

## RA 3237 – Royal Low Level Corridors

### Rationale

Members of The Royal Family afforded such status by the ► **Head** ◄ of Royal Travel, The Royal Household<sup>1</sup> are routinely flown in the UK by Royal Helicopter<sup>2</sup>. The dynamic nature of military low flying may constitute a Hazard to the safe conduct of Royal Helicopter flights; therefore, Royal Helicopter flights are conducted within the confines of a Royal Low Level Corridor (RLLC)<sup>3</sup> which are subject to specific conditions to ensure that adequate separation is achieved between Military ► **Aircraft**<sup>4</sup> ◄ and the Royal Helicopter.

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### Regulation 3237(1)

#### Royal Low Level Corridors

3237(1) Heads of Establishment, Aviation Duty Holders (ADHs), Accountable Managers (Military Flying) and ADH-Facing organizations **shall** ensure that Military ► **Aircraft**<sup>4</sup> ◄ maintain adequate separation from Royal Helicopter flights.

### Acceptable Means of Compliance 3237(1)

#### Royal Low Level Corridors

1. **Air Traffic Services (ATS)**. Prior to entering, and when operating inside RLLCs, Controllers and ► **Aircraft** ◄ operators **should** ensure that the Military ► **Aircraft** ◄ is in receipt of an ATS (either under Visual Flight Rules (VFR) or Instrument Flight Rules (IFR)) from:
  - a. The same Air Traffic Control (ATC) unit that is controlling the Royal Helicopter, or;
  - b. Another ATC unit that has established radar contact with the Royal Helicopter, ► **or**;
  - c. **An ATC unit that has confirmed with the controlling authority that the Royal Helicopter is on the ground or otherwise not in the RLLC<sup>5</sup>.** ◄
2. **Separation ► Criteria** ◄. In addition to the ► **ATS** ◄ requirements of para 1, ► **lateral separation of 5 nm** ◄ **should** be applied between Military ► **Aircraft** ◄ and the Royal Helicopter, ► ◄ with the following exceptions:
  - a. ► **Military light Aircraft** ◄ and helicopters operating under VFR with an Indicated Air Speed (IAS) of 140 kt or less **should** be provided with sufficient traffic information to assist the ► **Aircraft** ◄ operator to ► **remain** ◄ clear of the Royal Helicopter, or;
  - b. ► **Military Aircraft operating with an IAS greater than** ◄ 140 kts ► **should** only reduce lateral separation to 3 nm, subject to compliance with RA 3228(1)<sup>6</sup> and when approved by ◄ the Royal Helicopter Commander.

<sup>1</sup> When so directed by the Civil Aviation Authority (CAA) ► **Group Director, Safety & Airspace Regulation Group (GD SARG)** or ◄ Head of Airspace, Aerodromes and Air Traffic Management (Hd AAA), certain flights within UK airspace by ► **reigning** ◄ Sovereigns and Heads of State of foreign countries and, where appropriate, Prime Ministers of Commonwealth countries may also be afforded Royal Flight status.

<sup>2</sup> Helicopters from The ► **King's** ◄ Helicopter Flight ► (TKHF), ◄ 32 (The Royal) Squadron and civilian chartered helicopters.

<sup>3</sup> A RLLC is a series of check points and / or turning points promulgated by Notification message and / or Notice to Aviation. The CAA Airspace Regulation (Utilisation) is responsible for the coordination and notification of RLLC for Royal Helicopter flights.

<sup>4</sup> ► **In the context of this RA, in addition to the MAA02: MAA Master Glossary definition of Military Aircraft, civil registered Aircraft being used for MOD tasks or activity are also included.**

<sup>5</sup> The Notification message **should** include a list of nominated Aerodromes / agencies from which the Royal Helicopter expects to receive an ATS, from whom information may be sought regarding the location of the Royal Helicopter. Not being in radar contact at the expected time **should not** be accepted as a form of confirmation that the Royal Helicopter is not present in the RLLC.

<sup>6</sup> Refer to RA 3228(1): Standard Separation – Lateral. ◄

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3. ► RLLC are only applicable to Military Aircraft<sup>4</sup>.
4. Helicopters engaged on Royal Flight duties will squawk Mode 3A code 0037, regardless of whether or not an ATS is being provided; consequently, this code is to be treated as unvalidated and unverified. ◀
5. Additional guidance material can be found in the UK Aeronautical Information Publication (AIP) ENR 1.1 paragraph 4.4 Royal Flights.