

Submission #108223: Flight Crew Incident - Flight Attendant injury

ID: 108223

Submitted By: Hunter Amato

Submission Type: Flight Crew Incident

Event Date/Time: 03/02/2023 16:30 Central Time (US & Canada)

Event Title: Flight Attendant injury

Flight Information

Flight Number: 1369

Tail Number: N366FR

Departure Airport: KMDW;MDW

Landing Airport: KDFW;DFW

Landing Runway: 17r

Flight Phase at Start of Event: Descent

Seat Belt Sign: On

Narratives

Please provide a narrative about the event, including what happened, where and when the event occurred, and who was involved:

Upon descent into Dallas, our 'D' flight attendant suffered an injury. The flight attendants were aware they were supposed to do final during initial and that is what they were doing. There were no ride reports as recall going into the descent. The flight attendants were still standing finishing up their 'final descent' items, and were about to take their seats. As I recall, the seat belt sign was on throughout the descent. We were instructed to descend from FL280 to FL240, in that descent we went through a cloud that looked light so we had no reason to believe there were adverse conditions, however upon entering the cloud rides went from smooth to moderate turbulence. I got on the PA and told the flight attendants, 'please take your jumpseats', the captain called them shortly after to make sure they were seated at which point we were informed that the 'D' flight attendant was down on the ground and couldn't get up even to sit in her jumpseat. We advised ATC of the situation and requested priority to the field and for paramedics to meet us at the gate. ATC declared an emergency for us. I advised dispatch and local operations of our emergency status coming into Dallas shortly after. At this time we were direct the field and chose to use runway 17R for efficiency into the gate. We were cleared direct GARZA (2nd fix from the FAF) and about 10 miles from that fix we requested direct YALTA (1st fix outside the FAF) so we could get into the field quicker. ATC cleared us as requested and they proceeded to cancel another aircrafts approach clearance who was in front of us. We landed in DFW without further incident and proceeded into the ramp expeditiously and found our gate occupied. Upon reaching local operations yet again we were told that the aircraft was about to push off our gate. I told them the gate I was staring at right in front of us (E18) was open and reminded them we were an emergency aircraft. Their reply was along the lines of 'we are understaffed! So we were forced to wait another 5 minutes for our original gate (E21) to open up so we could pull in. Priority by local operations was placed on the outbound aircraft on our gate as opposed to getting us into E18.

Types of Events

Types of Events: NTSB Reportable Events

NTSB Reportable Events: Inability of a Required Flight Crewmember to perform normal flight duties as a result of injury or illness