

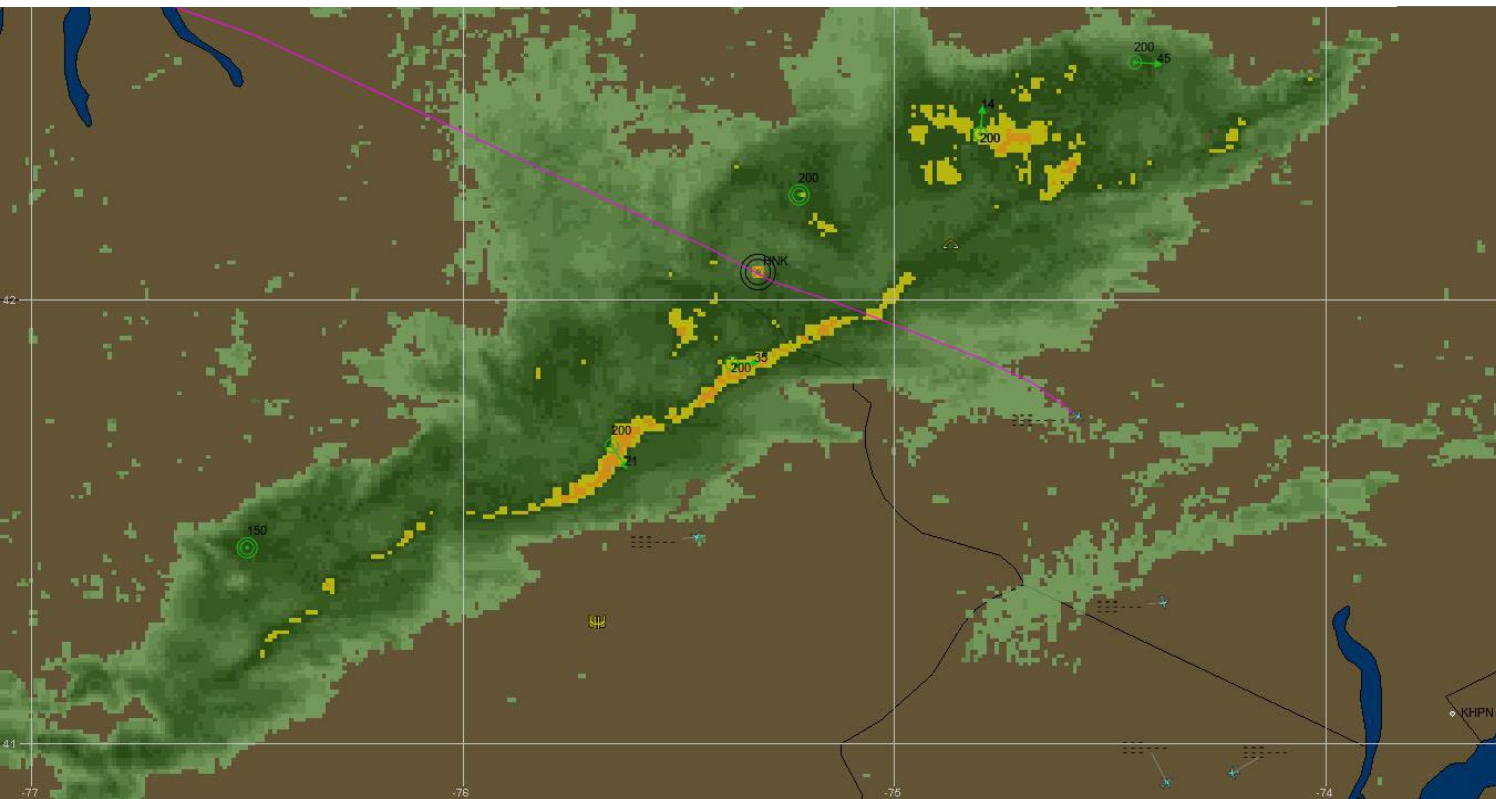
UAL1890 LAX-EWR 10FEB2024

INFORMATION PROVIDED BY UNITED

Flight Number	UAL1890
Date	10FEB2024
Time	20:50 UTC
Aircraft Type	B772
City Pairs	LAX - EWR
Location	SE NY near HNK VOR
Description	Multiple flight attendant injuries occurring on approach to EWR
Flight Level	FL210

