

First Officer Statement
UAL 2857 IAH-FLL
DEPT: IAH 0115Z/2015L
Position: Pilot Monitoring

We were operating UA2857 from IAH to FLL on June 16, 2025. I was the pilot monitoring, and the Captain was the pilot flying. The day started with a reassignment to FLL. Initially, we were scheduled to operate UA2198 to YYC, but due to scheduling, we were recrewed to FLL. There were thunderstorms in the Houston area, and our flight to Fort Lauderdale was delayed as a result. Most of this was due to multiple ramp closures caused by lightning. The Captain and I discussed the weather threats and how they would impact the flight. The Captain briefed the Flight Attendants on the weather and instructed them to be seated until we cleared the weather. He would alert them when we were in smooth air. The takeoff and cruise were uneventful.

The incident occurred during the descent on the TEEKY3 RNAV arrival. There were no PIREPs, Skypath warnings, WSI activity, or radar indications except for some green returns from the onboard radar. Before the descent, we discussed seating the flight attendants early in anticipation of possible turbulence on the arrival. Although we reviewed provided weather information on the flight plan, we found no indications of turbulence along our planned intended route. Our Wi-Fi was intermittent throughout the flight but operational during the descent on the STAR.

When we started the descent at 35,000 feet, we turned on the fasten seatbelt sign followed by an announcement to the passengers to be seated. At 31,000 feet, I announced that the Flight Attendants should prepare the cabin for landing as planned, in accordance with our previous discussion. We diverted around a few cloud buildups and then proceeded directly to DANNA once it was clear. The conditions were smooth, and we heard no ATC chatter of a bad ride from the aircraft ahead of us. The radar was not depicting anything but isolated green returns around 25,000. The radar suddenly started depicting yellow. There was no time to deviate, and we encountered a strong jolt. It was moderate turbulence that lasted 3 to 5 seconds. I immediately made the announcement, "Flight Attendants be seated immediately, be seated immediately." We reached smooth air, and I asked the flight attendants to check-in.

When they checked in, the Purser informed me that two Flight Attendants in the back had been hurt, and there were doctors on board who were attending to the injured Flight Attendants. It was reported to me that there were significant injuries. I notified Dispatch to have medical personnel waiting at the gate upon our arrival and noted the turbulence and its location. I also

called station ops at FLL and informed them that we needed medical attention, along with an updated arrival time.

The rest of the flight proceeded smoothly. When we arrived at the gate, after completing necessary checklists, the Captain went to talk to the medical team and the Flight Attendants. After the flight attendants were off, they deplaned the aircraft. When we spoke to the remaining two flight attendants, another one mentioned that her shoulder was hurt. She was going to go to have it looked at. We wrote up the medical kit they used and alerted operations to the write-up. None of the passengers were injured.