

Statement regarding United Airlines Flight 2197 (IAH-YYZ) on 25 May 2022

The incident occurred during United Airlines flight 2197 on 25 May 2022 at approximately 0130Z/2030 CST. We were scheduled to fly from George Bush Intercontinental in Houston, Texas to Pearson International Toronto, Ontario on an Airbus 320. I was the First Officer assigned pilot flying duties for the flight. The route for the flight was planned to avoid multiple areas of convective activity at 35,000 feet. The dispatch remarks included the following statements which we verified with WSI and discussed during our predeparture briefing.

Route selected to avoid weather over MS, TN, KN, IN
Forecast light to moderate turbulence BUM-JOT F310-390
Possible weather deviations BUM-CRL
Weight restricted flight

Preflight, taxi and takeoff were uneventful. The Captain discussed our minor inbound defects which included a missing life vest, portable oxygen bottle, a seat back unable to recline, windshield cleaning required, and VHF 1 radio written up as nearly unreadable. Our standard threat forward briefing included the enroute weather threats where we discussed possible route modifications once airborne.

After being level for around an hour of flight we decided to search for an alternate route. The convective activity was progressing north so the Captain sent a message to the dispatcher suggesting a more southerly routing turning east prior to BUM. The dispatcher concurred with the plan, and we made the request with ATC. There were no radio calls for turbulence worse than occasional light and we also verified Skypath and WSI RPM depictions did not present any areas of concern prior to the reroute. Just prior to 2 hours into the flight we encountered unexpected up to moderate turbulence in clear air north and west of buildups at 25,000 ft. The Captain asked the flight attendants to take their jump seats. When the Captain initially spoke to the flight attendants, they asked what happened and he explained it was clear air turbulence. Moments later they called back saying one of the flight attendants was injured trying to help another flight attendant from falling and hitting his head. The most senior lead flight attendant then suggested the injured flight attendant to sit down in the front of first class for treatment. Next the flight attendant asked if she should ask if any medical professional were onboard to help determine the extent of the injury. The captain approved and reached out to MedLink for assistance. All parties agreed we could continue to our destination where we were met by paramedics at the gate. The injured flight attendant was taken for x-rays where they confirmed a broken bone in her wrist.

First Officer Steve Jones
United Airlines