

# **BAC One Eleven 501EX, G-AWYS, 9 May 1996**

**AAIB Bulletin No: 9/96 Ref: EW/G96/5/3 Category: 1.1**

## **INCIDENT**

<b>Aircraft Type and Registration:</b>	BAC One Eleven 501EX, G-AWYS	
<b>No &amp; Type of Engines:</b>	2 Rolls-Royce Spey 512-14DW turbofan engines	
<b>Year of Manufacture:</b>	1969	
<b>Date &amp; Time (UTC):</b>	9 May 1996 at 0935 hrs	
<b>Location:</b>	Near Moulins VOR, France	
<b>Type of Flight:</b>	Public Transport	
<b>Persons on Board:</b>	Crew - 5	Passengers - 49
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	None	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	N/K	
<b>Commander's Flying Experience:</b>	N/K	

Last 90 days - N/K

Last 28 days - N/K

**Information Source:**

Aircraft Accident Report Form submitted  
by the pilot

The aircraft was operating on a scheduled flight from Birmingham to Milan Linate. When approaching the Moulins VOR at Flight Level 330, the first officer complained of feeling unwell, stating that he was "frightened of the altitude". The commander summoned the purser onto the flight deck using a single chime of the cabin staff call system. The first officer refused the offer of oxygen and a soft drink. He continued to show symptoms of anxiety and stress, such that the purser felt unable to comply with the standard incapacitation drill which calls for the crew member to be slid back in the seat with the harness locked.

The commander informed ATC of the situation, but did not issue a PAN call. He requested a diversion to Lyon Satolas (the nearest suitable airport). The first officer's condition appeared to improve during the descent, such that he was able to assist the commander by reading the descent and approach checklists. The commander considered that the first officer's condition had improved sufficiently that he was unlikely to have caused further problems or interfered with the operation of the aircraft. A member of the cabin crew was seated on the flight deck jump seat, ready to assist in case of any recurrence of the situation.

An uneventful manual procedural ILS approach was flown by the commander and medical assistance was waiting when the aircraft arrived on stand. The cabin crew member considered that the first officer was then reluctant to co-operate with the medical staff.

Another crew was positioned to Lyon in order to continue the flight. The first officer was suspended from duty, and the CAA Medical Branch was informed of the incident.

The operator has reminded flight crews of the importance of alerting ATC to serious situations by use of the correct phraseology, and has highlighted the need for timely and accurate briefing of other crew members following an incident in flight.