

Report Details

Number SFT-027146

Event Number

Employee Id

First Name Maciej

Last Name Halewicz

Email Address

Phone Number

Base Location Ord

Department Flight Ops

Event Date 09/30/2025

R:Event Location LAS

E:Event Location

Report Title DTW-LAS Turbulence/FA Injury/EMS 5670NK

R:Flight Number 2045

E:Flight Number

R:Tail Number N670NK

E:Tail Number

Departure Airport Detroit, MI (DTW)

Scheduled Arrival Airport Las Vegas, NV (LAS)

Landing Airport

Description Narrative We were descending on the CHOWW4 arrival into LAS. We both had SkyPath on our iPads and the aircraft weather radar running nothing was showing out of the ordinary. No turbulence reported by SkyPath or ATC. And nothing showing on radar. But we did notice widespread cumulus clouds off in the distance between us and LAS. Me and the first officer discussed that it would be safer if the flight attendants and passengers seated sooner in case of turbulence on descent. While the flight was still smooth we turned ON the seat belt sign at around 22,000'. And shortly after I called the lead flight attendant and told him to finish up service sooner and be to be seated for landing as soon as possible. I told him we may experience some turbulence on descent into LAS. He informed me they were already finished with their passenger briefings and the everyone was seated. I thanked him for being proactive. We were now descending VIA CHOWW4 and at around 17,000 we flew through a small build up of clouds. Nothing was painting on radar. And Skypath was not showing any strong turbulence. We got 1-2 jolts of moderate turbulence lasting 3-5 seconds. The autopilot stayed on. To me the turbulence was not alarming and felt routine. We reported the moderate turbulence to ATC. Shortly after we got a call from the lead informing us of an injured flight attendant in the back of the plane. Since we were so close to landing at this point we quickly called LAS ops informed them of the situation to have paramedics meet us at the gate. We continued to LAS and into the gate without delay. We made an announcement for everyone to remain seated so the injured can get help first. The EMT's were able to board the airplane quickly to help.

Suggestion Narrative

Confidential false

Report Details

Number	SFT-027145
Event Number	
Employee Id	
First Name	David
Last Name	Schneider
Email Address	
Phone Number	
Base Location	Ord
Department	Flight Ops
Event Date	09/30/2025
R:Event Location	LAS
E:Event Location	
Report Title	DTW-LAS Turbulence/FA Injury/EMS 5670NK
R:Flight Number	2045
E:Flight Number	
R:Tail Number	N670NK
E:Tail Number	
Departure Airport	Detroit, MI (DTW)
Scheduled Arrival Airport	Las Vegas, NV (LAS)
Landing Airport	
Description Narrative	Descending into las on the chow4 arrival I could see some small cumulus clouds in the distance. Descending through FI 220 I turned on the fasten seatbelt sign. The captain and I decided to seat the flight attendants early. The captain called the flight attendants and told them to be seated due to turbulence. The flight attendant stated the had already finished final and would be seated. Descending through 17,000 we couldn't avoid a build up of clouds and experienced about 3 seconds of moderate turbulence. The auto pilot stayed on and no altitude was lost. We had been monitoring SkyPath and it wasn't reporting any turbulence and didn't get any reports from atc. We also were monitoring the radar that didn't show any weather. We then told atc we needed to slow to 250 knots and reported moderate turbulence. After the turbulence we got a call from the lead flight attendant stating a flight attendant was injured. At that point we were on vectors to final. I called operations to notify them we needed medical personnel at the gate. We continued to land and taxi to the gate without delay. We requested all passengers to remain seated until the medical personnel could help the injured. We then notified the required people as to the event that happened.
Suggestion Narrative	Make sure to use all available tools to monitor weather and possible turbulence. Be proactive and seat passengers and flight attendants early if there is possible turbulence, even if the tools available aren't suggesting any turbulence.
Confidential	false