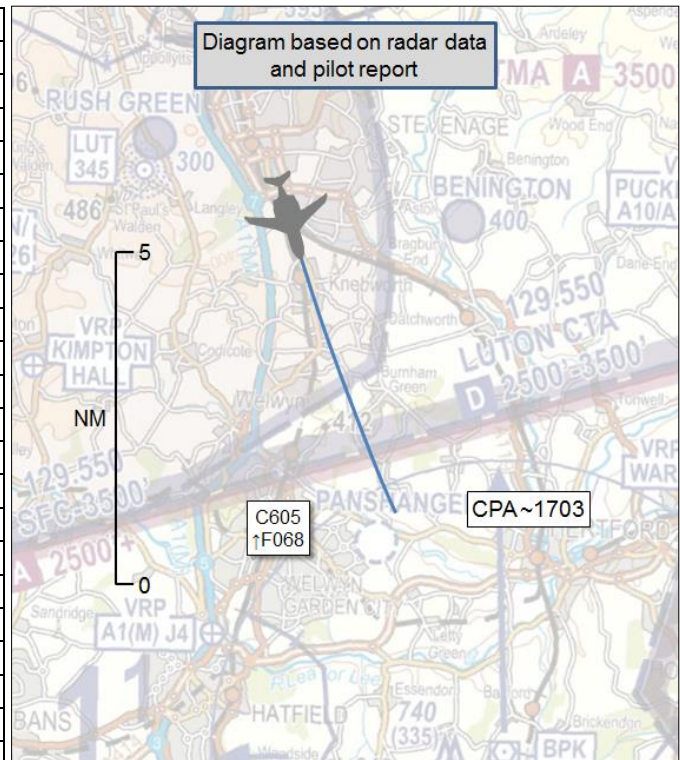


AIRPROX REPORT No 2016195

Date: 16 Jun 2016 Time: 1703Z Position: 5149N 00009W Location: 4nm NNW Brookmans Park

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	CL605	Balloon
Operator	Civ Comm	Unknown
Airspace	London TMA	London TMA
Class	A	A
Rules	IFR	
Service	Radar Control	
Provider	Swanwick	
Altitude/FL	FL70	
Transponder	A, C, S	
Reported		Not reported
Colours	NK	
Lighting	NK	
Conditions	VMC	
Visibility	15km	
Altitude/FL	FL60	
Heading	200°	
Speed	250kt	
ACAS/TAS	TCAS I	
Alert	None	
	Separation	
Reported	30ft V/30m H	
Recorded		NK



THE CL605 PILOT reports departing Luton RW08 on a SID. On approaching Brookmans Park VOR, passing FL60 in the climb to FL110 with ROC approx 2,700 ft/min, he saw a balloon pass about 5 to 10 metres below. He estimated the diameter of balloon as about 1 metre and colour appeared to be grey/brown. The balloon was seen too late to take any avoiding action. An Airprox was reported to London Departures.

He assessed the risk of collision as 'High'.

THE BALLOON OPERATOR: The balloon operator could not be traced.

THE NE DEPS CONTROLLER reports the CL605 pilot reported onto NE Deps frequency at 1701 and was issued further climb in stages to FL110. At 1703 the pilot reported passing an air balloon at FL70 and in further discussion stated that it was "superfast, passed 5-10 metres below" and that it was around 1.5 metres in diameter.

Factual Background

The weather at Luton was recorded as follows:

METAR EGGW 161650Z AUTO 14004KT 100V170 9999 FEW029/// //TCU 17/12 Q1000=

Analysis and Investigation

UKAB Secretariat

Given the wind conditions and position of local meteorological balloon launch sites, it was felt unlikely that the reported object was a meteorological balloon. The altitude was such that a toy

balloon could be ruled out as they have a maximum buoyancy altitude of about 4000ft, depending on size. It is recognised that amateur balloon launches up to an altitude of many tens of thousands of feet are conducted but these require CAA permission; there was no record of a CAA permission near that location for the date of the Airprox.

Summary

An Airprox was reported when a CL605 and a balloon flew into proximity at about 1703 on Thursday 16th June 2016. The CL605 pilot was operating under IFR in VMC in receipt of a Radar Control Service from Swanwick. The balloon operator could not be traced.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of a report from the CL605 pilot, radar photographs/video recordings and a report from the air traffic controller involved.

Members agreed that although there were difficulties in accurate range assessment, it was clear that the CL605 pilot had experienced the balloon passing at high speed. It was therefore agreed that there had been a conflict in the Class A airspace of the London TMA, and that providence had played the largest part in collision being avoided.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: A conflict in Class A airspace.

Degree of Risk: A.