

Captain's Statement
UAL 2857 IAH-FLL
Dept: IAH 0115Z/2015L
Position: Pilot Flying

I was the Captain of United 2857 on June 15, 2025, from IAH to FLL, and was acting as pilot flying. Before departure, I briefed the Flight Attendants (FA) and included a comprehensive turbulence mitigation review, which included callouts and expected times in seats. The First Officer (FO) and I conducted a threat-forward briefing with an emphasis on summer flying conditions and the threats posed by rapidly changing weather. We experienced a two-hour delay in Houston due to multiple ramp closures and convective weather in the area. Departure and cruise were uneventful, with the FA's remaining seated until we were clear of the local weather.

After cruising at 35,000 feet and shortly after the top of descent on the TEEKY3 arrival into Fort Lauderdale, we were assigned an initial descent to 24,000 feet and a vector around the weather. The seatbelt sign came on as we descended through 35,000 feet, and we announced the "prepare the cabin" call a few moments later nearing 31,000 feet. ATC did not report any turbulence during the descent, and although our Wi-Fi was intermittent, our WSI and SkyPath apps did not indicate any turbulence during the descent. We discussed potentially seating the FA's earlier, but based on the information we had, we did not anticipate encountering turbulence. Once we cleared what appeared to be the last convective build-up, we were cleared direct DANNA and to descend via. We experienced no turbulence in the descent at this point and went in and out of IMC conditions. Around DANNA during our descent, approximately 25,000 feet, I saw green, then yellow returns immediately develop on the on-board weather radar display. These returns were directly in front of us. Seconds later, we were about to request deviations, but we encountered abrupt, moderate turbulence. The FO (who was the pilot monitoring) immediately made the "be seated immediately, be seated immediately" PA. About 5 seconds after the turbulence started, we were VMC again and smooth.

During the brief encounter, the aircraft remained in positive control, with the autopilot engaged and experienced variations in airspeed, accompanied by a strain against the seatbelts. It would have been difficult to walk in the cabin. Shortly after, the Purser reported that two of the aft FA's were injured. We coordinated with dispatch (notifying them of the turbulence location as well) and the station to have medical personnel meet us at the gate. The purser relayed that he had used Med-Link to report the injuries. There were two medical professionals on board, and they examined the FAs. They informed us of significant leg/ankle injuries. The remainder of the arrival, approach and landing all went without incident. Medical personnel were waiting for us at the gate, and the two aft FAs

were removed due to what appeared to be ankle injuries. No passengers were injured, as they were all seated. We were unsure of the extent of the FA injuries, so I allowed the paramedics to board, evaluate, and remove the injured FAs before the passengers' deplaning. Afterward, all passengers deplaned without incident. I conducted a debrief with the remaining FA's and provided them with my contact information in case they had any additional questions or concerns. One of the remaining FA's identified she bumped her arm during the encounter and was considering getting medically evaluated.