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### Records of Amendments

No	Description	pages	Edition date/ Approval no.
0	New Theo Schroeder fire balloons Flight Manual	all	July 2016
1	Basket size M/3 TM EASA.BA.016.57	VIII; 1-2; 2-27; 2-29, 2-31	February 2017 10061339
2	Basket size IV/5, V/5 and V-A for envelopes up to 4250m <sup>3</sup> ; TM EASA.BA.016-59	VIII; 1-4	September 2017 10063077
3	Operational and installation instructions for the occupant restraint system in Schroeder fire balloons baskets	VII, VIII App. E.1	April 2018 10065243
4	FM Appendix K.1; Operating manual for add-on envelopes and special shapes	VII, VIII App. K.1	August 2018 10066357
5	FM Appendix L.1; Operating manual for baskets with doors, seats and removable partition walls	VII, VIII, 1-5; 1-6; 2-28; 2-31	December 2018 10067957
6	Introduction of new fast deflation systems Smart Vent; Para Vent; Easy Vent; adjustment of boundary conditions	III; IV; VIII; 1-2 to 1-6; 2-3 to 2-7; 2-13; 2-29; 4-3; 5-3; 5-4; 5-6; 5-11	May 2019 10070119
7	Increase of basket loads; New basket size M/5; Pilot light for landing	1-2 to 1-6; 2-27; 2-31; 5-11	August 2019 10070802
8	Appendix A2; Liquid pilot light Appendix F.1 Rev02	VII, VIII	May 2020 10073341
9	Appendices J.2 and L.2; Panorama basket and Quick release system for burner frames; Instrument Flytec Balloon 4	VII; VIII; 2-26; 2-27; 2-29; 2-31	June 2020 10073560
10	New equipment: Envelopes with a volume of 10500 and 12500 m <sup>3</sup> ; baskets XI/19; XII/23 and XIII/27; new burner frame; Polyester envelope fabric	IV; VIII; IX; 1-4 to 1-7; 2-2; 2-4; 2-5; 2-28 to 2-31; 3-1; 3-2; 3-4 to 3-7; 3-12; 3-13; 4-3; 5-5; 5-6	July 2021 10076830 10073828
11	Change of damage tolerances; change of basket payload of basket III/4 and IV/5; FB 7 as double burner up to 6000 m <sup>3</sup>	VIII, IX, 1-2 to 1-5; 3-6	July 2023 10082318
12	Chapter E12 Ground transport and storage of the burner	V 20	November 2023 10082932

Table 0-1: Records of Amendments

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	VI	May 2020		3-3	July 2016
	VII	June 2020		3-4	July 2021
	VIII	July 2023		3-5	July 2021
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	X	July 2016		3-7	July 2021
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	2-13	May 2019		5-9	July 2016
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2-26	June 2020				
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### 5.9. Refuelling and transport of pressure vessels for hot air balloons

Excerpt from the Nachrichten fuer Luftfahrer (NfL) (News for Aviators):

A heavy accident during re-fuelling of pressure vessels for hot air balloons not long ago provides the LBA with the occasion to point out the following fact again:

Pressure vessels are part of the hot air balloon and are in this characteristic approved according to the airworthiness requirements for hot air balloons. Instructions for re-fuelling are contained in the associated operating instructions. Further than that, the pressure vessel directive (DruckBehV) and the Technical Regulations for Pressurised Gases (TRG), which both are valid independently of aviation regulations, are to be applied to the re-fuelling process.

It is furthermore pointed out, that, according to the pressure vessel directive, the pressure vessels can only then be filled and, according to the directive about the transport of dangerous goods on the road (GGVS), transported if they have been marked with a stamp of an appointed expert in accordance with the stated regulations. This applies independent of the LBA-approval of the pressure vessels at the type approval of hot air balloons.

This notice is to be carried as appendix to every operation's manual of a hot air balloon.  
Braunschweig, February 1994

II 1 13-602.2/40/94

The director of the Luftfahrt-Bundesamt (German federal civil aviation authority):  
Koplin

The change of the notification "Filling of pressure vessels for hot air balloons": NfL II-33/95 bullet 2. underlined sentence in the original version "TÜV-stamp" was to be replaced with the underlined text.

NfL II-33/95 Braunschweig, the 02. Mar 1995

II 1-602.2/40/95

The director of the Luftfahrt-Bundesamt (German federal civil aviation authority):  
Horst

### 5.10. Ground handling and transport of burner



5-3: Ground handling burner

This chapter contains recommendations for ground handling and storage of the burner.

The gas hoses should be free of gas before transport as well as storage. To do this, close the liquid phase valve and burn off any gas left in the hoses in a controlled manner. All valves must be closed before transport and storage. Under no circumstances should unburnt gas be allowed to escape into the environment.

The burner hoses should be separated from the gas cylinders so that they can be fixed to the burner frame for transport.

Make sure that the bending radius of the hoses is not less than 10 cm. The hose connections should not swing freely and should be closed with the protective caps provided. It is not advisable to transport the burner erected on the basket, as vibrations may cause damage to the components. When transporting the burner with it suspended from the spigots in the basket, make sure that the spirals point downwards. If the burner is transported hanging horizontally, the connection of the burner units can be damaged by the shocks during transport. For the same reasons, it is not advisable to transport the burner horizontally.

If burner hangers are used for transport in the basket, they must be adapted to the size of the basket. Burner suspensions that are too short or too long can cause damage to the basket, gas cylinders and burner.

When loading and unloading, handle the basket and burner with care. After and landing, the lower part of the balloon should be placed gently on the ground and not knocked over. Shocks should be avoided.

During storage, protect the components from moisture and UV radiation to prevent rapid ageing. If there is moisture on the components of the balloon, ensure that they dry out.

### CAUTION

Exercising air sports contains dangers to life and limb and may even lead to death. No instrument and no aircraft is perfect. It may happen in rare cases that a flight instrument fails or indicates faulty values. The pilot (the aviator in charge) is always totally alone responsible for a safe execution of all flights.

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