

I was the Captain and Pilot Flying (PF) on AA 2760/21 August, SAT to ORD. We were descending on the TRTLL 6 RNAV arrival to KORD. Out of 18000 feet, I made a PA to the passengers about the Chicago weather and the remaining flying time, and also turned the seat belt sign on. At around 12,000 feet to 11,000 feet, ATC advised us of spotty moderate chop between HIHRY and RINNO intersections. I called the #1 Flight Attendant to inform her of the likely moderate chop about five minutes ahead and asked her to inform the remainder of the cabin crew. I made the prepare the cabin for arrival PA and gave the sterile signal prior to 10,000 feet. The weather was VFR, and yet level at 7000 feet, we encountered 2 or 3 brief events of moderate chop. The radar was on and showing no convective activity ahead. The remainder of the flight was smooth to touchdown on runway 28C. Upon taxi in, the #1 Flight Attendant called to say she had injured her ankle. We immediately called Chicago operations and requested paramedics meet us at the gate, which they did. Block in time at the gate was 14:02 local, so I would estimate the turbulence event around 13:45 local. An emergency was not declared.

Captain Rick Owens

I was the Pilot Monitoring (PM) during the descent into ORD on AA2760/21 August 2021. The Captain (PF) made the PA to prepare the cabin for arrival. Through 10,000 he made the sterile chime. During the descent to 7,000 feet, ATC informed us of possible moderate chop on the arrival. The Captain called the #1 FA to inform her of the moderate chop and directed that all of the flight attendants to be seated. After a few minutes we briefly encountered the reported moderate chop. We had the radar on, but it never painted anything. The remainder of the flight was uneventful and we safely landed in ORD. Upon taxiing to the gate, while I was talking to ground on one radio, and coordinating our gate entry with ramp on the second radio, we received a call from the Flight Attendant. The CA answered and told then told me to call for paramedics to meet us at the gate for a possible injury to one of our Flight Attendants. I made that request with ramp (since I was already juggling two frequencies) and we taxied to the gate. The paramedics were on the jetbridge when we arrived, but I am unaware when they boarded and removed the injured flight attendant.

First Officer Kristin Shoemaker