HAUTE VOLTIGE® OPERATING REGULATIONS
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1. INTRODUCTION

1.1. Applicability.
The following Haute Voltige® Operating Regulations apply to:

1- The FAI World Grand Prix, a Category One International sports competition of the World Airsports Federation (FAI), ruled by a Sporting Code edited by the FAI, in addition to the Haute Voltige® Operating Regulations.

2- Haute Voltige® Air Musical, a new "Performing Art" consisting of multiple and combined displays of several aircraft synchronised to music. It is not a competition but an Air Ballet or an Air Theatre act which requires a common training for all participants before being displayed in public.

3- Haute Voltige® Specials, unique spectacular acrobatic stunts prepared and performed according to written requests from Promoters and approved by National Aviation Authorities (Governmental).

4- The Haute Voltige® Time Challenge, a competition against time around poles and gates with ribbons cuts and aerobatic figures.

These four types of events are organised by HAUTE VOLTIGE Productions SA (hereinafter referred to as “Haute Voltige”) headquartered at the following address:

Haute Voltige
FAI World Grand Prix
5 Rue du Prieuré
2036 Cormondrèche
Switzerland
Fax: +41 32 721 2009
e-mail : grand-prix@haute-voltige.com
web : http://www.haute-voltige.com

Haute Voltige® is a registered trademark of Haute Voltige Productions SA, which retains all rights to HAUTE VOLTIGE® Events.

1.2. Validity
These Regulations come into force on 01 January 2007. They replace and supersede all previous Haute Voltige Operating Regulations.

2. ORGANISATION OF EVENTS

2.1. An application to host an Event must be made by a Promoter directly to the HAUTE VOLTIGE® Head Office who will co-ordinate with the parties concerned.

2.2. The Promoter must be a club or body acceptable to HAUTE VOLTIGE® and must enter the Promoter's Agreement, a confidential document detailing all undertakings including financial issues.

2. 3. Insurance

2.3.1. The Promoter of an Event must procure that all HAUTE VOLTIGE® staff, pilots, technicians, assistants, as listed in the Participants List, are covered during the complete Event:
• by Third Party Liability insurance (Bodily Injury and Damage Property) for damages caused to 3rd parties at the Event Venue;
• by loss and damage insurance for damages caused to the HAUTE VOLTIGE® aircraft by third parties at the Event Venue;
• In case of an accident, for medical transportation from the accident location to the nearest appropriate hospital.

2.3.2. It is clearly understood that any insurance cover required by HAUTE VOLTIGE® in no way engages its responsibility, and that the Promoter of an Event and Participants undertake to assume all the consequences resulting from the absence of cover, from insufficient cover, or from inappropriate cover in regards to the policies they take out.

2.3.3. Third party liability insurance arranged by the Promoter (Bodily Injury and Property Damage) shall be in addition and without prejudice to any personal insurance policy held by a pilot or any other participant in the Event. This insurance should cover HAUTE VOLTIGE and its personnel for all damages caused to Promoter’s staff, personnel, assistants, sub-contractors and all equipment and facilities at the Venue.

2.3.4. Before the Event, the Promoter must send to HAUTE VOLTIGE® details of the risks covered by the insurance policies. They must comply with the national laws in force as well as with the Promoter's Agreement. Information regarding the insurance policies are required to be provided in English and sight of the original policies must be available for the HAUTE VOLTIGE Director to view at the Venue on demand.

2.3.5. Pilots/aircraft insurance. Compulsory Third Party Liability.
All pilots, owners or operators of aircraft taking part in HAUTE VOLTIGE® Events are required to effect their own third-party liability insurance covering damage which might be caused by the said aircraft to all third parties and in particularly to other participants and to the public audience (Bodily Injury and Property Damage).

The minimum sum insured to cover Third-Party Liability is set by HAUTE VOLTIGE at USD 5,000,000 for each and any one Accident in respect of the operation of a propeller-driven, single piston-engined aircraft.

