

Captain William Towner

AA Flight #2206, DFW-MIA, on July 4th, 2021 was an Airbus 321. The Pilot Flying (PF) was flown by the First Officer. This was our third day, second leg of a three-day trip. We were well rested and had a large meal at DFW prior to our departure. The time of the incident took place at 2055 local time.

We were on the final decent into the Miami area. We had our radar on and painting weather to the east and north of the field. Prior to 12,000 feet, I called the #1 Flight Attendant and told him to have all the flight attendants sit down early. At some point between 12,000-10,000 feet, we went through the tops of a small cumulus buildup, and we experienced moderate turbulence. Around 10,000 feet, I made the PA "flight attendants prepare for landing" and then gave the two-bell chime. Just after the 10,000-foot chime, the #1 Flight Attendant called and told me one of the Flight Attendants was down on the floor with injuries. I then called MIA Ops to have paramedics meet us at the gate to attend to the injured Flight Attendant.

FO Scott Elrod

I was the PF on AA Flight 2206 (A321S) from KDFW-KMIA, landing at 2112L, 4 Jul 2021. CA William Towner was the Pilot Monitoring (PM) for the flight. The Flight Attendant (FA) crew consisted of four FAs that joined us in KDFW. This was Day 3 (last leg) of our (CA/FO) trip ending in KMIA. Earlier in the day, we (CA/FO) had executed a scheduled DH from KCLE-KDFW landing at 1344L. The previous day was uneventful with Flt 2843 KRIC-KCLT and Flt 2948 KCLT-KCLE going as scheduled. I was well rested and fit for duty. I have 352 hours experience in the A319/320/321 as a First Officer.

During descent phase into KMIA on the SSCOT5 arrival at approximately 10000-12000 feet, the flight encountered a cumulus cloud and a moderate turbulence event for approximately two seconds. During this encounter it was reported to the CA that the #3 Flight Attendant was injured and needed assistance at KMIA. The flight continued to KMIA and made an uneventful landing. Of note, the CA had previously made an announcement for the FAs to be seated and the Seat Belt sign was on. Weather radar was on and painting no issues for our flight path. There was significant weather to the north of KMIA, but that was not a factor.