

The present document has been reviewed and approved by EASA

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This appendix describes the procedures and characteristics of Schroeder fire balloons baskets equipped with a seat, door and / or removable partition.

1. General information

Doors and seats are an additional feature for Schroeder fire balloons baskets, to offer guests a convenient balloon ride.

1.1. Constructive framework

Depending on the basket size doors have different widths and are not easily interchangeable with doors of other baskets. Depending on partition and size of the basket, doors can be installed in front or on the side of the basket. An installation in the range of the launch restraint is not possible. It is optionally offered to open doors in both directions.

Open baskets are equipped with a maximum of one seat and/or one door. The installation of seats and removable partitions in T-baskets is not possible. Subsequent installation of doors is not intended, seats may be installed subsequently. If seats are installed subsequently, the base plate must have a minimum size of 12 mm.

The baskets M/2, M/3, I/2 and II/3 can not be equipped with doors, seats or removable partitions. Removable partitions can only be installed in combination with a door.

2. Procedures and limitations

2.1. Standard procedure

There are no changes to the standard procedures described in the flight manual, unless stated otherwise in this appendix. Before inflating the envelope, the seat should be installed in the basket and the seatbelt and the footrest should be adjusted to the seated passenger. During inflation the door must stay closed. The basket should not be moved with the door open. During landing the seat must be facing backwards in direction of travel.

2.2. Emergency procedure

The emergency procedures described in the maintenance manual must continue to apply.

2.3. Limitations

The limitations, repair and maintenance instructions described in the flight and maintenance manual apply. The additional limitations stated here override the information in the flight and maintenance manual.

Operating limitations:

If seated passengers are transported during a balloon flight, the wind speed at landing should not exceed 5 kt. There must prevail stable weather conditions. When placing the basket with seated passengers, the vertical landing speed should not exceed 2.5 m/s. The balloon must be turned before landing, so that the basket lands on its wide side. The weight of the seated passenger may not exceed 115 kg.

Technical limitations:

The seat should not be operated without the corresponding cushion. The bottom attachment of the seat must be secured before take-off and may not be unlocked during the flight. The seat may not be moved and must be secured during the flight. The seated passenger must fasten his seatbelt before take-off. The seatbelt may not be taken off during the flight.

If a seat is installed in a basket with partition, an additional removable partition has to be installed, if there is not enough space on the basket wall for standing passengers to stabilize themselves securely during landing. For open baskets there are no removable partitions provided. As described above, there must be enough space on the basket wall for passengers during landing. For landing there may stand maximum two passengers behind each other. During the landing, the passengers may not stabilize themselves on the seat. The door must be closed, locked with the connecting pipe and secured before take-off. The door may not be opened during the flight and has to stay locked and secured.

The built-in removable partition has to be connected to the basket with all intakes and be secured with the lock pin in the pilot compartment before take-off. The red marking (image 4) of the lock pin may not be visible after the removable partition has been secured.

If damages or deformations on the bottom attachment or other components of the basket are visible, they have to be eliminated before next use. During operation with seats installed in the basket, the envelope has to be equipped with minimum one rotation vent.

3. Preflight check

One part of the preflight check is the check of the additional equipment for damages and deformations. The seatbelt may not be damaged, deformed or hardened. The seat rails on the bottom of the basket and the connecting elements on the seat frame may not show any strong dirt, deformations or damages.

Before take-off and after installing seats and doors the following points have to be checked by the pilot or by briefed ground personnel:

- Seat frame with all connecting elements inserted and connected correctly to seat rail on the floor

- Locking bolts of the rear connecting elements on the seat frame locked in the seat rail (red marking on locking bolt not visible).
- Seated passenger belted on, seatbelt sufficiently tight
- Door correctly closed (door in line with the basket wall)
- Connecting pipes of the door correctly locked and secured (red marking on locking bolt not visible)
- Partition wall is fixed and secured to the basket in all 6 receptacles (red marking on locking bolt in pilot compartment not visible)

4. Operation instructions

Seat:

The seat frame has to be embedded into the seat rail with all four connecting elements (image 1). For better operation the two safety bolts are merged centrally in the amount of the seat attachment level on the seat frame and can be easily unlocked from there (image no. 2). As soon as the actuation is released, the bolt automatically locks in the rail after the correct position has been reached on the rail. After reaching the desired locking position, the red marking must no longer be visible. If it is still visible, the seating frame on the rail must be moved to one direction until the locking bolt clinches in one gap. The locking positions are arranged on the rail with a distance of 25 mm.

