
Pilot incapacitation, Boeing 767-336, G-BNWL, 20 November 1996

Micro-summary: The first officer of this Boeing 767-336 became progressively incapacitated during descent.

Event Date: 1996-11-20 at 0800 UTC

Investigative Body: Aircraft Accident Investigation Board (AAIB), United Kingdom

Investigative Body's Web Site: <http://www.aaib.dft.gov/uk/>

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Boeing 767-336, G-BNWL, 20 November 1996

AAIB Bulletin No: 4/97 Ref: EW/G96/11/16 Category: 1.1

Aircraft Type and Registration:	Boeing 767-336, G-BNWL
No & Type of Engines:	2 Rolls-Royce RB211-524H turbofan engines
Year of Manufacture:	1991
Date & Time (UTC):	20 November 1996 at 0800 hrs
Location:	Descent at London Heathrow Airport
Type of Flight:	Public Transport
Persons on Board:	Crew - 7 - Passengers - 11
Injuries:	Crew - 1 (Minor) - Passengers - None
Nature of Damage:	Nil
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	47 years
Commander's Flying Experience:	12,919 hours (of which 1,169 were on type) Last 90 days - 193 hours Last 28 days - 56 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was on a scheduled flight from Glasgow to Heathrow Airport and the First Officer (FO) was the handling pilot. He was controlling the aircraft via the mode control panel with the autothrottle and autopilot engaged. Passing 13,500 feet in the descent he complained to the commander that he was having problems in clearing his ears due to a head cold. Later, whilst turning base leg for Runway 27L, he complained that he was feeling unwell. The commander described the FO as 'very quiet, lethargic, pale and generally looking unwell'.

The commander took control of the aircraft. He left the automatic systems engaged and summoned the senior cabin crew member to assist with the pilot incapacitation drill. He then informed ATC of the situation and requested that medical assistance be available after landing. The FO was conscious throughout but unable to participate effectively for the remainder of the flight. The subsequent 'autoland' was uneventful and, since the FO appeared to have recovered a little, the commander

decided to taxi to the allocated stand where medical help was available. The FO was later assessed as fit to fly back to Glasgow that afternoon as a passenger.