

6/11/2025

FOR YOUR INFORMATION

2025-133/9-45

2219729

To: FAA (MIA-IFO)

Info: FAA (AFS-260, AFS-200, AVP-1, AVP-200), ATSG, AOPA, ASAP, ALPA, IFALPA, APA, A4A, IATA, ICAO, ICASS, CAPA, NBAA, NTSB, NOAA, National Civil Aviation Agency of Brazil (ANAC)

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: Balloon Activity Vicinity of SBGR/GRU Airport

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2219729**DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	0601 to 1200

PLACE

Locale	SBGR.Airport
State	FO
Altitude - MSL	4000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	SBGR
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

Make Model Name	Balloon
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PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2219729

EVENTS

Anomaly	Conflict - NMAC
Detector - Person	Flight Crew
Detector - Person	Observer

NARRATIVE 1

Multiple hot air balloons along the instrument approach corridor to Runway 10R led to significant distraction during ILS 10R. I and the crew noticed four balloons at various altitudes emitting fireworks inside of a half mile of the localizer course. Two of the four balloons we saw were close enough to prompt TAs if the balloons had been equipped with transponders.

The true near miss occurred without our knowing until we landed at GRU. A fifth balloon was unobserved by everyone except the jumpseating Mechanic who happened to be filming the approach from his seat. The balloon in the photo was easily obscured by ground clutter and rising from below the glide path. The balloon was missed by only a few hundred feet.

GRU has a history of dangerous balloon activity. Sao Paulo allows multiple balloons to launch / operate along the flight path of active approaches and arrivals. In addition these hot air balloons are allowed to set off fireworks. Prohibit the operation of hot air balloons within the vicinity of established and active arrival paths.

SYNOPSIS

Air carrier Captain reported having a near miss with hot air balloons that were along the instrument approach corridor and suggested prohibiting the operation of hot air balloons around established and active arrival paths at SBGR Airport.