
Turbulence injury, Airbus A319, July 17, 2004

Micro-summary: This Airbus A319 encountered turbulence, which ended up in a flight attendant breaking a leg.


Event Date: 2004-07-17 at 1842 EDT


Investigative Body: National Transportation Safety Board (NTSB), USA


Investigative Body's Web Site: <http://www.nts.gov/>

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		NTSB ID: NYC04LA168		Aircraft Registration Number: N812AW	
		Occurrence Date: 07/17/2004		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Flat Rock		State VA	Zip Code 23139	Local Time 1842	Time Zone EDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Airbus Industrie		Model/Series A319		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On July 17, 2004, at 1842 eastern daylight time, an Airbus Industries A319, N812AW, operated by America West Airlines Inc., as flight 855, was not damaged during an encounter with turbulence, while descending near Flat Rock, Virginia. The two certificated airline transport pilots, two flight attendants, and 106 passengers were not injured. An additional flight attendant was seriously injured. Visual meteorological conditions prevailed for the flight that departed from the Phoenix Sky Harbor Airport (PHX), Phoenix, Arizona; destined for the Washington Dulles International Airport (IAD), Dulles, Virginia. An instrument flight rules flight plan was filed for the scheduled air carrier flight conducted under 14 CFR Part 121.</p> <p>The captain stated that at least 10 minutes prior to the encounter with turbulence, he notified the lead flight attendant of the possibility of turbulence on the arrival. The lead flight attendant asked if the captain wanted her to do the "Final" and have all flight attendants take their seats, which he responded yes. The airplane was level at 17,000 feet, and encountered turbulence for approximately 10 seconds. An additional flight attendant reported that another flight attendant working with him in the rear galley had suffered a broken leg. The flight continued to IAD and landed uneventfully.</p> <p>The lead flight attendant, who was stationed near the forward bulkhead of the airplane, stated that the captain informed her that "it would get real bumpy as we got closer," and to alert the other flight attendants to finish cleaning up the cabin. The lead flight attendant completed her duties and sat down, unaware of the status of the remaining flight attendants who were stationed at the rear of the airplane. The airplane then encountered a "horrendous bump," which lasted about 2-3 seconds, throwing the other two flight attendants to the ground.</p> <p>The injured flight attendant stated that he had received notification from the lead flight attendant that it was going to get bumpy on the way down, and to clean up the cabin for landing. He recalled that there was no urgency in the lead flight attendants voice during the notification. About 10 minutes later, while sealing the BOB cart, the airplane went through a small patch of "violent, intense" turbulence, causing the airplane to go downward and then back up in a jerk type motion. During the upward movement of the airplane, the flight attendant fell and broke his leg.</p> <p>The weather reported at an airport located about 22 miles east of Flat Rock, included 5 miles of visibility, light rain, mist, broken clouds at 2,800 feet, and an overcast cloud layer at 15,000 feet. Thunderstorm activity was also reported in the area.</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC04LA168				
		Occurrence Date: 07/17/2004				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name		Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type: Unknown						
Runway Surface Condition: Unknown						
Type Instrument Approach: Unknown						
VFR Approach/Landing: Unknown						
Aircraft Information						
Aircraft Manufacturer Airbus Industrie		Model/Series A319		Serial Number 1178		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats:	Certified Max Gross Wt. 166400 LBS		Number of Engines: 2	
Engine Type: Turbo Fan		Engine Manufacturer: International Aero Engines		Model/Series: V2524-A5	Rated Power: 24800 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 07/2004	Time Since Last Inspection 5 Hours		Airframe Total Time 16054 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? No		ELT Operated?		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner America West Airlines		Street Address 4000 Sky Harbor Blvd.				
		City Phoenix		State AZ	Zip Code 85034	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City		State	Zip Code	
Operator Does Business As:				Operator Designator Code: AWXA		
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Flag Carrier/Domestic						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 121: Air Carrier						
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only						
FACTUAL REPORT - AVIATION						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: NYC04LA168
	Occurrence Date: 07/17/2004
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 47
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review? 05/2004
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 05/2004
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	8657	2000								
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point Phoenix	State AZ	Airport Identifier PHX	Departure Time 1142	Time Zone EDT
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Destination Dulles	State VA	Airport Identifier IAD	
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Type of Clearance: IFR

Type of Airspace: Class E

Weather Information

Source of Briefing: Company


Method of Briefing: In Person; Teletype

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: NYC04LA168
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	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
RIC	1854	EDT	300 Ft. MSL	22 NM	90 Deg. Mag.
Sky/Lowest Cloud Condition: Thin Broken			2800 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast		15000 Ft. AGL		Visibility: 5 SM	Altimeter: 29.84 "Hg
Temperature: 22 °C	Dew Point: 21 °C	Wind Direction: 50		Density Altitude: Ft.	
Wind Speed: 5	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation: Light			
Restrictions to Visibility:					
Type of Precipitation: Rain					

Accident Information		
Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants		1		2	3
Other Crew					
Passengers				106	106
- TOTAL ABOARD -		1		110	111
Other Ground					
- GRAND TOTAL -		1		110	111

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Administrative Information

Investigator-In-Charge (IIC)
Stephen M. Demko

Additional Persons Participating in This Accident/Incident Investigation:

Keith Clark
ASI
FAA
44965 Aviation Drive
Dulles, VA 20166

Tom Lulkovich
America West Airlines
4000 E. Sky Harbor
Phoenix, AZ 85034