



Aviation Investigation Final Report

Location:	Orlando, Florida	Accident Number:	DCA24LA241
Date & Time:	July 16, 2024, 23:16 Local	Registration:	N633NK
Aircraft:	Airbus A320-232	Aircraft Damage:	None
Defining Event:	Abrupt maneuver	Injuries:	1 Serious, 1 Minor, 177 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

Spirit Airlines Inc. flight 1101 came to a sudden stop while taxiing to their gate at Orlando International Airport (ORD), Orlando, Florida, and a flight attendant (FA) sustained a serious injury.

The flight crew was instructed to hold short of the ramp area due to another airplane occupying the alleyway to their assigned gate. Once the other airplane departed the alleyway flight 1101 could taxi to their gate. The flight crew reported multiple announcements were made reminding passengers to remain seated since they were not at the gate.

Believing the cabin was secure, they began to taxi to the gate for parking. Shortly thereafter, they received a call from a FA indicating that there was a line at the aft lavatory and that the cabin was not secure. The captain applied the brakes and inadvertently brought the airplane to an abrupt stop. The flight crew then received a call advising them of multiple FA injuries.

At the time of the event, FA-A and FA-D were assisting a passenger who was vomiting profusely. When the aircraft came to an abrupt stop, FA-A sustained an injury to her wrist, while FA-D was thrown to the floor and hit her head. Upon being notified of the injury, the flight crew requested to have emergency medical technicians (EMT) meet the aircraft at the gate. FA-A and FA-D were transported to local hospitals where one was diagnosed with a minor wrist injury and the other a serious head injury.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The captain’s inadvertent aggressive application of the brakes during taxi which resulted in a sudden stop. Contributing to the accident was the flight attendants’ failure to notify the flight crew of the unsecure cabin.

Findings	
Personnel issues	Aircraft control - Pilot
Personnel issues	Lack of communication - Cabin crew

Factual Information

History of Flight

Taxi	Abrupt maneuver (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	444,Female
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 12, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 27, 2024
Flight Time:	11500 hours (Total, all aircraft), 4700 hours (Total, this make and model), 5600 hours (Pilot In Command, all aircraft)		

Co-pilot Information

Certificate:	Airline transport; Commercial	Age:	29,Female
Airplane Rating(s):	Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 20, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 25, 2023
Flight Time:	2378 hours (Total, all aircraft), 657 hours (Total, this make and model), 284 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Airbus	Registration:	N633NK
Model/Series:	A320-232	Aircraft Category:	Airplane
Year of Manufacture:	2014	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	6345
Landing Gear Type:	Retractable - Tricycle	Seats:	188
Date/Type of Last Inspection:	June 9, 2023 Continuous airworthiness	Certified Max Gross Wt.:	91051 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	34631 Hrs at time of accident	Engine Manufacturer:	IAE
ELT:	C91A installed, not activated	Engine Model/Series:	V2527-A5
Registered Owner:	BANK OF UTAH TRUSTEE	Rated Power:	24800 Lbs thrust
Operator:	Spirit Airlines Inc.	Operating Certificate(s) Held:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KMCO, 106 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	02:53 Local	Direction from Accident Site:	274°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	24°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Charolette , NC	Type of Flight Plan Filed:	IFR
Destination:	Orlando, FL	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class B

Airport Information

Airport:	ORLANDO INTL MCO	Runway Surface Type:	Concrete
Airport Elevation:	96 ft msl	Runway Surface Condition:	
Runway Used:	17L	IFR Approach:	Unknown
Runway Length/Width:	9001 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor, 4 None	Aircraft Damage:	None
Passenger Injuries:	173 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 177 None	Latitude, Longitude:	28.433298,-81.31225

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	Federal Aviation Administration ; DC
Original Publish Date:	October 16, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194718

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).