

Pilot Statement

FROM: FO Tim Browning
E# 560635

DATE: December 1, 2015

RE: #825, BDA/PHL, 11/23/2015

This report is in regards to the severe turbulence event on flight 825, from BDA to PHL November 23, 2015. We flew the previous flight from PHL to BDA at FL390 and experienced continuous light to very occasional moderate turbulence. The captain conferred with our dispatcher before departure to PHL and he suggested FL280 for a better ride.

After a radar sweep at the departure end of the runway, we agreed our departure corridor was clear. We took off and climbed to FL280. We requested a slight deviation for some showers and then turned back on course. We were clear of all convective activity and were experiencing a smooth ride. All of a sudden, we encountered what I would describe as severe turbulence, which lasted 5-10 seconds. We were on autopilot and it remained engaged, as our altitude didn't vary more than 200ft, and airspeed remained in control. The captain made a PA to the FAs to take their seats. I called back to the A FA to check on the situation in the cabin. We were told that she was up serving drinks in first class and had been thrown to the floor. The other 2 FAs in the back galley had also been thrown to the floor and that the B FA could not get up. The captain told the A FA to see if there was a doctor on board that would assist with the situation, and there was, fortunately. The A and C FAs reported their backs were sore but they were ok.

The captain had me take over the flying duties and he began a HF patch with our dispatcher. After we were told the B FA was stabilized in the last row with a suspected sprained, possibly broken ankle and vital signs normal by the onboard doctor, it was decided amongst the captain, the onboard doctor and the dispatcher that the best course of action was to continue to PHL and have medical personnel meet the airplane at the gate.

The flight continued uneventful. Medical personnel met our flight and transported the B FA to the hospital for further evaluation.