



9.4 Partitioned Baskets fitted with Seats and Optional Universal Access Door and Seat Belts.

9.4.1 Approval details

Approved By



Civil Aviation Safety Authority Australia

Approval Date

3 May 2012

9.4.2 General Information

Issue 1 of this supplement has 8 pages.

This supplement covers the operation of partitioned baskets fitted with optional seats and optional universal access door and seat belts when fitted to Kavanagh envelopes.

Each passenger landing seat consists of a 300mm high high density foam block covered with fabric for use during landing and may be used without seat belts.

A removable 240mm high booster seat is also available to provide a raised seat position for use while in flight.

Two disabled (limited mobility or strength) passengers may be allocated positions with seat belts with a lap belt for use when the booster seat is fitted and a four point harness for landing.

9.4.2 Limitations

9.4.2.8 Baskets

1. The door latch pin must be in place before take-off.
2. The removable top bar must be fitted and the two safety pins must be fitted and locked in place before take -off.

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3. If a disabled passenger is carried, the lap belt of the seat harness is to be kept securely fastened during the flight and the shoulder harness must also be worn during the landing.
4. Disabled passengers must be in the lower seating position during all landings.

9.4.2.9 Number of occupants

1. Only two seat belts are fitted to the passenger compartment
2. There must be one carer per disabled passenger to provide assistance.

9.4.3 Emergency Procedures

9.4.3.1 Introduction

The carer for each disabled passenger to be carried must be briefed on the following emergency procedures prior to flight and must be prepared and able to carry out all tasks required of them.

9.4.3.4 Hard Landing Procedure

1. If an emergency landing is likely, the pilot will instruct the carer to ensure the seat belts of disabled passengers are tensioned correctly before the emergency landing is accomplished.
2. Once the seat belts are checked the carer is instructed to look to their own security first and foremost during the landing.

9.4.3.5 Fire on the ground

1. In the event of a ground based fire, the carer should be briefed to release the disabled passengers' seat belt and carry the passenger to a safe distance from the basket once the order to evacuate is given by the pilot.
2. If the carer will be physically challenged by this process, the pilot should designate another person to help with this procedure.

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9.4.4 Normal Procedures

9.4.4.5 Assembly

1. All ground handling, loading and set up of the basket must be done with the door fully closed and latched including the top bar.

NOTE: *The strength of the basket structure is reduced when the door is not latched and all locking systems engaged. Damage or distortion of the basket top frame may occur during ground handling if the door is not locked and the top bar is not locked in place.*

9.4.4.5 Inflation

1. The door must be located on the top side for inflation
2. Check all latches and pins are in place to secure the door.
3. Passengers, including disabled passengers with seat belts, may be pre-loaded and secured in the landing position prior to inflation if a windy inflation is expected

9.4.4.9 Pre-Launch Checks

1. When disabled passengers are carried, confirm the carer has been briefed on all emergency procedures and shown how to fit and adjust the seat belts and extra seat cushion so that they may provide any necessary assistance as required.

9.4.4.10 Launch

The disabled passengers would normally be seated on the higher booster cushion during takeoff unless the launch is expected to be particularly boisterous, in which case the pilot may choose to have the disabled passengers already on board and in the lower seat position before the inflation begins.

9.4.4.11 Flight

1. During flight, disabled passengers will be seated on the higher



removable booster cushions and will at all times be required to wear the lap belt.

2. If the pilot believes it is necessary for the safety and comfort of the passenger, the shoulder harness must be worn as well as the lap belt.
3. Due to the time required to re-position the booster seat and seat belt on a disabled passenger, extended low level flight should be avoided or the disabled passenger should be positioned in the landing position for such flight operations.

9.4.4.12 Approach to Landing

1. During approach to landing, the carer will help prepare the disabled passenger for landing.
2. The seat belt is loosened and if possible, the disabled passenger will help support their own weight by pulling on the lifting ring hanging from the load frame above while the carer slides the booster seat cushion out from under the passenger, who then moves down to the lower seating position.
3. The booster seat is then stored in the other passenger compartment, behind the legs of the passengers during the landing.
4. The carer must ensure both the shoulder harness and lap belt are firmly adjusted and the passenger is instructed to hold the rope handles directly in front.

9.4.4.12 Landing

1. Because the disabled person will not be able to view the progress of the landing, a verbal description should be given by the pilot so there is ample warning before ground contact is made.
2. Once the landing is completed, the basket should be returned to the upright position and the door can be opened to allow the passengers to exit.

