

Captain John O'Grady

I was the Captain and the Pilot Flying (PF) of AA Flight 1601 from Cancun, Mexico, to DFW on 15 March 2021. Thirty minutes prior to landing, I did my arrival PA. I told the passengers I would be turning the seatbelt sign on, and if they were up and about the cabin they needed to return to their seats and fasten their seat belts. I also gave the passengers the weather at DFW. Clear skies, no clouds, winds out of the west around 260 at 15 kts. Five minutes later, Ft Worth Center cleared us to descend on the arrival. Seat belt sign was on. Between FL200 and FL190, I made a PA to the Flight Attendants to "prepare for landing." I always try to do this PA around this altitude so the Flight Attendants have time to finish their duties in the back of the aircraft, and are sitting in their jump seats by 10,000 ft. I always listen to make sure the #1 Flight Attendant makes their prepare for landing PA.

DFW approach control weather is still the same as reported earlier. Approach control cleared us to descend to 5000ft direct GACHO intersection for runway 31R at DFW. Somewhere between 11000 and 8500ft another aircraft in the area reported turbulence. I immediately picked up the interphone and called back to the #1 Flight Attendant position. I told the Flight Attendant that it was going to be bumpy and all of the Flight Attendants needed to be in their jump seats. We were in smooth air at the time. Approaching GACHO intersection around 6500ft, aircraft speed 210 kts, the aircraft experienced a light to moderate jolt for about one second. All flight deck indications were normal so we continued the approach. Just prior to final approach fix a Flight Attendant called the cockpit. The First Officer answered the interphone and the #1 Flight Attendant told him a flight attendant is injured and would like paramedics meet the aircraft at the gate.

Landing in DFW was normal. I taxied the aircraft clear of the runway, and stopped on the taxiway. I called the #1 Flight Attendant to get a better idea of the situation. #1 Flight Attendant said the #2 Flight Attendant was injured. I told him to make a PA for a doctor if he had not done so already. The First Officer declared a medical emergency. Once the aircraft was parked safely at the gate, I went to the back galley of the aircraft to see if I could assist in anyway.

First Officer Mark Arnold

On 15 March 2021, I was acting as the pilot monitoring (PM) on AA Flight 1601 from Cancun to DFW on which a flight attendant was injured during a turbulence event.

The Captain had seated the flight attendants with a "Prepare for Landing" call at Flight Level 195. Passing 8500 ft MSL, a radio call was heard reporting turbulence in the vicinity. The Captain called the number one flight attendant immediately to ensure all flight attendants were seated. Our event occurred during the dogleg to final for a visual approach to runway 31R at DFW. The moderate turbulence lasted approximately one second. It occurred in clear air with no visible moisture present. We were descending through 6500 ft MSL at approximately 230 KIAS approaching GACHO. Landing was uneventful and taxi to the gate was expedited.