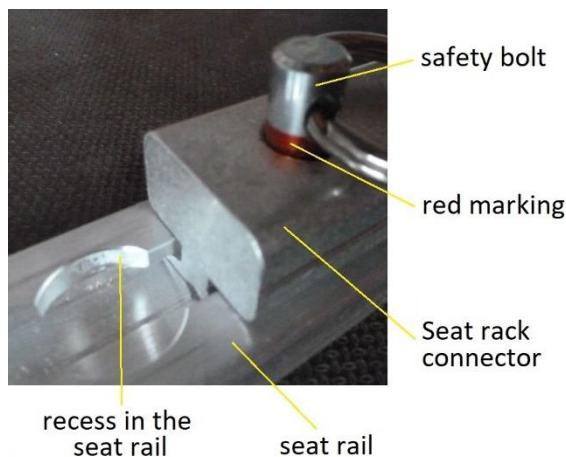


Image 1: Seat attachment



Image 2: Deactivation of the safety bolt

The seat is equipped with a four-point safety belt, which can be adjusted on both sides on the seat frame in the field of the fixed point of the strap. The shoulder straps have to be adjusted with the corresponding buckles in the chest area to the corresponding person. To clean the seat the additional safety seat cushion with shock-absorbing foam can be removed by releasing the strap. The footrest is adjustable in height. The height can be adjusted with the blue belt, which can be reached in the area of the crotch on the seat. In this area the seat has a lead through downwards, through which a clamping buckle can be operated to release the strap and to let the footrest slide downwards. The adjustment of the footrest is important to ensure the blood circulation in the legs. It should be adjusted to the passenger before inflation of the envelope.

Partition wall:

On the side of the partition wall to the pilot compartment the removable partition wall is equipped with 2 stainless steel gear cluster at the bottom and on the door side with each two bolts. For installation of the removable partition wall the gear clusters are inserted in the corresponding openings of the partition wall to the pilot compartment. Afterwards the partition wall is being slid downwards. At the bottom there are two boreholes which must be made to coincide with the bolts of the partition by rotating the removable partition wall. The bolts will then slide into the boreholes. The door can be shut while paying attention that the two door sided bolts are sliding into the designated intakes. It has to be controlled that the locking bolt of the removable partition wall in the pilot compartment will clinch properly and that the red marking is not visible (image 4). The width of the wall varies according to basket size and partition.

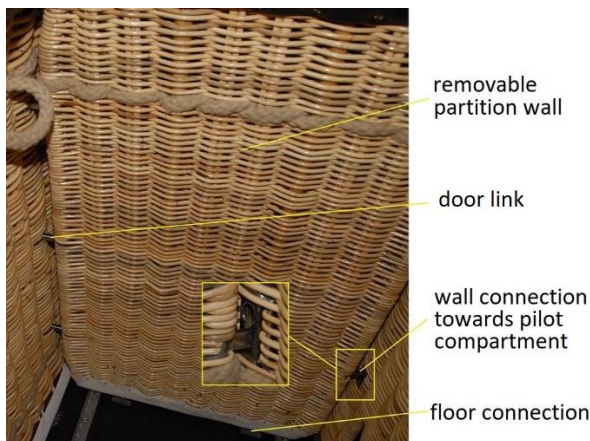


Image 3: Removable partition wall

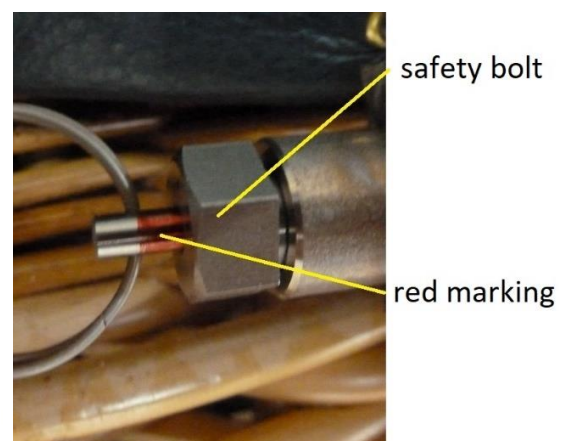


Image 4: Red marking of locking pin

Door

The door is connected to the basket rotating double-sided. There is a possibility to equip the door with connecting pipes on both sides, so that it can be opened in both directions. To open the door, the locking bolt must be unlocked by gently pulling and holding the red flag. The connecting pipe can be pulled upwards out of the hinge. After the connecting pipe has been moved approximately 10 mm upwards, there is no necessity to still hold the locking pin. After removing the pipe, the door can be opened.



Image 5: Opened door



Image 6: Locking pin of the door

To lock the door, it has to be shut first. It has to be secured that the door is in line with the basket wall. The connecting pipe can be inserted into the hinge from above until the locking pin clinches and the red marking is no longer visible. The connecting pipes may not be used for other purposes. If they are deformed or misshapen, the locking of the door is being hindered or not possible.

5. Maintenance and care

The seat rails and connection parts on the seat frame have to be kept free of dust and dirt to minimize abrasion and to ensure the functions. The seat should not be slid on the ground on the connecting parts. Dimensionally stable parts have to be placed immediately after removing from the basket. Before using the seat the rail should be easily moistened superficially with WD40® to optimize the slippage of the seat. The locks of the seat attachments, removable partition walls and doors must be smooth running and may not tilt. The components may be cleaned with water and a non-corrosive detergent.

6. Preparation of flight

6.1. Masses

The masses of the additional equipment vary depending on the basket size and must be known for the identification of the empty mass and included into the calculation of the maximum take-off mass. Concerning the preparation of flight there is no modification to the information described in the flight manual.

6.2. Number of passengers

The built-in seat needs approximately as much space as two standing persons (0,5 m²). If the seat is mounted, at least one passenger shall be waived from the maximum number of passengers allowed in the corresponding compartment.