



Airworthiness Bulletin

AWB 02-070 Issue 1 - 1 October 2025

Kavanagh Balloons Deflation System Control Line Inspections

An Airworthiness Bulletin is an advisory document that alerts, educates and makes recommendations about airworthiness matters.
Recommendations in this bulletin are not mandatory.

1. Effectivity

This AWB is applicable to all Kavanagh Balloon models referred to in the list below if the aircraft has been manufactured later than June 2019, or has been fitted with a replacement deflation system control line after June 2019:

- **B Type:** B-77, B-105, B-350, B-400, B-425
- **C Type:** C-56, C-65, C-77
- **D Type:** D-77, D-84, D-90, D-105
- **E Type:** E-120, E-140, E-160, E-180, E-200, E-210, E-240, E-260, E-300
- **EX Type:** EX-60, EX-65, EX-70, EX-90
- **G Type:** G-450, G-525

2. Purpose

The purpose of this AWB is to alert balloon operators and maintainers to the release of Kavanagh Balloons Service Letter KSL225-02 and Service Bulletin KAV-SB-007 which addresses deflation system control line defects.

3. Background

Kavanagh Balloons, the Type Certificate Holder (TCH), has identified the potential for lumps to form in the deflation system control lines of certain balloons. If not identified and resolved in a timely manner, **the condition may deteriorate causing jamming of associated pulleys.**

Kavanagh Balloons has issued Service Bulletin KAV-SB-007 (Revision 1, dated 29 September 2025) (the SB) and Service Letter KSL225-02 (Revision 1, dated 29 September 2025) (the SL). The two documents communicate the issue, asking operators to inspect their aircraft and, where necessary take steps to rectify the defect.

CASA is currently evaluating this airworthiness concern to determine whether mandatory action is warranted. In the meantime, this AWB is published to notify operators and reiterate the TCH recommendations to inspect and rectify defects in a timely manner.



4. Recommendations

CASA recommends that operators and maintainers:

1. Familiarize themselves with the contents of the SB and the SL from Kavanagh Balloons.
2. Conduct visual inspections in accordance with the instructions of the SB and the SL prior to the next flight of each balloon.
3. Rectify any defects and conduct any on-condition, repetitive inspections in accordance with the instructions of the SB and the SL.
4. Ensure that all maintenance actions taken are noted in the aircraft logbook.
5. Report all defects to both the TCH and CASA (see Section 5 below).

5. Reporting

Findings of lumps and / or haemorrhaged control lines that are beyond the limits of serviceability in accordance with the latest revision of Service Bulletin KAV-SB-007 and Service Letter KSL225-02 should be reported to CASA as a major defect under regulation 51A of the Civil Aviation Regulations (CAR) (1988) or division 42.C.4 of the Civil Aviation Safety Regulations (CASR) (1998), as applicable.

Reports to CASA can be submitted online via CASA's online [Defect Reporting System \(DRS\) Portal](#) or via [Form 404](#). Guidance on how to submit a report can be found on the [CASA website](#) and within [CASA Advisory Circular 20-06](#).

The aircraft type certificate holder should also be notified to facilitate global monitoring of the issue. Reports to the TCH can be submitted online via:

<https://www.kavanaghballoons.com.au/kav-sb-007-reporting>

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link email address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

Airworthiness and Engineering Branch
National Operations and Standards
Civil Aviation Safety Authority
GPO Box 2005, Canberra, ACT, 2601