



Internal Memorandum

Date: 9/11/2023

To: Captain Doug Martin, Director & Chief Pilot – ATL CPO
From: Captain Jon Brittingham
Subject: II23-097: Flight Safety Statement Request
DL322 29AUG23 BOS-ATL N510DE A-321-271NX
CAP: BRITTINGHAM, M.J. **FO:** ANDERSON, A.S.

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

On August 29, 2023, I was Captain of Delta Air Lines Flight #322 from Boston to Atlanta.

We were flying an A321NEO with the WXR2100 Threat-track Radar in WX+T+HZD mode. Prior to our DIR FLASK clearance, Weather Widget (WW) showed a slice of potentially turbulent airspace within our expected descent path from approximately FL300 down to FL250.

Until this point, we were expecting a nice ride for all but the last ten or twelve minutes of the flight, where we expected some bumpy conditions but no turbulence.

With the emergence of this potentially turbulent slice, I called the Lead Flight Attendant (LFA) to advise of a slight change to our descent plan. Nearing top of descent (TOD), the FAs conducted their initial tasks and, per the revised plan, took their seats prior to penetrating the layer of expected light turbulence.

The layer turned out to be a non-issue with no bumps rising to the level of turbulence.

Out of FL250, I called the LFA, advising we would be "ops normal" except for the early double-ding and their seating plan after the final walkthrough.

ATC cleared us DIR FLASK and advised of nice rides along the OZZZI arrival. The WW seemed to support that expectation with cells – some quite large, south of the field and moving north, but sufficiently spaced to allow for our unimpeded arrival.

As we approached OZZZI intersection, a large cell developed over the final approach path to RWY08L (our expected runway), but it was moving north such that it likely would not be an issue for our arrival. The First Officer and I discussed windshear and our response and recovery plan, should we encounter any shearing. I double-dinged the FAs early, and they quickly completed their walkthrough and took their seats.

As we passed HAARY intersection, the view outside the windows called into question our ride expectations. The clouds were strangely layered and ragged throughout their strata with cumulonimbus characteristics well masked by the surrounding clouds. The radar image and WW weather energy display showed where the strongest returns were hiding. Conditions were eroding quickly.

I called the LFA, who advised the FAs were seated. I told the LFA that we may experience some light to moderate turbulence and to remain seated even if a customer rings their call bell.

We remained on the published route until turned south and then southeast to join the 08L localizer. We did not require any deviations from the STAR or the approach to 08L, but the conditions were rapidly changing.

When handed off to the final controller, ATC advised that previous aircraft had experienced +/-5kts on final. The cell that was formerly over the final segment had moved to the north as expected.

We did not see anything that would cause us to request a deviation. While we did get a brief window wash out of the remnants, the ride along final was not turbulent.

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

Respectfully Submitted,

Captain Jon Brittingham
Employee # [REDACTED]
(Signature on file)



Internal Memorandum

Date: 9/11/2023

To: Captain Doug Martin, Director & Chief Pilot – ATL CPO
From: First Officer Austin Anderson
Subject: II23-097: Flight Safety Statement Request
DL322 29AUG23 BOS-ATL N510DEA-321-271NX
CAP: BRITTINGHAM, M.J. **FO:** ANDERSON, A.S.

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

I was First Officer of Delta Air Lines Flight 322 from BOS-ATL on 29AUG23.

Preparing for arrival into Atlanta, the Captain and I discussed potential threats of building weather and turbulence. As we were approaching OZZZI, the Captain commented about potentially asking for a fix further down the arrival to avoid some storms that were building off the departure end of the Atlanta complex.

Before we needed to make that request, Atlanta ATC Approach gave us direct to GAASS and later direct to KLOWD. At worst, we encountered light turbulence during our descent. We were operating Ship 5010, an Airbus321Neo. To the best of my knowledge, our radar showed we would have been clear of moderate or greater returns and outside of any turbulent areas shown.

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

Respectfully Submitted,

First Officer Austin Anderson
Employee [REDACTED]
(Signature on file)