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Fusion Radar Snapshot Valid 2051Z Feb 10th

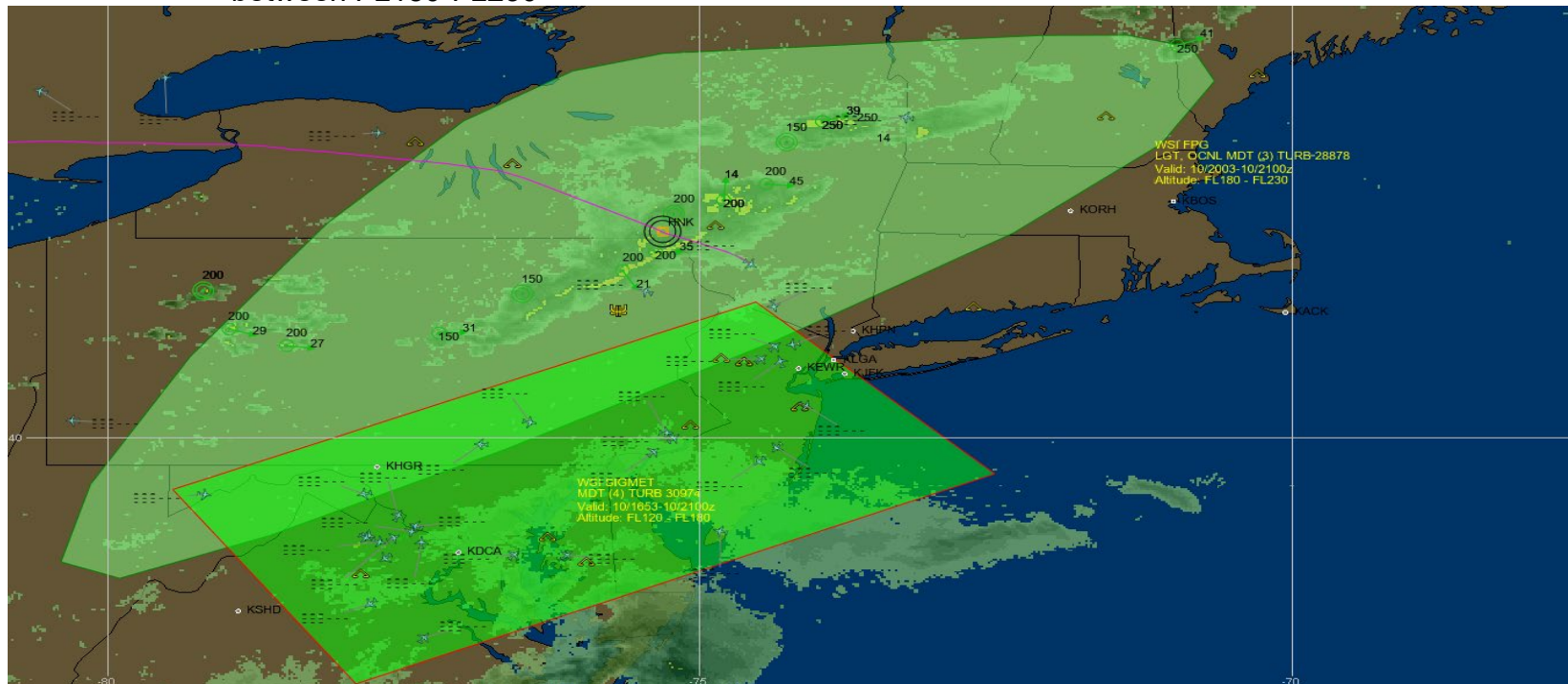


- Radar shows narrow line of convection moving SE along the flight route
- According to the radar summary, tops were around FL200.
- No lightning present within this line of convection.

