

# FINAL REPORT

**AAIU Synoptic Report No: 2004-022**

**AAIU File No: 2004/0054**

**Published: 13/12/04**

**In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 30 September 2004, appointed Frank Russell as the Investigator-in-Charge to carry out an Investigation into this occurrence and prepare a Synoptic Report.**

<b>Aircraft Type and Registration:</b>	BAe 146-300, EI-DEX
<b>No. and Type of Engines:</b>	4 x ALF 502, Turbofans
<b>Aircraft Serial Number:</b>	E3157
<b>Year of Manufacture:</b>	1990
<b>Date and Time (UTC):</b>	30 Sept 2004 @ 0640 hours
<b>Location:</b>	In cruise, Dublin-CDG
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 5      Passengers - 43
<b>Injuries:</b>	Crew - Nil      Passengers - Nil
<b>Nature of Damage:</b>	None / Pilot Incapacitation
<b>Commander's Licence:</b>	Air Transport Pilot's Licence
<b>Commander's Details:</b>	Male, aged 37 years
<b>Commander's Flying Experience:</b>	3,950 hours, of which 1,805 were on type
<b>Information Source:</b>	AAIU Incident Report Form submitted by Captain. Additional AAIU inquiries.

## 1. History of the Flight

The aircraft was on a scheduled flight from Dublin to Charles de Gaulle Airport, Paris. On passing Flight Level (FL) 100 the First Officer (F/O), who was the handling pilot, advised the Captain that he was feeling unwell and, on reaching their cruising level of FL270, his situation deteriorated further. The Captain decided to return to Dublin and made a Mayday call to London Air Traffic Control (ATC), advising them of F/O incapacitation and his intention to return to base. Clearance was quickly granted. With the assistance of a cabin crew member (CCM) the Captain had the FO secured in his seat and moved back from the controls. The CCM then got in the jump seat and assisted the Captain by reading out the checklist, in accordance with the Operators procedures. The Captain landed the aircraft back in Dublin. An ambulance awaited the F/O's arrival and removed him to Beaumont Hospital. The flight to Paris was then rescheduled with a new cockpit crew and departed a short time later.

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### **2. Medical**

Subsequent medical tests on the F/O diagnosed an upper respiratory infection which cleared up after four days. Following an examination by the Irish Aviation Authority (IAA) Medical Examiner the F/O was cleared to return to normal flying duties.

Pilot incapacitation in flight is a rare but not unprecedented occurrence. Pilots are trained to operate as a team in the cockpit environment, each capable of performing the other's duties and guided by what are known in the industry as Standard Operating Procedures (SOPs) and other Procedures that deal with emergency situations, for example. Pilot incapacitation is one such emergency procedure which was dealt with by the Captain and CCM in this event in a text book manner.