



Internal Memorandum

Date: 3/16/2017

To: Captain Chris Frederick, Director - ATL CPO

From: Captain Edward Christian

Subject: II17-050 FLT SAFETY/NTSB-F/A Injury: DAL1577 06-MAR-17 LAX-MSY A-319-114 N369NB (3169)
CAP: CHRISTIAN, E.A.; FO: DAVIS, W.D.

This statement is provided at the request of the Chief Pilot's Office.

I was Captain on Flight 1577 from LAX to MSY. We had flown the same aircraft from MSY earlier and turned around in LAX. Push-back, engine start, and initial taxi were all normal. After starting the second engine, (No. 5 in line for departure), I set the parking brake (verified pressure) and we began the "delayed after start" check. At the same time, the co-pilot and I realized the aircraft was moving. I looked down to verify the parking brake was set, which it was, and was in the process of pushing the brake pedals, when the brakes locked up and we came to a jarring stop.

Right after, we got a call from injured F/A in back. After talking to her, we immediately coordinated to return to a gate and asked for Medical assistance. During the return, which was not direct due to other traffic, we verified the parking brake was not working.

We made a PA explaining the brake failure and the injured F/A and asked everyone to remain seated until Medical personnel could assist the F/A.

We called maintenance to address the parking brake failure. They indicated there was a problem and they coordinated with ATL MTC and resolved it. It was written up in the logbook.

I acknowledge release of this statement to Delta Flight Safety and the National Transportation Safety Board (NTSB).

Regards,

Edward Christian
Employee #487637
(Signature on file)



Internal Memorandum

Date: 3/16/2017

To: Captain Chris Frederick, Director – ATL CPO

From: First Officer Wesley Davis

Subject: II17-050 FLT SAFETY/NTSB-F/A Injury: DAL1577 06-MAR-17 LAX-MSY A-319-114 N369NB (3169)
CAP: CHRISTIAN, E.A.; FO: DAVIS, W.D.

This statement is provided at the request of the Chief Pilot's Office.

I was First Officer on a flight from LAX to MSY. Push from the gate was uneventful. During taxi out I started the #2 engine then checked my flight controls. The Captain stopped the aircraft and stated the parking brake was engaged. In anticipation of the Delayed Engine Start Checklist, I turned to my right and reached for the checklist and realized we were rolling. I looked at the parking brake which was engaged and stated "We are rolling". Before I could get my feet on the brakes the aircraft came to an abrupt stop. At that point the Flight Leader called up and stated she was injured. I coordinated a gate return and taxi in with Delta Ops and ground. Our return to the gate was slow due to heavy traffic but uneventful.

Upon arrival at the gate we debarked our injured flight attendant for medical assistance and brought maintenance on board. Maintenance said this aircraft had a history of parking brake issues and during troubleshooting we saw that after application of the parking brake, the pressure would increase to full then drop to zero, fluctuate and then come back up to full over about a 4 second period. They also found a popped breaker in the parking brake system. The rest of our rotation finished uneventfully.

I acknowledge release of this statement to Delta Flight Safety and the National Transportation Safety Board (NTSB).

Regards,

First Officer Wesley Davis
Employee #185487
(Signature on file)



Internal Memorandum

Date: 05/04/2017

From: Jodean Garin

Subject: NTSB Investigation: DAL1577 06-MAR-17 LAX-MSY A-319-114 N369NB (3169)

While taxiing, from LAX TO MSY, I'm performing my safety checks in the first class galley, (the captain has not made the announcement yet, Flight Attendants prepare for departure) the plane comes to an abrupt stop, which causes me to be slammed into the first class galley, with no time to prevent injury to myself. I notify the FD, and the aft flight attendants, Paramedics met the flight. FSM was present as well.

I acknowledge this statement may be released to Delta Flight Safety and the NTSB.

Regards,

Jodean Garin
Employee 597387



Internal Memorandum

Date: 05/04/2017

From: Ladybird English

Subject: NTSB Investigation: DAL1577 06-MAR-17 LAX-MSY A-319-114 N369NB (3169)

Upon completion of demo and cabin safety check, I buckled into my jumpseat. About a minute later, the aircraft braked violently. About a minute or two after that, the flight leader called and said that she was hurt and that we were returning to the gate.

I acknowledge this statement may be released to Delta Flight Safety and the NTSB.

Regards,

Ladybird English
Employee #678573



Internal Memorandum

Date: 04/23/2017

From: Sharon Stramer

Subject: NTSB Investigation: DAL1577 06-MAR-17 LAX-MSY A-319-114 N369NB (3169)

I was seated in the jumpseat, and strapped in place. During taxi, the aircraft came to a sudden, severe and abrupt stop.

I acknowledge this statement may be released to Delta Flight Safety and the NTSB.

Regards,

Sharon Stramer
Employee #340137