

UAL 1675 PDX-DEN

September 1, 2022

Departed PDX 19:10Z/12:10L Position:

FO/Pilot Monitoring

I was the FO and Pilot monitoring for Flight 1675 PDX-DEN, the last leg of my 4-day pairing 05507/29. The flight departed POX uneventfully and on schedule. Upon reaching cruise altitude, the Captain and I noted the Turbulence sigmet over the Denver arrival area from FL220 down to 16,000 mil I believe. The captain informed the FAs earlier in the pre-brief about the turbulence as it's typical in the afternoons in DEN. We set the FMC for an anticipated arrival and approach for runway 34R and the Captain briefed the arrival and approach by SOP and I completed the descent checklist before we started the FLAT13 arrival.

We received a few cruise descents with Denver center and were then cleared to descend via the FLAT13 arrival landing north. During the initial descent we noted a cloud layer ahead that could produce turbulence starting at approximately 18,000ft msl and weren't sure how thick it was. The captain concurred that we should sit the FAs and over the PA he instructed them to take their jump seats. We proceeded on the arrival with Denver approach and were told to expect runway 34R, which we were already setup for (RNAV Z 35R). The cloud layer bottom was at approximately 15,000ft msl and once we were below it, we were in VMC conditions with the airport in sight at about 20 miles and the turbulence had subsided. The Captain announced over the PA for FAs to check in. The captain received the call from the purser that everyone was ok and the captain informed her that we had approx. 15 minutes left in the flight to conduct final service. We continued on the arrival and the captain gave the double chime at approx. 13-14k ft msl and we were then cleared for the RNAV Z 34R approach. Upon reaching the initial approach fix HIMOM, we started getting into light turbulence, what I believe could've been wake turbulence. We were about to turn on the arc segment of the approach for a base leg when we got a flight deck call from the FAs. I transferred ATC radios to the captain and took the FA call. My attention was somewhat divided as I was also monitoring closing TCAS traffic on the parallel runways, but I heard the FA say that someone had fallen, they were injured but ok, and they requested for us to call for an ambulance to meet us at the gate. I repeated that information back and the FA (unsure which one) confirmed. I informed the Captain what I was told and took back ATC comms, and he then suggested we declare an emergency as we had only minimal information and we were only a minute or 2 from landing. I agreed and declared the emergency with tower, that it was a medical emergency, no assistance was required other than requesting an ambulance at the gate. The tower asked for more info, so I told them that a passenger had fallen and was injured but was ok. We stayed on tower frequency for landing and taxi and transitioned to ramp and parked uneventfully. I saw EMTs waiting for us on the jetbridge. After completing my post-flight duties and checklists, I then learned it was one of our crew FA's that was injured and they had already been escorted off the plane by the EMTs. I saw the FA in the gate area after leaving the aircraft, and briefly overheard her talking about her injury, that during the turbulence on approach she had bent some fingers backwards trying to

unfold her jumpseat. To my knowledge, these are all of the facts of this accident and nothing further of note to add.

First Officer Aaron Griswold