The level of insurance coverage secured by the COMPETITOR (pilot, aircraft owner or operator) in no way engages the responsibility of HAUTE VOLTIGE®, and the COMPETITOR undertakes to assume all the consequences resulting from the absence of cover, from insufficient cover, or from inappropriate cover in regards to the policies he takes out. .

2.3.6. Aircraft insurance. Compulsory Loss & Damage.
The Aircraft Owners undertake to take out a policy with a comprehensive insurance of his choice to cover all loss (including theft) and damage sustained by their aircraft taking part in the HAUTE VOLTIGE® Events.

2.3.7. Participants insurance. Health & Injury, including Repatriation.
All participants in the HAUTE VOLTIGE® Events are solely responsible for their own health and injury insurance (including hospitalisation and eventual medical return transportation to their homebase). The insurance policy must be valid for aerobatic competitions during the Event. A coverage for an amount of USD 250,000 for Hospital/Medical expenses is recommended by HAUTE VOLTIGE.

The level of insurance coverage secured by the PARTICIPANT in no way engages the responsibility of HAUTE VOLTIGE®, and the PARTICIPANT undertakes to assume all the consequences resulting from the absence of cover, from insufficient cover, or from inappropriate cover in regards to the policies he takes out.

Pilots will be required to demonstrate to HAUTE VOLTIGE® that they have complied with the above requirements by submitting appropriate insurance certificates (in French or in English) before the given deadline.

2.4 CLAIMS.
Participants agree to give up all claims whatsoever against HAUTE VOLTIGE®, FWGPA Operating Services SA, its staff, employees and representatives, the Fédération Aéronautique Internationale and its representatives, other participants, the Promoter and the Governments of the host country and its representatives.

2.5. GENERAL UNDERTAKING.

2.5.1. All participants, officials and promoters participating in the HAUTE VOLTIGE® Events undertake, on behalf of themselves, their sub-contractors, their employees and agents, to observe all the provisions of the present HAUTE VOLTIGE® Operating Regulations.

2.5.2. Any particular restrictive national regulation must be submitted to HAUTE VOLTIGE® with the original application for inclusion of an Event on the international calendar. HAUTE VOLTIGE® will then ensure that applicants are informed of such restrictive regulations before entries close.

2.6. GENERAL CONDITIONS.

2.6 .1. It is the participant's responsibility to ensure that all persons concerned by his/her entry observe all the requirements of the HAUTE VOLTIGE® Operating Regulations. The person having charge of an entered aircraft during any part of an Event is responsible jointly and severally with the participant for ensuring that the requirements are observed.

2.6.2. Participants must ensure that their aircraft comply with the conditions of eligibility and safety throughout all flights during a HAUTE VOLTIGE® Event.

2.6.3. The presentation of an aircraft for display will be deemed an implicit statement of conformity with regulations in force.

2.6.4. All persons concerned in any way with an entered aircraft or present in any other capacity whatsoever in the paddock, parking area, static display, flight line, or runway area must wear an appropriate pass at all times.

3. ENTRY APPLICATIONS

Applicants must be skilled in Aerobatics and understand what is a Team Spirit.
All civilian pilots participating in a HAUTE VOLTIGE® Event must hold a HAUTE VOLTIGE® Pilot Display Authorisation. This Authorisation is valid for one event and is delivered only to pilots who successfully applied to participate in this event.

3.1. Applications for HAUTE VOLTIGE® Pilot Display Authorisations may be submitted to HAUTE VOLTIGE at any time.
It has to be made on an entry form as set out in Appendix I.
An entry shall be accepted only if made on an official entry form accompanied by the entry fee in full and received by the specified closing date.

Entry application forms and fees are not required for military participants, test pilots, and national formation teams.

