

Inflight Injury Report for JetBlue Flt 1317 on 2 May

On 2 May, FO Gerk and I had just completed JB Flt 222 from PBI to BOS. We arrived into BOS late due to an EDCT out of PBI. Our flight from PBI to BOS was uneventful with nothing more than light turbulence on our descent. Upon arriving in BOS, we quickly made our way to our next gate for JB 1317 and found the aircraft was completely boarded and just waiting for us to arrive. As we walked onto the aircraft, I quickly briefed the #1 FA telling her we had just arrived from PBI and that I didn't expect anything worse than light turbulence on the climbout. Preflight, taxi, and takeoff were all uneventful. BOS ATIS was showing FEW025 BKN065 BKN100. During climbout, we were in and out of the clouds with light chop turbulence associated with the clouds. Weather radar was turned on and was not painting anything. I recall we were approaching a level off at 14,000 feet when we experienced a strong moderate bump that lasted no more than 1-2 seconds. FO Gerk was flying with the autopilot on and it remained engaged through the event. I remember immediately thinking I hope everyone was strapped in. Approximately 1-2 mins after the event, we received a call from inflight stating that the #3 FA had injured her leg and would require medical assistance upon arrival into JFK. After discussing with FO Gerk, we determined it would be best to continue to JFK. FO Gerk continued to fly while I coordinated with dispatch to have medical meet us at the gate at JFK. The rest of the flight was uneventful.

Description Of Events For JetBlue Airways Flight 1317 On May 2nd 2017

Flight 1317 from BOS to JFK was the last leg of a four-day trip, Captain Mark Pehrson and I flew together.

We arrived from a previous flight from PBI in BOS and proceeded to our departure gate for flight 1317 to JFK.

When we arrived at the gate, we completed our pre-flight duties and prepared for departure. We left from the gate around 19:00 ET and taxied to the departure runway for takeoff. We flew our assigned Departure and encountered some occasional light to moderate turbulence during the climb-out. Just prior to an ATC assigned level-off at 14,000 ft we encountered one big jolt. We continued our climb shortly thereafter, when ATC assigned us a higher altitude.

A short time after we encountered the big jolt, we received a call from the cabin informing us that our #3 flight attendant Dawn Williams got hurt, and was unable to perform her duties. Captain Pehrson gathered information regarding the incident, while I continued to fly the plane to JFK. Captain Pehrson communicated with our dispatcher, regarding what had happened in the cabin and requested medical assistance meet us at the gate in JFK.

The remainder of the flight was uneventful. We arrived at the gate in JFK around 20:10 ET.

Heinrich Gerk
JFK/A320/First Officer