



KÖZLEKEDÉSBIZTONSÁGI  
SZERVEZET  
TRANSPORTATION SAFETY  
BUREAU

Administrator László STORCZER  
File number RFO/ /2008

**MALÉV Zrt. Directorate for Safety and Quality Management  
Flight Safety Department**

**Mr László KOVÁCS  
Head of Dept.**

**Locally**

Budapest, "30" January 2008

**Subject:** On the conclusion of the notification procedure in connection with aviation activity number **2006-235-4**.

<b>Category of occurrence:</b>	Serious incident
<b>Location, time:</b>	German airspace, 18 July 2006
<b>Operator of the aircraft:</b>	Malév Zrt.
<b>Registration:</b>	HA-LMA
<b>Type:</b>	Fokker F70
<b>Operator file number:</b>	n.a.
<b>Final report on the technical investigation:</b>	

**Description of the occurrence:**

Performing flight MAH600, after approx. 45 minutes of flying, the aircraft registered HA-LMA returned from German airspace, because one of the crew members felt unwell. In order to avoid the possibility of being stuck in Brussels, the commander of the flight decided to return.

**Action taken:**

On 18<sup>th</sup> July 2006, after 45 minutes of flying, flight MAH-600 of MALÉV Zrt. returned to LHBP after 45 minutes of flying, due to fact that the commander was feeling unwell. Landing was carried out without any occurrence. The voice data recorded on CVR confirmed the contents of the captain's report, according to which, the condition of the commander did not induce incapacity of action during the flight, it was only due to "economic considerations that they returned to the departure aerodrome, in order to avoid a possible emergency landing at a foreign airport and/or the declaration of emergency, in case his condition gets worse." Having announced the decision to return, the medical state of the commander, who had been flying as Pilot Not Flying until then as well, got notably better (he got relieved), and continued to do his work as PNF. The pilot flying as PF (pilot flying), who disposed of a commander's licence himself, adhered to the relevant requirements of FOM, and monitored continually the condition of his colleague in accordance with the rule of cross checking, but it was not needed to take over the position of commander. Moreover, the VIP passenger on board was personally informed by the commander about the reason of turning around. Since this was not the first time that the given commander was feeling unwell during flight, the Flight Director of the operator airline decided to send him to an irregular medical examination and to let him be assigned

a flight task only after receiving a medical certificate approved by the authority. During the investigation of the case, the opinions of the operator and TSB differed regarding the category and severity of the occurrence, but paragraph 3. of Appendix 1. to MET Decree 123/2005 (XII. 29.) categorizes the occurrence unambiguously. Further action relevant to the case is not necessary, thus TSB considers the case to be closed.

**Comments:**

None.

**Safety recommendation:** Due to the action taken by the operator, it is not necessary to issue a safety recommendation.

**László MÉSZÁROS**

Director-General

**NOTE:**

*The present document is the translation of the Hungarian version of the concluding letter.*

*Although efforts have been made to translate it as accurately as possible, discrepancies may occur.*

*In this case, the Hungarian is the authentic, official version.*