3.2. Inclusions.
Applications shall include:

3.2.1. Confirmation that the applicant has read, understood and agreed with the current HAUTE VOLTIGE® Operating Regulations. This is also made on behalf of everyone associated with his/her participation in the HAUTE VOLTIGE® Event.

3.2.2. The name of the applicant/team and all data sheets.

3.2.3. The name of participating aircraft. Copy of all the following documents have to be provided with the application:
(a) Certificate of Airworthiness;
(b) Certificate of Registration;
(c) Radio Station Licence;
(d) Engine log book;
(e) Airframe log book;
(f) Ground assistance requirements;
(g) Insurance cover;

3.2.4. The name of the pilot with copies of the following documents, to be updated by the Participant before each Event:
(a) Personal Health & Injury Insurance including Repatriation;
(b) Pilot licence;
(c) Medical Certificate;
(d) Radio Telephony Operator Certificate;
(d) Passport;
(e) Log book indications: total number of hours/total number of aerobatic hrs/ total number of hours flown on the aircraft type.
(f) If any, Display Authorisations issued by a national CAA, or Certificate of Aerobatic Competency, indicating the minimum display altitude authorised.

3.3. Applicants must provide a guarantee that their financial position enables them to meet their prescribed obligations.

3.4. A competitor may change the make and/or type of aircraft at any time during the HAUTE VOLTIGE® Events.

3.5. All applications will be studied by HAUTE VOLTIGE® who will publish the list of aircraft and pilots accepted. The HAUTE VOLTIGE® Pilot Display Authorisation will then be issued to selected pilots.

3.6. If in the opinion of HAUTE VOLTIGE® a participant fails to operate his team in a manner compatible with the standards of HAUTE VOLTIGE® or in any way brings HAUTE VOLTIGE® into disrepute, HAUTE VOLTIGE® may exclude such participant from the HAUTE VOLTIGE® Events forthwith and penalty fees may apply.

3.7. All civilian participants must fill in and sign the "Authorisation to publish" as set out in Appendix II and to be provided with the Pilot’s Agreement.

4. THE HAUTE VOLIGE® FLIGHT DIRECTOR

Safety will at all times be the primary consideration of the Flight Director.
Selected by HAUTE VOLTIGE®, he is responsible for running the HAUTE VOLTIGE® flights as detailed in the HAUTE VOLTIGE Flight Register.
The Flight Register is a daily Journal detailing and registering all HV flights, to be signed by each Pilot before and after each flight. All Flights must be performed in accordance with the Flight Register.
The Flight Director can be assisted by a “Flight Display Coordinator” and he will more precisely pay attention to:

• Designation of parking, landing and take-off areas for HAUTE VOLTIGE® aircraft;
• Validity of pilots licences, display authorisations and certificates;
• Validity of aircraft documentation and insurance.
• Conduct of the Pilots briefing;
• Conduct of the flights in accordance with the Civil Aviation rules of the host country and the Flight Register;
• Co-ordination with air controllers, airfield and Civil/Military Aviation Authorities involved;
• Performance Zone and deadlines;
• PA and music system;
• Crowd control;
• Placement of fire engine and ambulances;
• Placement of doctor and paramedics.
• Efficient ground communication between officials;
• Listening to eventual pilots concerns about safety and find appropriate solutions;
• Withdrawing of a participant for safety reasons;
• Emergency plan.

5. AIRCRAFT

5.1. It is the responsibility of each participant to provide his own aircraft in sound condition, insurance and technician.

5.2. All participating aircraft must meet the performance characteristics required for the kind of flight they will be undertaking. HAUTE VOLTIGE® will not be responsible in any way if the aircraft is not flown in correct conditions.

5.3. Aircraft will not be admitted to HAUTE VOLTIGE® Events unless the appropriate documentation has been submitted to HAUTE VOLTIGE®.

5.4. As a general rule, one aircraft should be flown by one pilot. However, due to particular reasons, sharing aircraft could become an exceptional solution to complete a show. In this case, one aircraft should not be shared by more than two pilots.

