

## POTENTIAL OPERATION IN THE NFZ

### AIRCRAFT TYPES VS AIRSPACE TYPES

|                           | CLASS A & C   | CLASS D   | CLASS G  |
|---------------------------|---|---|--|
| <b>BALLOONS</b>           | <p>A - not permitted.</p> <p>C - only exists above FL195 (therefore not permitted except by special arrangement)</p>  | Not normally permitted  | CAA advises avoid visible ash for visibility and passenger health reasons. Otherwise, no restrictions.   |
| <b>GLIDERS</b>            | <p>A - not permitted (except by specific LOA and associated procedures).</p> <p>C - VMC only within TRA (Gliding) [Temporary Reserved Area].</p>  | <p>CAA advises avoid visible ash.</p> <p>VMC only.</p> <p>VFR clearance required.</p>   | CAA advises avoid visible ash, otherwise no restrictions.  |
| <b>PISTON HELICOPTERS</b> | <p>CAA advises no flight in NFZ.</p> <p>Otherwise SVFR, day only, VMC conditions. Only one aircraft in any airspace "block" as determined by ANSP.</p> <p>Special rules apply to operations in Heathrow zone. (SVFR) day only.</p> <p>AOC holders conducting public transport, must submit a safety case.</p> | <p>VFR clearance only.</p> <p>CAA advises no flight in NFZ. If flying, do so VMC, day, avoid visible ash. Exercise extreme caution. Commanders of privately operated or aerial work piston helicopters must satisfy themselves it is safe to conduct the flight.</p> <p>AOC holders conducting public transport, must submit a safety case.</p> | <p>CAA advises no flight in - NFZ. If flying, do so VMC, day, avoid visible ash. Exercise extreme caution. Commanders of privately operated or aerial work piston helicopters must satisfy themselves it is safe to conduct the flight.</p> <p>AOC holders conducting public transport, must submit a safety case.</p> |
| <b>TURBINE HELICOPTER</b> | <p>CAA advises no flight in NFZ.</p> <p>Otherwise SVFR, day only, VMC conditions. Only one aircraft in any airspace "block" as determined by ANSP.</p> <p>Special rules apply to operations in Heathrow zone. (SVFR) day only.</p>  | <p>VFR clearance only.</p> <p>CAA advises no flight in NFZ. If flying, do so VMC, day, avoid visible ash. Exercise extreme caution. Commanders of privately operated or aerial work turbine helicopters must satisfy themselves it is safe to conduct the flight.</p> <p>AOC holders conducting public transport, must</p>                      | <p>CAA advises no flight in NFZ. If flying, do so VMC, day, avoid visible ash. Exercise extreme caution. Commanders of privately operated or aerial work turbine helicopters must satisfy themselves it is safe to conduct the flight.</p> <p>AOC holders conducting public transport, must submit a safety case.</p>  |

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|--------------------------|---|--|---|
|                          | AOC holders conducting public transport, must submit a safety case.<br><br>Multi-engine helicopters should be operated as if they were single engine. | submit a safety case.<br><br>Multi-engine helicopters should be operated as if they were single engine.  | Multi-engine helicopters should be operated as if they were single engine.  |
| <b>PISTON AEROPLANE</b>  | All flights must comply with NFZ.   | VFR clearance only.<br><br>CAA advises no flight in NFZ. If flying, do so VMC, day, avoid visible ash. The commander must be satisfied that it is safe to conduct the flight. AOC holders conducting CAT or public transport, must submit a safety case. | CAA advises no flight in NFZ. If flying, do so VMC, day, avoid visible ash. The commander must be satisfied that it is safe to conduct the flight. AOC holders conducting CAT or public transport, must submit a safety case. |
| <b>TURBINE AEROPLANE</b> | All flights must comply with NFZ.   | All flights must comply with NFZ   | All flights must comply with NFZ  |

Notes:

1. Flights for the purposes of safety, security and the saving of life, e.g. SAR, HEMS and Police; may be permitted in the NFZ. This applies to all classes of aircraft and airspace. Commanders must exercise extreme caution. Appropriate measures should be taken after any such flight to ensure the continued airworthiness of the aircraft concerned.
2. Operators of all aircraft should ensure that they have sought the advice of their engine/airframe OEM before undertaking flight in the NFZ.
3. AOC holders conducting CAT or public transport must comply with published TLZ (Time Limited Zone) and EPZ (Enhanced Performance Zone) procedures including the submission of safety cases.