



To: Anthony Lam

From: Ross Collins

Manager Safety Investigations – Spirit Airlines

RE: Flight Crew Statements – NK2037 – 6/22/25 – MIA-BNA

Anthony,

Please see the Flight Crew statements below from the turbulence event that occurred on 6/22/25 from MIA to BNA. Please let me know if you have any questions.

1) During cruise flight, I observed that towering cumulus clouds had been added to the updated ATIS report in KBNA. As soon as this was noticed, the First Officer and I began discussing mitigation strategies (windshear avoidance, alternate airports, approach plan, etc.) as a part of our approach preparation and briefing. During this discussion, we determined it was in our best interests to get our lavatory break accomplished to stay ahead of the rapidly developing situation. At this point we were at FL310 and a distance of roughly 160NM from any weather of known significance. During the lavatory break I took the opportunity to advise the lead Flight Attendant that we would be getting the seatbelt sign on soon. I also informed her verbally that we needed them to expedite their descent preparation duties/tasks and take their seats as soon as possible as a result of the rapidly changing weather ahead. Both the first officer and I discussed this and decided that the sooner they can all be seated it would be the safest option for everyone. This request was made while we were in cruise flight at FL310 at about 30-35 minutes prior to ETA. As a result, the seat belt sign was turned on at roughly 27,000' during descent at which point we also made our "Flight Attendants Prepare for Arrival" call early. This is normally accomplished at FL180 but given the situation it seemed prudent to accomplish as soon as possible. Soon after crossing 18,000', ATC issued us an expedited descent to 11,000'. Around this same time an ATC vector was given which was toward some rapid buildup. At that moment, it became evident that we would need further vectors for the buildup ahead. We attempted both left then right deviations and were denied further right deviation by ATC due



to traffic. At this point the only option to avoid the clouds entirely would have been a 40–50-degree bank, which at the time I did not deem as a prudent decision as penetrating the air in a stable flight condition was preferred. We made every effort to avoid the turbulence but were unable to do so entirely. We encountered a pocket of moderate turbulence lasting roughly ten seconds at around 16,000'. Automation was retained and aircraft speed/energy state was stable, but the air was rough for that duration. We maintained turbulent air penetration speed and were through that air fairly quickly. A PA indicating "All passengers and crew please be seated and fasten your seat belts immediately" could have proven useful prior to the weather encounter but at the time I did not perceive it necessary due to our previous discussions nor did I have the time to do so as the event was short and the encounter unanticipated. During approach phase at 4,000 the Lead FA called and advised that we had an injured flight attendant in the aft galley. Due to the very late phase of flight, we decided to continue the approach and request medical once on the ground. After landing, medical services attended to the flight attendant who was in the aft galley with a swollen ankle. She was then taken from the aircraft to hospital for further evaluation and assessment of her injury. Once we arrived at the gate, I spoke with the lead FA and asked if she felt that they had been given enough notice to prepare for the weather. She indicated to me that they had indeed been given enough time by way of our conversation to get seated before the event occurred. As a result, it was very much a surprise to me to hear that flight attendants had not been seated by the time we were nearing the weather. The potential for weather buildup had also been discussed as our primary threat concern with the lead FA before leaving the gate in KMIA during initial crew briefings. We had been using SkyPath for weather/turbulence monitoring on our previous two legs in a different aircraft on the same day but despite several attempts we were unable to connect to crew Wi-Fi for an updated set of live turbulence information. In addition, I feel that if Wi-Fi weather radar capabilities had been available via Jepp FD Pro it would have proven invaluable in guiding our decision-making process regarding flight path and would have very likely given us the ability to avoid the entire situation.



- 2) Approximately 180nm from destination (BNA) the Captain and I noted weather in the terminal area and decided to request an early lavatory break before top of descent (TOD). We were able to determine the weather situation by making correct use of onboard Radar. Although the company had recently made Skypath (a user sourced turbulence app) available to us, neither the Captain nor I were able to get it to connect to the onboard crew Wi-Fi. One of the things the Captain noted is he wanted an early lav break so he could verbally prepare the cabin crew for possible turbulence on the arrival, which he did. While the lav break was being set up we received a descent from ATC to FL310. Once we were both done with lav break ATC gave us a further descent to 16000ft and approved left deviations for weather. Descending through FL240 the Captain (PF) instructed me to make the flight attendant (FA) PA "prepare cabin for arrival". This PA is normally made passing 18000ft but the Captain explained he wanted it done early due to weather conditions in the terminal area and the fact that I had missed the 30min prior to arrival PA to passengers due to high workload. As we reached FL190 ATC instructed us to turn to a heading of 330. Whilst in the right turn to this heading we immediately realized it was not acceptable as there would be a build up at 12 o'clock. While still in the turn we immediately requested a further turn to the right as that would have taken us well clear of the buildup. ATC denied this request due to traffic and cleared us for left deviations. We proceeded to turn left but it was too late to avoid an adjacent build up. We entered the build up at around FL185 and experienced moderate turbulence for less than 10 seconds. Upon exiting the buildup, the Captain immediately called the lead FA for a status report and was told all passengers and crew were fine. We continued to the airport where once established on final the lead FA called and informed the Captain that one of the FA's had sustained ankle injuries. We landed and immediately contacted operations and requested medical assistance at the gate.