5.5. If Participants intend to fly foreign aircraft, they must make sure they are insured and they have the appropriate licence or certificate of validation required to fly their display programme with this type/nationality aircraft.

6. AIR SAFETY

6 .1. PILOT DISPLAY AUTHORISATION.

All civilian HAUTE VOLTIGE® Pilots must hold a Pilot Display Authorisation issued by the HAUTE VOLTIGE® Director after the pilot has demonstrated to an accreditated evaluator the appropriate degree of skill and knowledge for the type of display and the minimum height to be flown.

Requirements will depend on local constraints (length of the runway, geographical environment, etc...) depending on each Event, however, applicants for a HAUTE VOLTIGE® Pilot Display Authorisation should at least show the minimum level of experience set out in the following paragraphs:

(i) Pilots of fixed wing aeroplanes (including powered gliders), helicopters and gyrocopters:
A total of 200 hrs flying of which not less than 100 hrs must be as pilot-in-command of a fixed wing aeroplane, helicopter or gyrocopter as appropriate;

(ii) Pilots of microlight/ultralight aircraft:
A total of 100 hrs flying of which not less than 50 hrs must be as pilot-in-command of a microlight/ultralight aircraft (3-axis or weightshift as appropriate);

(iii) Pilots of gliders:
A total of 100 hrs flying of which not less than 50hrs must be as pilot-in-command of a glider;

(iv) Pilots of powered parachutes/paragliders:
A total of 50 hrs flying of which not less than 25 hrs must be flying as pilot-in-command of a powered parachute or paraglider;

(v) Pilots of airships or balloons (hot air or gas):
A total of 100hrs flying of which not less than 25hrs must be as pilot-in-command;

(vi) Parachutists:
A minimum of 200 jumps

(vii) Pilots of hang-gliders or paragliders:
No quantified minima, but any such pilot must have satisfied the HAUTE VOLTIGE® Director that he is competent to perform his proposed display.

6.2. DISPLAY LINE and CROWD LINE.

All Participants must observe and adhere to the air safety regulations currently in force in the country where the HAUTE VOLTIGE® Event is being held, as well as the special regulations in force at the Venue.

• The Display line (or deadline) protecting the public (Crowd line) will be determined on each airfield according to the local regulations in force. Minimum distances for HAUTE VOLTIGE® Events between the Display line and the Crowd line are detailed below.

• The Display line (deadline) should be clearly visible to Pilots (runway for example, or special markings on the ground).

6.3. AIRCRAFT

6.3.1. MINIMUM HEIGHT and CROWD SEPARATION DISTANCES.

The following precise the Minimum height and distance from the public as agreed by HAUTE VOLTIGE® for pilots holding a HV Pilot Display Authorisation. If local or temporary regulations are more restrictive, then local or temporary regulations will apply and will be mentioned in the Flight Register.

6.3.1.1. Solo pilots:

Type of flight	**Minimum height**	**Min. distance from the public**
Horizontal pass/fly-past	Well clear of the ground and obstacles (min speed>1.3 stall. speed)	50m @ IAS <185 km/h
		100 m @ IAS<390 km/h
Aerobatic figures	Well clear of the ground and obstacles*	130m for prop. Aircraft, 200m for jets

* Aircraft recovery must be effective at 100m, before controlled flight to minimum height defined by local regulations.

6.3.1.2. Formation teams:

Type of flight Minimum height	Min. distance from the public
Horizontal pass/fly-past well clear of the ground and obstacles (min speed>1.3 stall. speed)	50 m @ IAS<185 km/h
100 m @ IAS<390 km/h	
Aerobatic figures well clear of the ground and obstacles*	130m for prop. aircraft, 200m for jets

* Aircraft recovery must be effective at 100m, before controlled flight to minimum height defined by local regulations.

