

COMPLIANCE WITH INTERNATIONAL AVIATION LAW

-- CAA Flight Details --

For all airspace we transit, we will comply with all directions of the controlling authority.

We will remain strictly clear of all Restricted and Prohibited airspace (e.g. UK R063, French P26). We will only transit Danger Areas (e.g. UK D141, D044, D036-D040) when confirmed non-active with the appropriate DAAIS, or with assistance of the DACS.

We will remain clear of Class A airspace (FL055 Kent, FL065 coastal UK, FL075 mid-channel, FL115 coastal France.)

We have filed a UK customs departure form with Her Majesty's Customs & Excise, in person, at the point of customs clearance. We have filed an ICAO compliant flight plan stating our UK customs clearance airport, and customs airport destination in France (primary, secondary, tertiary.) As advised by the French authorities at Le Touquet (LFAT) on March 02, 2010, if we need to divert from the destination airport, we will advise the controlling authority and divert as needed.

If we need to divert from a customs airport to an open field (the normal landing site for a manned balloon), then upon landing we will contact French customs and immigration officials and advise them of our landing point. If requested or required, we will present ourselves in person at the customs airport designated by the French authorities.

We will contact London FIS upon departure on 124.6; we will transition to Lille on 120.275 mid-channel (or Paris North on 125.7, as appropriate.) Upon transition and contact with Lille / Paris North, we will advise our launch location, current location, altitude, and nearest border crossing point (e.g. Rinti, Deval, Aleso) and intended destination.

Aircraft is equipped with Mode-S transponder, programmed with our ICAO aircraft identifier. Upon departure we will squawk VFR / 7000, until advised otherwise by the controlling authority.

Aircraft is equipped with aircraft radio (including 121.5mhz capability), 406 Mhz emergency locator beacon, aviation breathing oxygen, nighttime position lights, TSO'd floatation vests, and emergency pilot parachute to be used solely as a lifesaving device of last resort.

Appropriate aviation information equipment is carried on-board, including: Garmin 496 with European basemaps, Garmin Aeronautical Update current as of May 20th, 2010. In addition, the electronic aviation information system is supplemented by appropriate aviation maps carried on-board (UK CAA half-mil, French half-mil IGN Aéronautique OACI 941 and 942, ONC one-mil: E-2, F-1, F-2.)

Satellite based tracker is on-board; location can be tracked on via links on <http://www.ClusterBalloon.com>. Mid-channel we will enable a 2-meter HAM radio based position reporting device, which will report location with altitude and can be tracked in the link above.

Aircraft lift is provided by helium, a non-flammable, non-toxic, inert gas; upon landing, aircraft is safe to approach. There is NO inflammable material, gas, fuel, or equipment on board.

We will close our flight plan upon landing.

Aircraft is US registered, with current registration and airworthiness certificate. It is our intention to fly safely and legally under Article 5 of the ICAO Convention.