

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
UNSTARRED QUESTION NO. : 2962  
(To be answered on the 4<sup>th</sup> January 2018)**

**Recommendations of Aircraft Accident Investigation Bureau**

2962. **SHRIMATI VANAROJA R.  
SHRI RAJAN VICHARE**

**Will the Minister of CIVIL AVIATION**

**नागर विमानन मंत्री**

**be pleased to state:-**

- (a) whether the Commander of a Boeing 737 flight fell ill 1.5 hours after take off but the flight still continued its journey to Delhi with the Co-pilot flying the aeroplane (VT-JFA) with the help of another jet airways commander of an airbus (A-730) who happened to be on board, if so, the details thereof;
- (b) whether this case has been examined by Aircraft Accident Investigation Bureau (AAIB) and if so, the recommendations of the AAIB to Directorate General of Civil Aviation (DGCA);
- (c) the procedure to be followed in case one of the pilots on a flight is incapacitated;
- (d) whether air carriers should tell their crew what meals to avoid 24 hours before operating a flight to reduce the chances of falling sick in the cockpit, if so, the details thereof; and
- (e) the action taken by the DGCA on the recommendations of AAIB?

**ANSWER**

**Minister of State in the Ministry of CIVIL AVIATION**

**नागर विमानन मंत्रालय में राज्य मंत्री**

**(Shri Jayant Sinha)**

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(a) On 07.05.2015, M/s Jet Airways B737 aircraft was operating flight 9W-63 (Bangkok-Delhi). About, 1:45 Hrs after the flight, the Commander felt uneasy with cramps developing in his abdomen. The Pilot in-command (PIC) handed over the control to the First Officer. PIC stepped out of the cockpit and, as per the procedure, one of the cabin crew entered into the cockpit. One of the Commanders on A330 aircraft working with Jet Airways was flying as Additional Crew Member (ACM) on flight. On the request, he occupied observer seat to assist the First Officer with the RT and non-essential work load management in the cockpit. The pilot was conscious and examined by a doctor travelling in the flight. The doctor confirmed that everything was normal and advised some juice or aerated drink to the commander. The flight

was continued to Delhi with co-pilot flying the aircraft and assisted by ACM.

(b) The occurrence was classified as a Serious Incident and was investigated by Aircraft Accident Investigation Bureau (AAIB). The recommendations made in the investigation report are as below:-

i. DGCA may issue regulations that all airlines must clearly define as a policy that an aircraft must commence diversion to the closest suitable airport once a flight crew incapacitation is confirmed.

ii. All airlines must ensure that incapacitation check list must be readily available to all flight crew in the 'Quick Reference Handbook or Operations Manual' for flight crew for reference purposes.

iii. All airlines to ensure guidance material is available in the "Operations Manual" regarding the meals which flight crew must not consume before a flight or a layover leading to a flight within 24 hours.

iv. Ensure all flight crew are trained in incapacitation in the simulator once every 12 months.

v. DGCA may reiterate the requirement of removal of SSCVR in case of any serious incident including those where emergency has been declared due to incapacitation of the flight crew.

(c) The procedure to be followed in case of one of the pilot on a flight is incapacitated is incorporated in the operations manual of each airline. The detailed procedure for the crew and actions to be taken in case of crew incapacitation is as below:

1. Take over control and establish a safe flight path. Engage the auto pilot whenever possible.

2. Care for the incapacitated crew member by summoning the assistance of other crew members or other persons.

3. Establish the level of incapacitation.

4. Follow the succession of command policy as per the operations manual of the Airline.

5. Consider taking help of onboard doctor if needed and if doctor is available.

6. Further course of action should be based on doctor's advice if available.

7. Either declare an emergency and divert to the nearest air field or continue to destination.

(d) On the instructions of DGCA, Air Carriers have issued guidance for their crew regarding meals and other precautions before the flight.

(e) Recommendations of AAIB are implemented wherever required. AAIB is intimated accordingly.

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