6.3.2 Horizontal pass/fly-past
It is a low level pass parallel to the Crowd line without any sudden change of attitude. Unless precised otherwise by local Regulations, the following passes are permitted:
- horizontal pass in normal flight or inverted flight;
- horizontal pass in knife-edge flight;
- horizontal pass with rolls.

6.3.3. MANOEUVRES
Display pilots should ensure that turns and manoeuvres are always completed in a manner such that:

a) The aircraft does not in any circumstances infringe the Separation Distances laid down in Table 6.3.1.

b) Where, during the display, the aircraft has a velocity vector towards the crowd, appropriate margins are applied;

c) Due allowance is made for the effects of any on-crowd wind component;

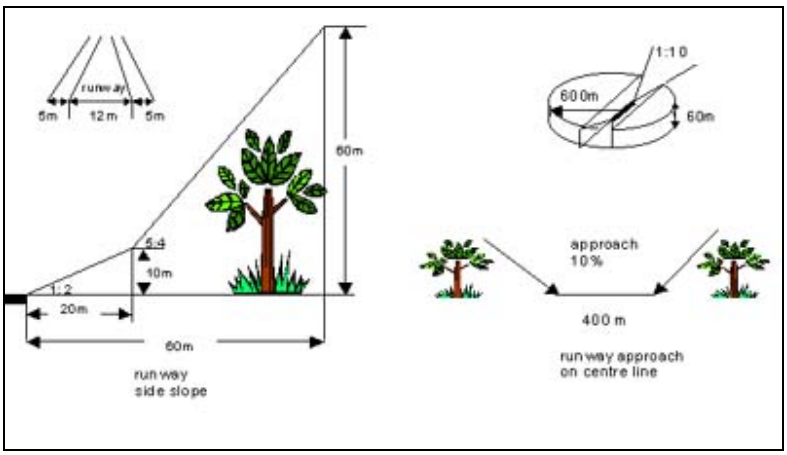
6.3.4. RUNWAY
Minimum specifications* for take-off and landing concrete strips of non-airport sites holding an HAUTE VOLTIGE® Event (if local regulations are more restrictive, then local regulations will be applied):

• Minimum length = 400m*, flat (0%), no tailwind, clear approach (no obstacles).
• Minimum width = 12m + 5m escape zone each side of the runway.
• Where obstacles, minimum length will be extended to 500m* and the obstacle area should meet the following minimum requirements:

• Angle of approach = maximum 10% (1:10).
• Side-slope = obstacle max 10m high at 20m from the edge of the runway, 60m high at 60m from the edge of the runway. See "Areas to define obstacles".
• Horizontal surface = no obstacle above 60m AGL in a radius of 600m from the runway centre.

* These specifications do not apply to all types of aircraft but to aircraft which have been approved.
** For grass strips, add 100m to the minimum runway length.

6.3.5. AREAS TO DEFINE OBSTACLES



6.4. MODEL AIRCRAFT Displays.
Model aircraft flying is conducted in accordance with National Requirements supplemented by the following:

a) No uncontrolled free-flight model aircraft is flown during the period of the Flying Display;

b) Model aircraft are not flown closer to the Crowd Line than the distances set out in the Table below;

c) Flying by radio-controlled models is not allowed with a wind in excess of 25 knots or visibility of less than 500m

Model Aircraft Model Weight (kg)	**Separation Distance**
line-controlled all	15m
radio-controlled (piston) less than 7kg above 7kg	30m 50m
radio-controlled (jet powered) all	75m

6.5. MANNED BALLOON Displays.
Manned balloon flying is conducted in accordance with National Requirements supplemented by the following:

6.5.1. The minimum separation criteria between the public and any part of the balloon or its tethering points as observed in the Table below should be observed.

6.5.2. The balloon site or launch field is safely enclosed to prevent access by the public to the balloons or accompanying vehicles.

6 .5.3. The pilot of a manned balloon should be responsible for ensuring that his balloon is inflated, tethered and flown in accordance with National Requirements except as provided in this section and that, for displays of tethered flight, his balloon is tethered with 3 point restraint.

