



Internal Memorandum

Date: 9/8/2023

To: Captain Doug Martin, Director & Chief Pilot – ATL CPO
From: Captain Sean P. Bishop
Subject: II22-101: Passenger / Crew Injuries – ACFT Encountered Severe Turbulence During Approach
DL175 29AUG23 MXP-ATL N576DZ A-350-941 (3576)
CAP: BISHOP, S.P.; **FO:** BRACKEN, M.V.; **FO:** HARTLINE, J.P.

This statement is provided at the request of the ATL Chief Pilot's Office.

On August 29, 2023, I was Captain of Delta Air Lines Flight #175 from MXP to ATL.

Several minutes prior to the top of descent (about 40-45 minutes before touchdown), I directed the Relief Pilot (RP) to issue the initial PA. The seat belt light was illuminated.

We were cleared for OZZZI One arrival, approaching Atlanta from the northeast. Approach preparations for ILS runway 8L were completed.

ACARS communication with the dispatcher indicated all aircraft ahead of us were flowing without weather issues along our arrival route of flight, but they noted there were buildups south of the field. Weather radar enroute, during the descent, arrival, and approach phase was in Auto mode and both pilots had weather selected during the arrival.

I scrolled through various range settings to get the best look ahead at potential build ups and weather threats, and we did note some radar returns near the field, which was commensurate with dispatch communications, but nothing abnormal for ATL this time of year.

As the onboard radar showed areas of rain farther along the arrival and to mitigate any potential threat near the airport, I proactively had the Pilot Monitoring (PM) request deviation from ATC ATL Center. The specific threat weather was approximately 25nm beyond OZZZI at the KILRR fix.

There were no weather returns prior to KILRR fix. ATC ATL Center acknowledged our request but directed us to continue the present course to OZZZI fix. Center planned to hand us off to ATL Approach, and we could ask for deviation instructions, beyond OZZZI.

The RP proactively called the Purser and asked her to wrap up the service in the next 4-5 minutes and to anticipate possible bumps on arrival. The Purser relayed this information to the flight attendant crew in the cabin.

As we approved OZZZI:

- Neither the radar nor the Widget Weather app on the iPad indicated any returns at OZZZI.
- No PIREPS were heard from aircraft flowing ahead of us.
- No adverse weather reports or turbulence reports from aircraft ahead of us.
- ATC ATL Center did not indicate any concern with OZZZI.

Approximately 4-5 minutes had elapsed after the RP told the Purser to button things up and to expect a possible bumpy ride near the airport. The pilot crew was vigilant throughout the descent and the arrival.

We used all internal and external tools available to us to manage the arrival and mitigate weather. There was nothing notable about the clouds we saw near OZZZI.

Based on information from our radar, ATC, iPad widget weather viewer, the dispatcher, and what we could see, it appeared there was no threat from the cloud formation in the vicinity of OZZZI. Given the above conditions and input, our arrival plan (to include TEM and CRM) was correct.

Passing approximately 15000'-14000' MSL we checked on with ATL Approach and entered instrument meteorological conditions (IMC), anticipating nothing more than the occasional light chop. We were in and out of IMC in 10-12 seconds. While in IMC, we encountered a two-second jolt of severe turbulence. I directed the PM to inform ATC Approach of an encounter with severe turbulence at OZZZI, and the RP began communicating with the Purser.

The cabin crew initially reported two people injured. We declared a medical emergency and received expedited handing to ATL. I directed the PM to send an ACARS message to dispatch to inform them of severe turbulence at OZZZI, injuries, and the need for paramedics to meet the flight. As we got closer to ATL, the number of people injured continued to grow to over a dozen.

The RP continued to communicate with the cabin crew. The Pilot Flying and PM focused on flight path management duties. We completed the normal approach and landing checklists. We flew an ILS approach to runway 8L.

Upon landing, the Relief Pilot made a PA to keep passengers seated so EMS could treat the injured. We taxied to gate F8. Paramedics met the flight.

I acknowledge release of this statement to [Delta Flight Safety](#) and [NTSB](#).

Respectfully Submitted,

Captain Sean P. Bishop
Employee [REDACTED]
(Signature on file)



Internal Memorandum

Date: 9/8/2023

To: Captain Doug Martin, Director & Chief Pilot – ATL CPO
From: First Officer James Hartline
Subject: II23-083: Passenger / Crew Injuries – ACFT Encountered Severe Turbulence
DL175 29AUG23 MXP-ATL N576DZ A-350-941 (3576)
CAP: BISHOP, S.P.; **FO:** BRACKEN, M.V.; **FO:** HARTLINE, J.P.

This statement is provided at the request of the Chief Pilot's Office.

I was First Officer of Delta Air Lines Flight #175 from MXP to ATL on 29AUG2023.

The Relief Pilot made the normal pre-arrival announcements, including direction for the use of seatbelts; the seatbelt sign was on 45 minutes prior to landing.

