

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

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

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| 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 headcold. 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.