

AAIU Report No. 1999/019
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Aircraft Type and Registration:	Fokker 70, OE-LFK	
No. and Type of Engines:	Two Rolls-Royce TAY MK 625	
Aircraft Serial Number:	11555	
Year of Manufacture:	1995	
Date and Time (UTC):	22 July 1999, 1118 hours	
Location:	Dublin Airport	
Type of Flight:	Public Transport	
Persons on Board:	Crew - 5	Pax - 45
Injuries:	Crew - None	Pax - None
Nature of Damage:	None	
Commanders Licence:	ATPL	
Commanders Age:	32 years	
Commanders Flying Experience:	3019 hours (of which 2300 were on type) Last 90 days 175 hours Last 28 days 85 hours	
Information Source:	ATC Watch Manager Dublin Airport. AAIU Field Investigation. Aircraft Incident Report submitted by the co-pilot.	

History of the Flight

The aircraft was on a daily scheduled passenger service between Vienna and Dublin. At about 1100 hours, as the aircraft entered the 'Rokna' holding point NE of Dublin Airport, the aircraft commander, who was the non-handling pilot, was suddenly seen by the co-pilot to be leaning heavily against the flight controls and apparently unconscious. The co-pilot immediately took control of the aircraft and declared a medical emergency to Dublin ATC and requested a priority landing and medical assistance on arrival. At about the same time the two Cabin Crew Members (CCM) assisted in sliding the commanders seat rearwards, thus moving his inert body away from the flight controls. They left him strapped in his seat as no other course of action was possible at that time. One CCM remained with the commander until after the landing. The other returned to her duties in the cabin.

ATC radar vectored the aircraft for an immediate approach and landing, which was carried out at approximately 1115 hours, with the aircraft now under the command of the co-pilot. As the aircraft vacated Runway 28 onto the taxiway and stopped, the emergency services arrived alongside and a medical doctor came on board. The commander regained consciousness at about this time and he was removed by ambulance to Beaumont Hospital, Dublin, for medical examination. He was discharged later that afternoon following various medical tests.

The Operator flew in a relief crew from Austria and both the outgoing commander and his crew returned to their base as passengers on the return flight, later on the same evening.

Conclusions

The co-pilot exercised commendable skill and professionalism in the circumstances of the unusual incapacitation of his commander, ably assisted by the two CCM's.

Follow-up Report

Medical investigation into the cause of the commander's sudden incapacitation is ongoing in his home country, Austria. Pending the result of this investigation the commander has been removed from flying duties by the Operator.