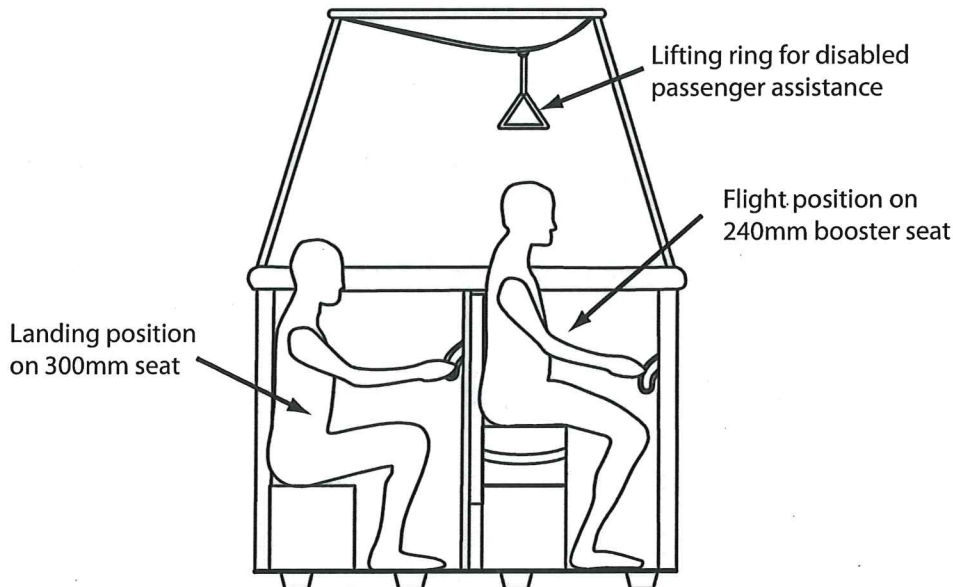


9.4.7 System Description

9.4.7.3 Basket

Baskets fitted with the universal access door are also fitted with a seat and two sets of seat belt harnesses.

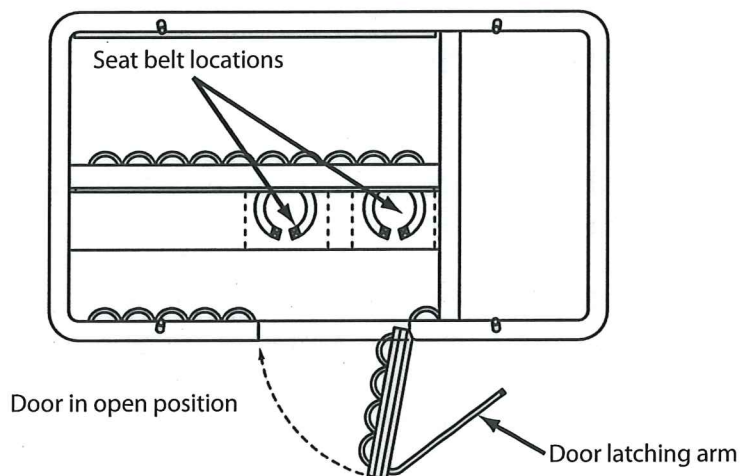
The main seat is 300mm x 300mm and made from high density closed cell foam covered in fabric, giving a firm seat cushion for use during landing. Also fitted are two 240mm high booster seat cushions to raise the height of disabled passenger so there is a clear view over the top of the basket during flight.



To assist in the removal of the booster seat, two webbing straps are fitted to the underside of the load frame and a further harness with a lifting ring is clipped to each strap in turn and used by the disabled passengers to lift their own weight while the booster cushion is being removed in preparation for landing.

The door structure has two separate pre-flight procedures to be carried out. The first part being that the hinged door has a handle near the top which operates all four door latches simultaneously and is locked in place at the far end of the handle by a self locking pin which holds the handle against the wall of the basket and effectively holds the door locked in place.

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The second part of the pre-flight procedure is the fitting of a padded semi tubular strengthening bar which encloses the top edge of the basket frame and is held in place with two larger self locking pins, one at each end. These pins are inserted from the outside of the basket through two large eyelets in the padding. The bar ensures the wall of the basket remains quite rigid during operation.

After landing, the top bar is removed first, then the door can be unlocked.

Note: *The door cannot be opened while the top bar is in place.*

9.4.7.12 Equipment List

The following table lists the universal door access basket models approved for use with Kavanagh balloon envelopes.

9.4.7.12.2 Basket list

Group	Model	Description	Group	GCW (kg)
E	KST2816-A-UA	Single Tee Universal Door	D	2200

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