

Operations

The Company

Have all company corporate documents and licenses filed and easily accessible upon request. This includes documents of incorporation and business licenses.

The Aircraft

All company aircraft used for ride operations must have the following documentation up to date and easily accessible upon request.

Airworthiness Certificates

Aircraft Registrations

Aircraft Logbooks

All aircraft must carry a valid standard airworthiness certificate, a valid aircraft registration and the aircraft flight manual

All aircraft must be maintained in accordance to FAA guidelines and in compliance with the manufacturers requirements

The Pilots

All company pilots must meet the following criteria:

All pilots must be commercially rated in lighter than air with airborne heater under FAR Part 61 pilot certification standards

All pilots must have more than 500 hours of flight time with 50 hours in type to pilot our aircraft as PIC. All pilots with less than 500 hours of flight time must fly as co-pilot under the instruction of a senior PIC until our 500 hour minimum flight time requirement is met.

All Pilots must complete a biennial flight review

All pilots must attend an annual safety seminar

All pilots must maintain our high standards of safety, professionalism, compliance with FAA regulations, attention to detail and company standards

The company must have all pilot information filed and available on request. This must include pilot names, contact information, ages, qualifications, licenses/ratings, flight review

endorsements, documentation that they have attended an annual safety seminar and hours logged in each type of aircraft

The Chase Crew

All company chase crew members must meet the following criteria and the company must have copies of required documentation on file and available upon request:

Valid driver's license

Recent MVR

Have a working knowledge of the proper operation of the chase vehicle

Have a working knowledge of how to attach the trailer to the chase vehicle when applicable

Have a working knowledge of how to properly tow a trailer when applicable

Be well trained in the proper set-up and pack-up of the balloon equipment, be well versed in reiterating the PIC instructions on landing. Be trained in all aspects of working and communicating with the passengers, spectators and land owners in and around the balloon equipment and how to respond in emergency situations.

The Passengers

Prior to booking, passengers are informed that due to the nature of this adventure sport the flights are only available to guests age 5-80. We cannot accommodate pregnant women, anyone who requires an assistive device (wheelchair, walker, oxygen, etc.), anyone who has had recent surgery or anyone unable to stand for at least one hour as there are no seats in the balloon basket.

Passenger ages and weights are required at the time of booking

Passengers are sent a confirmation email with all of the pertinent information regarding the flight including the meet time, directions to the launch site, what to wear, our cancellation and refund policy, contact information etc.

All passengers must sign a liability waiver that thoroughly explains all of the possible scenarios that may occur on their balloon flight prior to the flight.

The Chase Vehicles and Trailers

All chase vehicles and trailers must have the following documentation on file and available upon request:

Vehicle registration documents and licenses

Maintenance records

Commercial vehicle insurance that meets or exceeds the states minimum requirements

All chase vehicles must be equipped with a first aid kit and emergency contact list.

The Pilot Weather Reports Pre-Flight

All available and pertinent weather sources must be utilized prior to the flight to establish that the current and forecast weather conditions are conducive for safe flight

Some of the weather sources that are available are flight service, weather.gov, weather.com, [weather underground](http://weatherunderground.com), blastvalve.com and the local AWOS

The pilot must look at winds aloft, the presence of fronts, any precipitation current or forecast, any thunder storms in the vicinity approaching or passed, chances of convective activity, the presence of or forecast of fog, closely monitor the temperature, dewpoint spread and make sure that the visibility during the flight period exceeds the minimum requirements for the Class G airspace that we fly in.

The Pilot Passenger Briefing

Pre-Flight/Pre-Boarding

The chief pilot is to perform a passenger briefing to all passengers prior to boarding the aircraft. This briefing must include all possible landing scenarios including high wind tip over landings, it must explain in detail where to hold on and how to stand during landing and stress that it is essential to their safety that they obey their pilot in commands instructions

Pre-Flight/Post-Boarding

The PIC must once again go over the landing instructions once the passengers have boarded to physically show them where to hold on and how to stand in their particular basket.

Prior to Landing

The PIC must evaluate the expected nature of the landing and inform the passengers accordingly. If it is expected to be anything but a feather landing the PIC must show a sense of urgency to get the passengers attention. Once again, show them where to hold on with both hands, how to stand, repeat that they must keep arms and hands in the basket, make sure that

they are watching the direction of travel so they know when to brace on contact and repeat again to keep holding on even after the landing until instructed to let go by the PIC and stay in the basket

Upon Landing

The PIC must make sure that the passengers continue to hold on with both hands and to stay in the basket until instructed to disembark. Once safely out of the basket the passengers must be informed to move to the back side of the basket on the upwind side.

The PIC Aircraft Pre-Flight Checks

The PIC must perform the following pre-flight checks, these are used as a minimum, each PIC may have additional checks:

Double check that the aircraft has been properly set up for flight. This includes but not limited to inspecting each individual cable and its attachment from the envelope to the basket, checking the fuel lines and their attachment to the burner, checking for fuel leaks

Perform a visual walk around the inside and outside of the aircraft to make sure that it is airworthy

Make sure that the aircraft has been properly fueled

Check the burner pressure to make sure that is at or above the acceptable range for safe flight

Make sure that the aircraft is carrying the airworthy certificate, aircraft registration and the aircraft flight manual

Check the passenger weights to make sure that the total gross weight of the aircraft does not exceed the gross weight limitations of the aircraft given the pertinent characteristics of the flight day

Check that the flight instruments are functioning properly

Reset the top

Test the vent lines, deflation lines and rotational lines to make sure that they are functioning properly

Check with the crew chief to make sure that every passenger has signed a liability waiver

Perform a final pre-flight weather check

Land Owner Relations

All members of the crew, pilots and chase crew must be trained on the proper conduct to be exercised with all land owners. This includes but not limited to respecting other people's property, treating landowners with the utmost respect, complying with their wishes, obeying no trespassing signs, asking permission to land when available, leaving the property in the same condition that you found it

Propane Education

All crew members must be educated on the potential dangers of propane and how to properly conduct themselves and the passengers around a propane source

All crew members responsible for refueling the aircraft must be properly trained on the proper way to safely perform the duty in accordance with state and local regulations