6.5.4. Where manned balloon tethering or take-offs on free flights are planned to be performed in front of the public, a Flying Display Director should be responsible for ensuring that these are adequately separated in distance or time from other flying events.

Type of Display Separation Distance	**Min. Height and Conditions for Overflight of Public**
Tethered Flight 20m	n/a
Free flight take-offs from display area 20m	75ft AGL for overflight in climbing flight 50ft clear of obstacles
Free flight landings into display area 50m	300ft for overflight in level flight 50ft clear of obstacles

6.6. PARACHUTE Displays.

6.6.1. Where the designated landing site is on the flying side of the Crowd Line, no part of that site should be closer than 15m to the Crowd Line.

6.6.2. Where the designated landing site is in an area set aside for the public, it should be safely enclosed (with rope, tape or fencing) and no parachutist should land closer than 15m to any spectator.

6.6.3. The landing site should be suitably marked and should be clearly identifiable by each parachutist from the time he exits the aircraft.

6.6.4. Radio contact should be established and maintained throughout the descent between the dropping aircraft, the ground site co-ordinator and the Air Trafic Service (ATS) if one has been set up. Where this is not feasible, an authorised system of ground-to-air signals should be used.

6.6.5. A Flying Display Director should be responsible for ensuring that:
(i) In order to minimise the risk to descending parachutists, all pilots are briefed on the procedures to be followed at that particular event;

(ii) In no circumstances are propellers, jet engines or helicopter rotors to be turning closer than 250m to the intended landing site during the period that the parachutists are descending; and

(iii) Pilots of aircraft outside a radius of 250m, (1000m in the case of Local Flights) both airborne and on the ground, remain aware of the progress of the descending parachutists. Those on the ground should be prepared to stop any propeller, jet engine or helicopter rotor if descending parachutists are seen to be drifting close to their aircraft.

6. 7. WEATHER MINIMA
Display flying is not permitted unless the weather conditions at the display location exceed the minima prescribed in the table below:

Type of Display		**Weather Minima**		
		Cloud Base	**Visibility**	
VSTOL aircraft, rotorcraft and other aircraft with stalling speeds below 50 kts.	Flypasts or Flat Aerobatic Displays	Solo aircraft	500ft	1.5km
		Formations 500ft	3.0km	
	Full Aerobatic Displays	Solo aircraft 500 ft	3.0km	
		Formations 800ft	5.0km	
Flying Displays by other aircraft	Flypasts or Flat Aerobatic Displays	Solo aircraft 500 ft	3.0km	
		Formations 800ft	5.0km	
	Full Aerobatic Displays	Solo aircraft 1'000ft	5.0km	
		Piston Formations 1'000ft	5.0km	
		Jet Formations 1'000ft	8.0km	

6.8. VIOLATION
Any VIOLATION of the safety regulations in force may at any time render the offender liable to exclusion from the HAUTE VOLTIGE® Event, from all Insurance coverage and from all HAUTE VOLTIGE Sponsorship options. No responsibility will be undertaken by HAUTE VOLTIGE, the Organiser / Promoter for any such violation by Participants.

6.9. PASSENGERS
All display flights carried out at a HAUTE VOLTIGE® Event must be made without passengers.

6 .10. PROMOTER'S RESPONSIBILITY
Regarding safety, the promoter's responsibility will include but is not limited to:
- Provision of an appropriate runway for aircraft to take off and land.
- Provision of a NOTAM to protect the performance zone from foreign air traffic (for propeller aircraft, circle 5km radius, centered on the central point of the exhibition, ceiling 1'500m/5'000ft).
- Comply with the HAUTE VOLTIGE® Operating Regulations.

7. BRIEFINGS

The Flying Display Director, eventually assisted by a Display Coordinator, will be responsible for arranging an oral briefing before flying commences on the first day of the practice display and on each subsequent day when the event is of more than a single day's duration.

