
Air Proximity Incident, Boeing 737, C-GCPX, December 8, 1998

Micro-summary: This Boeing 737 experienced a near-miss with a Cessna 172

Event Date: 1998-12-08 at 1725 EST


Investigative Body: National Transportation Safety Board (NTSB), USA


Investigative Body's Web Site: <http://www.nts.gov/>


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		NTSB ID: NYC99IA036		Aircraft Registration Number: GCPX	
		Occurrence Date: 12/08/1998		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place NEW YORK		State NY	Zip Code 10001	Local Time 1725	Time Zone EST
Airport Proximity: Unknown		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 737		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On December 8, 1998, about 1725 eastern standard time, a Boeing 737, C-GCPX, operated by Canadian Airlines International Ltd. as Flight 528, experienced a near midair collision while maneuvering to land at La Guardia Airport, New York, New York. The airplane was not damaged, and the 2 flight crewmembers, 4 flight attendants, and 46 passengers were not injured. Instrument meteorological conditions prevailed and an Instrument Flight Rules (IFR) flight plan had been filed for the scheduled passenger flight that was conducted under 14 CFR Part 129.</p> <p>According to the duty chief dispatcher for Canadian Airlines, the Boeing 737 was on downwind for La Guardia's runway 4, at 4,000 feet msl, when the crew caught a glimpse of three lights. The lights were red, white, green, and aligned vertically with the red light on the bottom.</p> <p>The duty chief dispatcher added that the first officer saw the other airplane and had enough time to realize they were not going to collide, but not enough time to execute an evasive maneuver. In addition, the airplane's traffic alert collision avoidance system went from "TRAFFIC" to "MONITOR VERTICAL SPEED" to "CLEAR OF CONFLICT" in approximately 2 seconds.</p> <p>According to the Federal Aviation Administration's Preliminary Pilot Deviation Report, the other airplane was a Cessna 172, IFR, at 5,000 feet msl. The pilot of that airplane apparently saw the Boeing 737 at his 12 O'clock position and perceived it to be at the same altitude. To avoid a perceived collision, the Cessna pilot executed a descent, and at 4,000 feet MSL, the two airplanes passed 0 feet vertically and 500 feet horizontally from one another.</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC99IA036			
		Occurrence Date: 12/08/1998			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
LA GUARDIA AIRPORT	LGA	Ft. MSL	0		
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: Visual					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Boeing		737		22341	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 106	Certified Max Gross Wt.	128100 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Jet	P&W	JT8D-17	16000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Unknown		Hours	Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
CANADIAN AIRLINES		6001 GRANT MCCONACHIC WAY			
		City	State	Zip Code	
		RICHMOND, BC	CD		
Operator of Aircraft		Street Address			
Same as Reg'd Aircraft Owner		Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:					
Regulation Flight Conducted Under: Part 129: Foreign					
Type of Flight Operation Conducted: Scheduled; International; Passenger/Cargo					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: NYC991A036	
	Occurrence Date: 12/08/1998	
	Occurrence Type: Incident	

First Pilot Information

Name On File	City	State On File	Date of Birth On File	Age 52
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Sex: M	Seat Occupied: Unknown	Principal Profession: Civilian Pilot	Certificate Number:
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 09/1998
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point TORONTO	State OF	Airport Identifier YYZ	Departure Time 0000	Time Zone
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Destination Same as Accident/Incident Location	State	Airport Identifier LGA	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing:

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: NYC99IA036
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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LGA	1751	EST	5 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			700 Ft. AGL	Condition of Light: Dusk	
Lowest Ceiling: Overcast			900 Ft. AGL	Visibility: 7 SM	Altimeter: 30.00 "Hg
Temperature: 7 °C	Dew Point: 8 °C	Wind Direction: 346		Density Altitude: Ft.	
Wind Speed: 5	Gusts:	Weather Conditions at Accident Site: Instrument Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: Rain					

Accident Information

Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None
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Classification: Foreign Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants				4	4
Other Crew					
Passengers				46	46
- TOTAL ABOARD -				52	52
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	52	52

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: NYC99IA036

Occurrence Date: 12/08/1998

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

DAVID S. MUZIO

Additional Persons Participating in This Accident/Incident Investigation:

TONY JAMES

FAA AAI 100

WASHINGTON, DC