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Fusion Hazard guidance Valid 2051Z Feb 10th

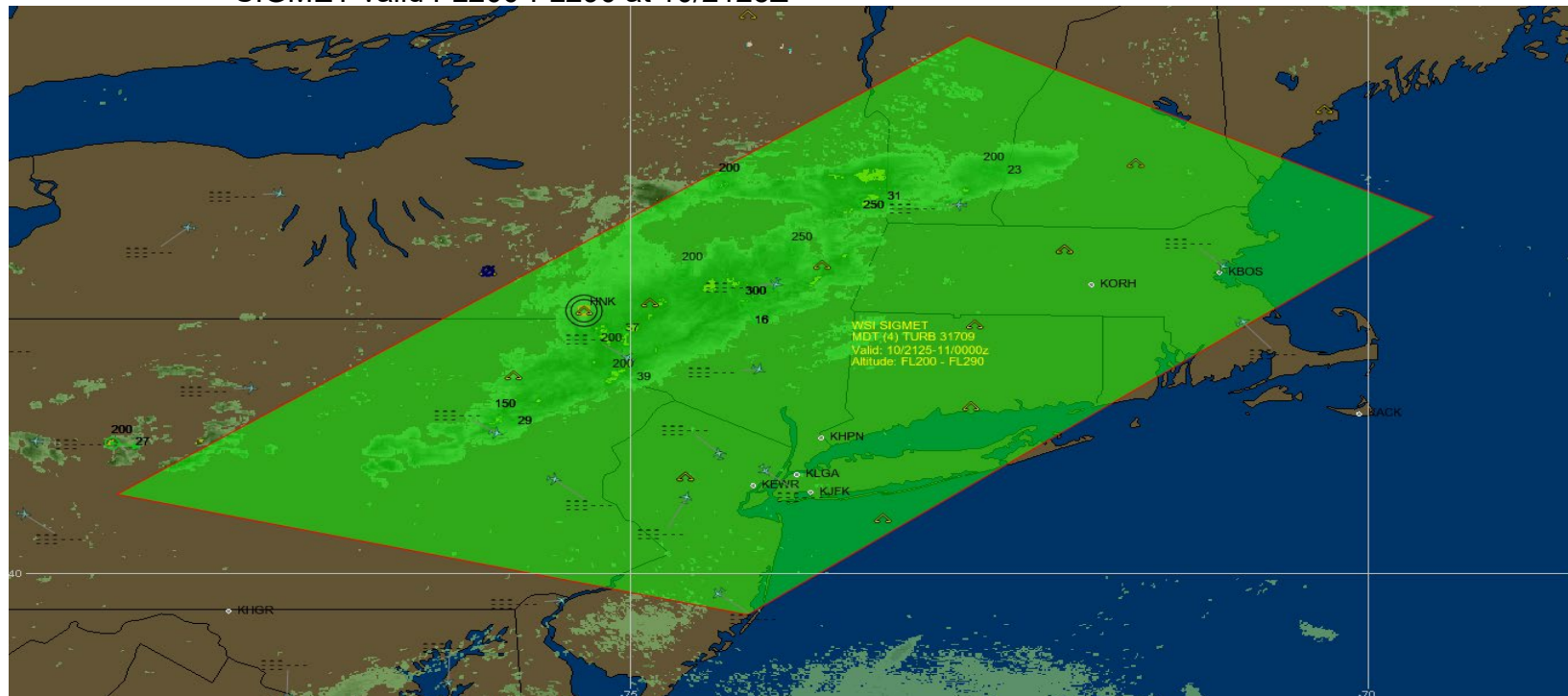
- TWC was forecasting LGT-OCNL MDT turbulence over SE NY at the time of the encounter between FL180-FL230



