

UAL 1675 PDX-DEN
September 1, 2022
Departed PDX 19:10Z/12:10L
Position: Flying Pilot

I was the Captain on flight 1675 and flying pilot from PDX to DEN. The flight was the second of the day and would complete the 4-day pairing for the first Officer and myself. The 4-day pairing D5507/29 was a relatively easy one with normal day hours of flying. We had just completed ORD to PDX with the same aircraft and flight crew. The flight plan showed no weather-related concerns with light and variable winds in Denver. WSI did show one FPG for occasional light to moderate turbulence from FL220 to 16000. I briefed the flight attendants with the information that we expected a mostly good flight with a chance of turbulence descending into Denver and I would keep them informed.

We were cleared to descend via the FLATI 3 arrival into Denver and expected and were ultimately cleared via the RNAV(RNP) Z Rwy 34R. There were no reports from ATC or other aircraft related to turbulence, but we could see that we would descend into layer of cumulonimbus type clouds at relatively low altitude ahead of us. The seat belt was already on and the FO had performed the arrival PA to the passengers. I elected to use the "Flight attendants take your Jumpseat" procedure and made the PA. We did experience some turbulence descending through the cloud layer and I was glad I had used our PA procedure.

Once below the layer of clouds we could see Denver and were flying in relatively smooth air. I asked the flight attendants to check in via the PA. I informed them that we had 14 minutes remaining in the flight and it should be okay for remaining flight. Just after that at about 14,000 feet we signaled via the chime and the sterile light that ten minutes approximately were remaining. I believe what the flight attendants refer to as "final".

Somewhere close to BABAA and before HIMOM we experienced what felt like momentary wake turbulence. It seemed insignificant to me until after the flight and discussing with injured flight attendant Natalia Siragusa that was probably the point when she injured her hand while taking her Jumpseat.

We received a call from the cabin on approximately a 10-mile final for 34R. Aaron took the call and I continued to fly and monitor ATC. Aaron informed me a person was injured falling and medical personnel were requested at the gate. We elected to declare an emergency explaining the above and requesting EMT's meet us at the gate. We were already talking to Denver Tower, and they stayed with us to the gate where EMT's met us via the jetway. That is when we learned it was our aft stationed flight attendant who was injured.

After the flight attendant had received attention in the boarding area from Denver ARF EMTs and debriefing with the flight attendants and a operations supervisor, I filed IOR and FSAP reports. Then called and debriefed with both Dispatch and the FODM.

Captain Adam Wasser