. They are responsible for providing an air traffic service to Royal and Selected Helicopter flights in transit through the associated areas by making use of all available facilities.

(FIH)

Q. May a Safeguard Unit delegate responsibility to another unit?

A. Responsibility may be delegated to one or more suitably equipped airfields within the Safeguard Area whose location, relative to the route of the helicopter, is more appropriate for the provision of an efficient ATC service. These units are known as DELEGATED UNITS.

(FIH)

Q. What action should be taken if an unknown aircraft violates the regulations applicable to Purple Air Space?

A. The aircraft is to be tracked and if possible the height, heading and position is to be passed to the military element of the appropriate ATCC for onward transmission to AIS(M) at LATCC (MIL) for tracing action.

(MATO/1021/Air)