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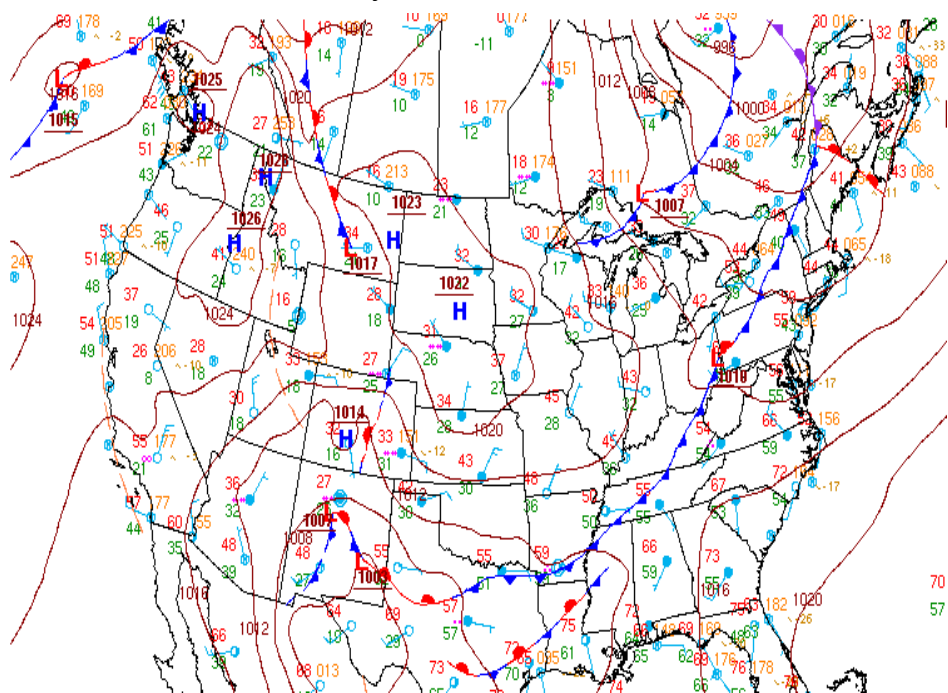
Fusion Hazard guidance Valid 2130Z Feb 10th

- In response to this report and additional MDT PIREPs over the region, TWC issued a MDT SIGMET valid FL200-FL290 at 10/2125Z

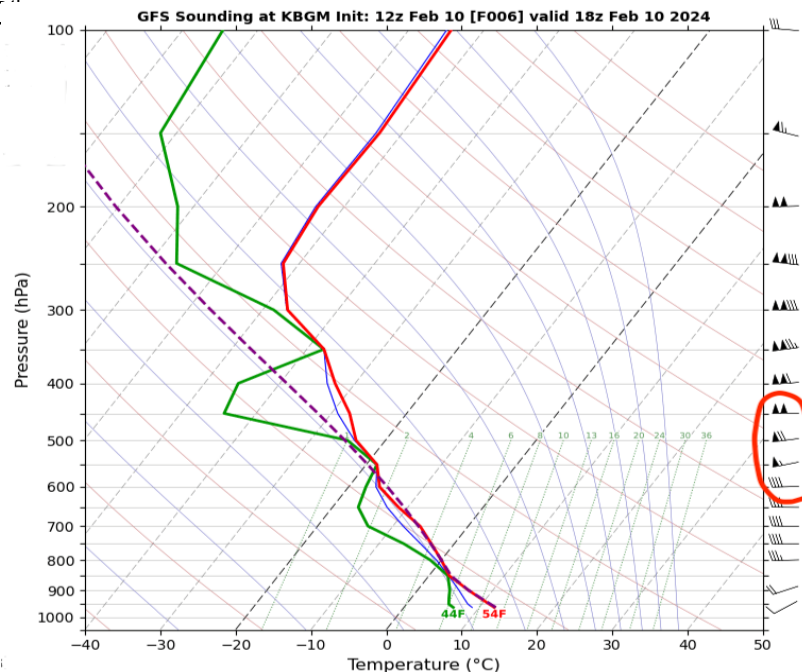


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Surface Analysis Valid 21Z Feb 10th



