



Internal Memorandum

Date: 11/23/2016

To: Captain Bill Underwood, Regional Director – NYC CPO

From: Captain Aaron Borenstein, NY B-717

Subject: II16-226 FLT SAFETY/NTSB - F/A Injury: DAL1982 20-NOV-16 MIA-LGA B-717-200 N930AT (9567)
CAP: BORENSTEIN, A. (229161); FO: ARKWOOD, N.D.

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

I was Captain of Delta flight 1982 MIA-LGA on November 20, 2016. During the flight one of the flight attendants suffered an injury reportedly caused by the 1L door galley metal tray table.

While in cruise FL330, approximately 50 minutes from ETA LGA, I received a call from the in-flight leader (ppr# 741339) stating that she had hurt herself against the 1L galley tray table. She stated "I ran into the tray table". She complained of pain, and difficulty breathing. I asked her to get the other flight attendants involved, and to page for medical personnel on board to evaluate her condition. I also requested to be notified immediately if medical personnel were found. A Doctor on board responded to the request of the flight attendants.

I gave the aircraft to the First officer. I sent a message to the Dispatcher informing him of the situation. The Doctor onboard reported that the injured FA was in stable condition and in pain to the touch in the injured area and that she should have X-rays after arrival. I was told that the doctor believes that it may be a cracked rib. We also had concern about the injured FA ability to act as an effective crewmember due to her level of pain. The injured FA herself did not feel like she would be capable of performing her duties in the event of an emergency. We enlisted the help of Jump seat FA (PPR#181247) to take her place in the cabin crew.

We contacted STAT MD via ATL Radio and Dispatcher. The active Flight attendants communicated directly with the STAT MD doctor while I monitored the conversation. STAT MD recommended continuing to LGA and having EMT personnel meet the aircraft. Dispatch and I agreed with this course of action. We continued to LGA without declaring an emergency. The dispatcher made arrangements for EMT personnel to meet our flight in LGA.

Since we had a completely full flight with no empty passenger seats, I directed the Injured FA to be seated and try to relax in the aft cabin Jump seat. (The aft FA JS is the double JS). In this way, all exits would be properly staffed by an active FA and she would also have a crew member keeping watch over her condition.

On arrival at LGA gate C32, Port Authority EMT personnel entered the aircraft and helped the injured FA walk out of the aircraft. In the jet bridge, she was placed in a stretcher and under the care of EMT personnel.

The injury to the FA was not turbulence related. At the time of the incident we had a smooth flight for well over an hour, and the seat-belt light was off. Smooth flight conditions continued on that flight until below 12,000 ft.

I was told by the Flight Attendants, that the injury occurred when the FA bent down to pick something from the floor in the vicinity of the protruding galley table (The FA backside towards the galley table). When she got up rapidly her back collided with force against the metal table.

I know our crew did a good job in maintaining the highest level of safety for our passengers, crew and aircraft, while caring at greatest level possible for the injured crew member.

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

Regards,
(Signature on file)
Captain Aaron Borenstein
Employee #229161



Internal Memorandum

Date: 11/23/2016

To: Captain Bill Underwood, Regional Director – NYC CPO
From: First Officer Nathan D. Arkwood, NY B-717
Subject: II16-226 FLT SAFETY/NTSB - F/A Injury: DAL1982 20-NOV-16 MIA-LGA B-717-200 N930AT (9567)
CAP: BORENSTEIN, A. (229161); FO: ARKWOOD, N.D.

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

I was First Officer of DL 1982 on 20 November 2016. At cruise, FL330 and approx. 1 hour from landing at LGA, the flight leader called forward and notified the flight deck crew that she injured herself on a galley table that was open. She stated that she hurt her lung or rib or side, experienced difficulty breathing and was in fear of her current health-state due to the injury.

At this moment, the Captain (PF) offered me the F/O (PM) control of the aircraft and radios and he handled communications and coordination in the cabin. After, the Captain had made all communications and coordination with the cabin, dispatch and STAT MD, he updated me on the status. After he briefed the arrival and approach into LGA as PF. Shortly after we then started our descent into LGA.

Upon landing, I called the gate, ground control and ops confirming coordination to be met by EMT at the gate, C32 in Terminal C at LGA. On arrival at the gate, the Flight Attendants notified me that the EEMK was opened, used and needed to be written up for maintenance.

