



Internal Memorandum

Date: 8/10/2021

To: Captain Michael G. Perrin, Regional Director & Chief Pilot – DTW
From: Captain Daniel S. Wasserman
Subject: II21-055: Flight Attendant Injury – DL2515 22JUL21 DTW-DEN N376DN A-321-211 (3076)
CAP: WASSERMAN, D. S.; **FO:** TEN CATE, K. J.

This statement is provided at the request of the DTW Chief Pilot's Office. I was Captain of Delta Air Lines Flight 2515 from DTW-DEN on 22JUL21.

As we began to taxi, I saw a bus coming from left to right out of the corner of my eye. We applied the brakes needed to avoid contact with the bus.

I set the brake and immediately called to check on the condition of the crew in back, and make sure everyone was ok to continue. The Flight Leader said that he was knocked into the flight deck door but was feeling fine to continue. He also assured me the rest of the crew was feeling fine to continue, too. We made a PA to the passengers, notified the ramp about the incident, and then we departed.

About an hour into the flight, the Flight Leader said he was starting to "feel it" in his neck. I asked again if everyone was ok and if they wanted me to communicate that they would not be able to continue. The Flight Leader responded that although he was a little sore, he and the rest of the crew were fine to continue on their next leg. I did not hear anything further from the Flight Leader about this matter nor did I hear anything from the other flight attendants that there were other complaints of injury.

I acknowledge release of this statement to the [National Transportation Safety Board \(NTSB\)](#).

Sincerely,

Captain Daniel S. Wasserman

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Internal Memorandum

Date: 8/6/2021

To: Captain Michael G. Perrin, Regional Director & Chief Pilot – DTW

From: First Officer Kirk J. Ten Cate

Subject: II21-055: Flight Attendant Injury – DL2515 22JUL21 DTW-DEN N376DN A-321-211 (3076)
CAP: WASSERMAN, D. S.; **FO:** TEN CATE, K. J.

This statement is provided at the request of the DTW Chief Pilot's Office. I was First Officer of Delta Air Lines Flight 2515 from DTW-DEN on 22JUL21.

We pushed back from the gate and were cleared to taxi. After we each cleared the area, and, with the taxi light on, we began to move forward. The Captain noticed an employee bus approaching from left to our right on the zipper road. I looked over to the left and watched as the bus crossed very close off the nose of the aircraft. The Captain applied brakes suddenly to avoid contact with the bus. The sudden stop caused the forward flight attendant to fall against the cockpit door.

The Captain notified the ramp tower, and they indicated they saw the incident. Before continuing, the Captain called back to check on the flight attendants and then made an announcement to the passengers. Everyone felt fine to continue, so we departed to DEN.

While enroute, two of the flight attendants indicated they were beginning to experience some discomfort and pain.

After we landed, the flight attendants stayed on the plane, as they were headed back to DTW. The Captain briefed the outbound flight deck crew about what happened in DTW.

I acknowledge release of this statement to the [National Transportation Safety Board \(NTSB\)](#).

Sincerely,

First Officer Kirk Ten Cate

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Internal Memorandum

Date: 08/10/2021

From: Brandie Daniels

Subject: NTSB Investigation: Flight 2515, 22-July-2021, DTW-DEN, A321 N376DN (3076)

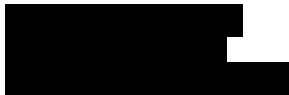
While standing in place for the safety demo we were taxiing out and all of a sudden, we were thrown down the aisle when the plane slammed on brakes. Our flight leader was thrown to the ground. The other three of us went uncontrollably but didn't hit the ground. Thanks to passengers help, I didn't fall. While trying to hold on and catch something to keep me from falling, I'm sure I either pulled something or strained a muscle in my right shoulder and the right side of my back.

2L jumpseat position

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

Regards,

Brandie Daniels





Internal Memorandum

Date: 08/10/2021

From: Charles Breier

Subject: NTSB Investigation: Flight 2515, 22-July-2021, DTW-DEN, A321 N376DN (3076)

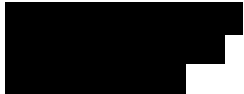
During the safety demo I was standing in front of first class. The aircraft suddenly stopped, and I was thrown backwards landing on my back hitting the cockpit door.

1L jumpseat position

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

Regards,

Charles Breier





Internal Memorandum

Date: 08/10/2021

From: Craig Reading

Subject: NTSB Investigation: Flight 2515, 22-July-2021, DTW-DEN, A321 N376DN (3076)

I was standing at my safety demo position. I would say one minute in the safety demo video, the plane came to a dead stop like a super hard brake. With that everyone got whiplash. Luckily all the passengers were in the seats buckled up, but no so lucky for the flight attendants. Ive been told by the pilots afterwards that a employee bus came right in front of our plane as we were taxiing out. Captain told us this could've been a disaster if he didn't stop in time. He also said that the driver of the bus didn't even stop after this happened and just continue moving in the direction, he/she was going. I personally didn't get hurt, well not that I know at this time, but Im deff going to call Sedgwick just to cover myself. But Chuck our A was on the floor and bumped his head and other body parts in the front galley. Lisa was complaining of a stiff back and Brandie was complaining as well of back pain. Im just happy there was no fatalities during this horrible event.

3L jumpseat position

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

Regards,

Craig Reading

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Internal Memorandum

Date: 08/10/2021

From: Lisa Fortuna

Subject: NTSB Investigation: Flight 2515, 22-July-2021, DTW-DEN, A321 N376DN (3076)

I was sitting in my jumpseat during taxi while the safety demo was on waiting for the demo to finish so I could do my walk thru and the aircraft came to a complete abrupt stop. My body jerked forward (toward the aft of the a/c).

4L jumpseat position

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

Regards,

Lisa Fortuna