We were on the OZZZI arrival to runway 08L. We leveled the aircraft at 14,000' MSL and about 300 KIAS, with the descent checklist and approach preparation completed. Our attention was on weather around the airport, which was impacting the downwind portion of the arrival, well ahead of our position.

Prior to descent and throughout the arrival, we made use of all available tools for avoiding/mitigating weather threats including the Delta Widget WX App, Dispatcher input, and onboard weather radar. Throughout the flight, we operated the weather radar TILT and GAIN modes in AUTO which the A350 FCOM defines as default modes.

There were several buildups on the arrival path, but our radar was not depicting rain or other hazards immediately in front of us. Onboard radar was depicting areas of rain farther along the arrival, and we discussed a plan to avoid that weather.

The Relief Pilot notified the cabin crew to expect rough air in about 5-6 minutes, referencing the radar returns several miles past OZZZI.

We asked ATL ARTCC for deviations west of course to avoid buildups several miles past OZZZI but were advised to remain on the arrival until passing OZZZI as the rides over that fix were still acceptable. Atlanta ARTCC then directed us to contact ATL Approach.

Immediately after contacting ATL Approach, we crossed OZZZI and entered clouds. A few seconds later, we experienced severe turbulence. We were IMC for about 10-15 seconds, but the severe turbulence was momentary – about 2-3 seconds. We reported the event to ATC via PIREP and advised them to have other aircraft to avoid flying over OZZZI.

The cabin crew notified us of four injured passengers and crew. We declared a medical emergency with ATL Approach and requested EMS response. We also notified Delta and emphasized our need for medical response.

During this time, we assessed the condition of the aircraft. We noted no obvious damage and determined that continuing the arrival to land at ATL was the appropriate course of action.

Approach checklist and final cabin notification were accomplished as we continued to monitor the remaining weather threats.

After landing, the cabin crew notified us of additional injuries, and we passed that information along to Delta. EMS boarded the aircraft at the gate and removed injured passengers and crew.

I acknowledge release of this statement to [Delta Flight Safety](#) and [NTSB](#).

Respectfully Submitted,

First Officer James Hartline

Employee [REDACTED]

(*Signature on file*)



Internal Memorandum

Date: 9/8/2023

To: Captain Doug Martin, Director & Chief Pilot – ATL CPO
From: First Officer Michael Bracken
Subject: II23-083: Passenger / Crew Injuries – ACFT Encountered Severe Turbulence
DL175 29AUG23 MXP-ATL N576DZ A-350-941 (3576)
CAP: BISHOP, S.P.; **FO:** BRACKEN, M.V.; **FO:** HARTLINE, J.P.

This statement is provided at the request of the ATL Chief Pilot's Office.

On August 29, 2023, I was First Officer (Relief Pilot) of Delta Air Lines Flight #175 from Milan to Atlanta.

During descent on the OZZZI RNAV arrival into ATL, we experienced severe turbulence for approximately 2-3 seconds as we briefly entered IMC. The flight attendants reported injuries. We immediately declared a medical emergency and made a request for emergency personnel to meet the aircraft at the gate.

Prior to descent, the Captain directed me to issue the initial PA, which I did. The seatbelt sign was "on" 45 minutes prior to landing as adverse weather was in the vicinity of the airport. During all phases of the flight, the WX radar was on "Auto" for both tilt and gain. At all times, both the CA and FO had their weather displays on.

At approximately 14000 feet over the OZZZI intersection on arrival for runway 8L we encountered severe turbulence. All necessary checklists and procedures had been accomplished, and we observed only a few clouds along our route of flight. There were no indications of convective activity or severe weather either visually or from our radar depiction on our direct path of flight. The main concern was a large cell that was being painted by the radar that was sitting just on the north side of ATL at approximately 40nm ahead on arrival.

We contacted ATC, who affirmed that after passing the OZZZI fix, we would be able to deviate north and avoid the weather near the field.

About five minutes prior to the event, I contacted the flight attendants to let them know there would be some turbulence as we descended to ATL and that they should be seated. Just as we approached the OZZZI fix, ATL Center passed us off to ATL Approach. As this happened, we entered a small area of clouds and shortly after experienced severe turbulence. The event lasted for no more than 2-3 seconds, immediately after which we made a PIREP.

The flight attendants called us with reports of injuries. A medical emergency was immediately declared, and we received priority handling into ATL. Dispatch was notified via ACARS, and medical assistance was coordinated.

At the gate, emergency personnel were standing by to board the aircraft, treat those who were injured, and remove them from the plane. Upon landing, I made a PA for passengers to remain seated so EMS could treat the injured.

I acknowledge release of this statement to [Delta Flight Safety](#) and [NTSB](#).

Respectfully Submitted,

First Officer Michael Bracken
Employee [REDACTED]
(Signature on file)