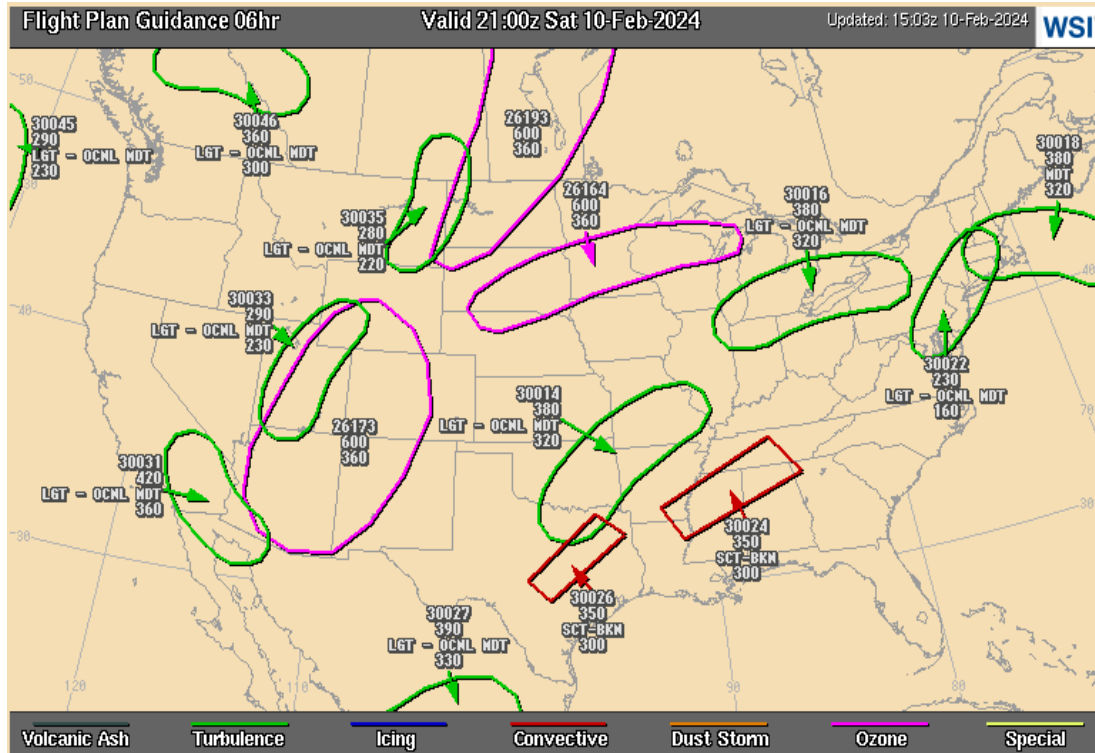
12z GFS Forecast Sounding Valid 18z Feb



- Surface analysis reveals cold front moving through ern NY State into unseasonably mild air as the focus for convection.
- Forecast sounding reveals sharp vertical shear along with sufficient instability to support low top convection to near 500mb. (approx. flight level where encounter occurred)

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Planning Stage FPGs Valid 21z Feb 10th (6-Hour Lead Time)



