

8/13/2024

FOR YOUR INFORMATION

2024-148/11-21

To: FAA (AFS-200)

2132901

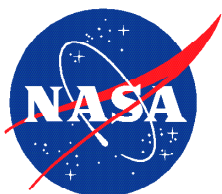
Info: FAA (AVP-1, AVP-200, AFS-900, AAM-1, AFS-260, ANM-100, SEA-AEG), AFA, AMAS, ATSG, ALPA, IFALPA, APA, ASAP, A4A, IATA, CAPA, ICASS, IPA, NTSB, RAA, SWAPA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: Inflight Medical Kit Usability

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2132901

DATE / TIME

Date of Occurrence	202406
Local Time Of Day	1801 to 2400

PLACE

Locale	ZZZ.Airport
State	US

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	ZZZ
Make Model Name	A319
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	First Aid Equipment, with Medical Kit & Defibrillator
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2132901

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Flight Deck / Cabin / Aircraft Event - Illness / Injury
Detector - Person	Flight Attendant
Result - Flight Crew	Diverted
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

While waiting for our aircraft to arrive, the Flight Attendants (FAs) noticed a frail passenger in the boarding area. About an hour into the flight I received a call from the FAs that the same passenger was now being attended to by three doctors. They eventually had him on the floor in the forward galley to check his vitals. The blood pressure cuff was not working, nor was the stethoscope usable because of missing pads. (This was my second occurrence of a blood pressure cuff not working) Luckily they received a blood pressure cuff from a passenger. We were in constant contact with Dispatch. The Dispatcher had advised if it came to a divert, ZZZ1 or ZZZ were our best options. Shortly after the passenger was on the floor, he deteriorated quickly. They started CPR and had the AED out. As soon as we were notified that CPR was in progress, we diverted to ZZZ. CPR was being performed by the doctors for around 25min until we reached the gate. Upon arrival at the gate, the ZZZ first responders performed CPR for another 30min. After about an hour total of CPR, first responders were able to get a pulse. They transferred the passenger to a gurney and took him to the hospital.

The blood pressure cuffs in our medical kits are unusable. This is my second medical diversion where the doctors who have been gracious to help are really upset that the type of blood pressure cuff in the medical kit is useless. The stethoscope was also unusable because of missing pads.

Suggestions: A different blood pressure cuff that actually works. A better check of the contents of the in-flight medical kit so that an unusable stethoscope with missing pads isn't in the kit.

SYNOPSIS

Air carrier Captain reported a passenger suffered a medical issue and the crew discovered the blood pressure cuffs and stethoscope in the medical kit were unusable. The reporter stated this was their second event where the medical kit was unusable.