

**SERIOUS INCIDENT**

<b>Aircraft Type and Registration:</b>	Airbus A321-231, G-MEDF	
<b>No &amp; Type of Engines:</b>	2 International Aero Engine V2533-A5 turbofan engines	
<b>Year of Manufacture:</b>	2002	
<b>Date &amp; Time (UTC):</b>	14 October 2009 at 0545 hrs	
<b>Location:</b>	North of Casablanca, Morocco	
<b>Type of Flight:</b>	Commercial Air Transport (Passenger)	
<b>Persons on Board:</b>	Crew - 7	Passengers - 73
<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>	49 years	
<b>Commander's Flying Experience:</b>	7,500 hours (of which 3,593 were on type) Last 90 days - 143 hours Last 28 days - 32 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

During a flight from Freetown, Sierra Leone to London Heathrow Airport, the commander was taken ill. Following an initial bout of sickness, he felt considerably improved and, after consultation with the crew, he decided to continue with the flight, with the co-pilot assuming the role of PF. Later in the flight the commander's sickness returned, requiring him to be vacant from the flight deck at more frequent intervals and for greater periods of time. One of the operator's cabin crew, who was positioning on the flight, was brought onto the flight deck jump seat to assist the

co-pilot. The commander's condition eventually deteriorated to the extent that he was no longer able to play a role in the operation of the aircraft and he formally relinquished command to the co-pilot. From this point, a diversion was planned and initiated to Malaga and medical assistance was requested. The approach and landing were uneventful and, on arrival, the aircraft was met by an ambulance. The commander was taken to hospital and subsequently made a full recovery. Medical tests were unable to determine the precise cause of his illness.