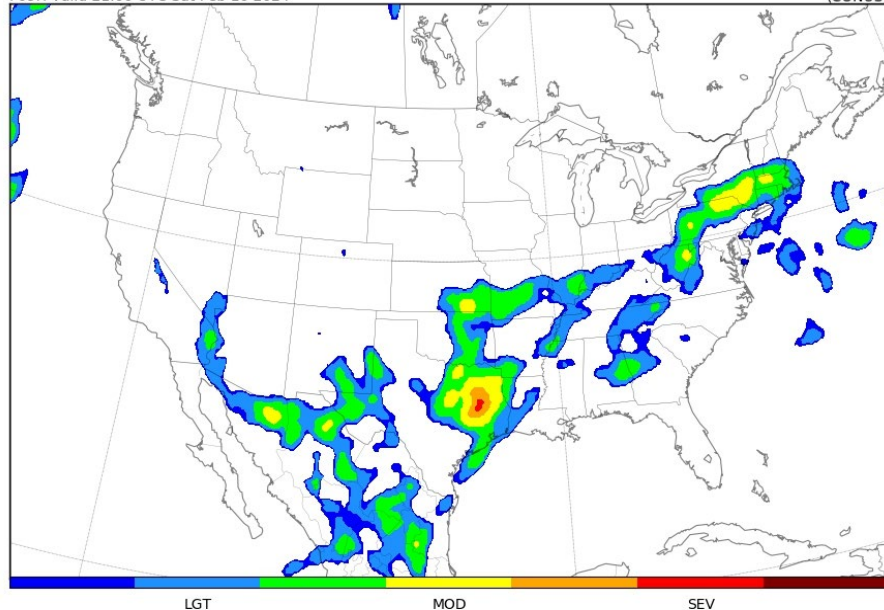
- During the planning stages of the flight, The Weather Company was predicting LGT-OCNL MDT turbulence over SE NY/lower Hudson Valley at 21Z

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- During planning stages, 12Z GRAF Turbulence Guidance Valid FL180 and FL240 indicates risk of MDT turbulence over SE NY near 21Z

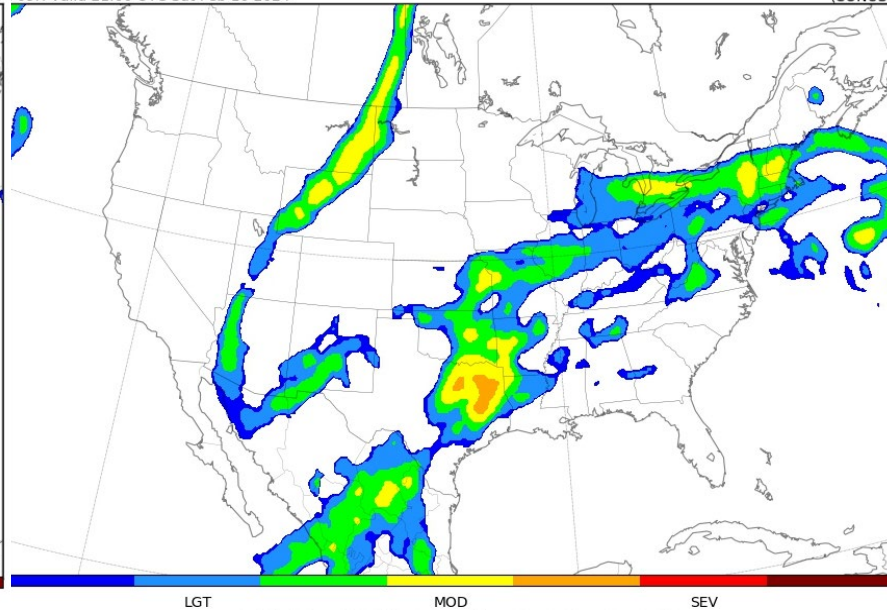
GTG @ FL180 (5486m)
F09H Valid 21:00 UTC Sat Feb 10 2024

Contiguous United States
(CONUS)



GTG @ FL240 (7315m)
F09H Valid 21:00 UTC Sat Feb 10 2024

Contiguous United States
(CONUS)



Weather Summary

- Cold front was moving through eastern NY into unseasonably mild airmass unstable enough to support low top convection with strong updrafts.
- Strong vertical shear potential was also noted near 500mb (~FL200) in KBGM forecast sounding.
- Narrow band of heavy showers developed ahead of the front with tops to approximately FL200 over SE NY near the time of the turbulence encounter. No lightning was present before or after the encounter along this line.
- The Weather Company had a LGT-OCNL MDT turbulence FPG over the region in question at the time of the incident
- The Weather Company followed with a MDT SIGMET within 30 minutes following the incident.
- The most likely cause of turbulence was descent through this narrow band of convection and its associated updraft potential, along with sharp vertical speed shearing through those levels.