

**BULLETIN CORRECTION**

<b>AAIB File:</b>	EW/G2006/03/09
<b>Aircraft Type and Registration:</b>	Boeing 757-236, G-CPET
<b>Date &amp; Time (UTC):</b>	10 March 2006 at 0810 hrs
<b>Location:</b>	London Heathrow Airport
<b>Information Source:</b>	Aircraft Accident Report Form

**AAIB Bulletin No 9/2006, page 18 refers**

The AAIB report stated:

After starting both engines, the co-pilot reported that he could smell fumes and discussed the matter with the commander. After about two minutes of taxiing, the co-pilot started to feel light-headed, euphoric and unwell, the commander also felt light-headed and the aircraft was halted on the taxiway to see if the situation improved. Both flight crew members continued to feel abnormal - the co-pilot considered

himself partially incapacitated – but the cabin staff appeared unaffected. Both engines were shut down as the crew no longer felt fit to taxi the aircraft and it was towed back to the stand.

In fact the aircraft had been **pushed back** and had not **taxied** under its own power.