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

Regards,

First Officer Nathan D. Arkwood
Employee #849480
(Signature on file)



Internal Memorandum

Date: 9/22/2016

From: EMILY A BUSKEN

Subject: NTSB Investigation: Flight 1982 (MIA-LGA), B717-200 (Ship 9567/ N930AT), 11/20/2016

I was flight leader. I had bent down to get something out of a bottom shelf of a cart. The galley retractable table was pulled out while i was bent down and was not put back in. I did not know it was out and when i stood up, full force, my right middle rib cage caught a deep corner of the table. I immediately had deep pain, white lights, spinning pinwheels before my eyes, began sweating and felt nausea. I dropped everything, said some expletives, and began crying, and sat down on front galley jump seat. There may have been a little turbulence but that did not contribute very much, maybe some. The captain was called, medical assistance was paged, the Dr. assessed me to make sure i had not punctured a lung, i couldn't breathe well, had muscle spasms severely, I began hyperventilating, lots of pain, stat-md was called, we did not divert, i slowly walked to back of plane to sit in back jumpsuit. I did not feel i could evacuate a plane and a jumpseating flight attendant took over after the Captain contacted scheduling. i don't remember a lot clearly after that, although i know we had a lot of turbulence and a hard landing. Paramedics met the plane and helped me off, i was taken by stretcher to an ambulance to Forest Hills Hospital to get assessed and x-rayed.

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

Regards,

EMILY.A.BUSKEN
#741339



Internal Memorandum

Date: 8/XX/2016

From: Corie Posey

Subject: NTSB Investigation: Flight 1982 (MIA-LGA), B717-200 (Ship 9567/ N930AT), 11/20/2016

Mid-flight, after completing a trash walk-through in the cabin, I returned to the galley. FA Tammy told me our flight leader, Emily, had been cleaning up water that spilled on the floor and when she stood up she hit her back on the pull-out table by the 1L door. Emily had told us earlier in the flight that she had just recovered from a bad car accident that occurred in January, which involved a back injury.

Emily sat in the jumpseat in a lot of pain while we called the pilots and paged for a medical professional. This is when Dr. Patel, in 22B, came forward. After Emily told her of her pain and difficulty breathing, Dr. Patel requested a stethoscope. Tammy originally thought this was in the red pouch, hence why it was opened and re-sealed. Dr. Patel provided her medical license information to the pilots and we opened the EEMK to get the stethoscope for her. Patel filled out the MAF and we passed the MAF to the pilots. After communicating again with the pilots, we were instructed to call STAT-MD. The doctor from STAT-MD requested medical assistance to meet us at the gate, but otherwise no diversion or further directions were instructed.

It was concluded that it was unsafe for Emily to occupy her jumpseat at 1L, however, there were no available open seats and no flight attendants non-revving with us. We had a jumpseater in the tailcone who offered to help us. With the doctor's assistance, Tammy moved Emily to the back jumpseat and sat with her, and our jumpseater, Luis, sat with me at the inboard 1L seat. We filled out the EFM paper for the medical equipment used, re-sealed and returned the equipment, and slid this form under the door to the pilots. I also FPOC'd the doctor for her help.

After the double-chime for final descent, there was a bit of turbulence going into LGA. Tammy called me from the back to ask how far we were from landing because Emily had passed out in the tailcone jumpseat next to her. Because the landing gear had not yet come down, she was able to get to Dr. Patel in 22B. I do not know what happened at this time, though Tammy's intention was to switch Patel's seat with someone in the back so that she would be nearby. When the landing gear came down, I called Tammy to make sure everyone was seated in the back, and she told me they were.

Upon reaching the gate, we ask passengers to remain seated as paramedics went to the back to help Emily. They took her off on the stretcher. I gave a paramedic my name for their records.

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

Regards,

Corie Posey
#391412



Internal Memorandum

Date: 8/XX/2016

From: TAMMY R HUNTER

Subject: NTSB Investigation: Flight 1982 (MIA-LGA), B717-200 (Ship 9567/ N930AT), 11/20/2016

Emily was cleaning a spill, when she finished and went to stand up she hit her back on the corner of the extendable shelf in the galley.

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

Regards,

TAMMY.R.HUNTER
#163301