The briefings shall include, as a minimum:
• Pilots call & Signature of Airshow Waiver
• Weather forecast and winds aloft.
• Map of display location showing layout of site with crowd areas, display lines and display area.
• Planned display programme.
• Starting - taxi procedure.
• Take-off procedure.
• Radio procedure.
• Display procedures.
• Music procedure.
• Landing procedure.
• Safety rules.

• Emergency Services and procedures.
• Time hack.
• Time of next briefing.

The briefing is compulsory for all pilots. No Briefing = NO FLIGHT.

8. VIDEO / AUDIO DEVICES.

• Video cameras may be mounted in / on HAUTE VOLTIGE® aircraft under plot's responsibility.
• Music will be transmitted to the pilots via a system which may require the pilots to be able to receive FM radio in addition to VHF.
• No flights shall be made without radio contact with the Flying Display Director and the Air Traffic Service.

9. HAUTE VOLTIGE® DELEGATES

9.1. For each Event HAUTE VOLTIGE® will nominate the following Specialists:
• Safety Delegate;
• Medical Delegate;
• Technical Delegate;
• Press Delegate.

9.2. The role of the HAUTE VOLTIGE® Delegates is to help through their advice the officials of the Event in their duties, to see within their fields of competence that all the regulations governing the HAUTE VOLTIGE® Events are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

10. DOPING, ALCOHOL, ILLNESS AND INJURY.

10.1. A participant taking any drugs or medication or suffering from any illness or injury which might invalidate his licence or insurance, or in any way affect his performance, must inform the HAUTE VOLTIGE® Flight Director and get the Medical Delegate's opinion before flying.

10.2. HAUTE VOLTIGE® condemns the use by participants, in the misguided belief that they improve performance in the air, of substances banned by the International Olympic Committee (IOC). Such substances may degrade pilot performance and compromise flight safety. These activities, defined as "doping" are potentially damaging to pilots health and safety.

10.3. Doping consists of the use, whether intentional, negligently, or otherwise, of one or more prohibited therapeutic substances, or of blood or blood products and/or of pharmacological physical or chemical manipulation aimed at making these substances difficult to detect. The list of prohibited substances is the IOC list valid at the moment of testing, including alcohol, marijuana and beta blockers.

10.4. Doping control procedures shall be implemented at HAUTE VOLTIGE® Events if imposed by the regulations of the host country.

10.5. All participants to HAUTE VOLTIGE® Events shall accept that they may be required to submit to control testing for doping.

11. SAFETY COMMITTEE.

The Safety Committee is a working group set up for each event, activated by HAUTE VOLTIGE®. It is responsible for the following:

• To study the Emergency plan and also inspect with the Promoter the Safety & Security conditions for the public attendance.
• Inspection of private light aircraft and equipment (including parachute) and all the relevant documentation.
• The Safety Delegate shall be responsible for carrying out with the competent technician any inspection deemed necessary, following for example an engine or mechanical failure during a flight program.
• After receiving the report of the HAUTE VOLTIGE® Delegates, the HAUTE VOLTIGE® DIRECTOR may disqualify a Participant in the event of the following occurring:
> • Operating an aircraft with a known mechanical defect that rendered the aircraft non-airworthy.
> • Not carrying sufficient fuel or oil to take-off, hold (if scheduled), fly the program, land and taxi to the parking line under power.
> • Flying under the influence of alcohol and/or drugs.
> • Flying within eight hours of the consumption of any alcoholic beverage.

A disqualification for any of the reasons mentioned above will entitle HAUTE VOLTIGE® to apply a penalty fee equal to the total amount of fees and expenses due to the disqualified participant.

• Any Pilot may call the Flight Director/Coordinator for arranging a meeting of the Safety Committee, should he judge that Flight Safety is suddenly (new operational conditions between two pilots' briefings), and for any reason, no longer guaranteed.