



Aviation Investigation Final Report

Location:	Dallas, Texas	Accident Number:	DCA18CA294
Date & Time:	September 26, 2018, 12:00 Local	Registration:	N994AN
Aircraft:	Airbus A321	Aircraft Damage:	None
Defining Event:	Cabin safety event	Injuries:	1 Serious, 185 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

On September 26, 2018, at about 1200 CDT, American Airlines flight 2308, an Airbus A321, N994AN, was still at the gate at Dallas-Fort Worth International Airport (DFW), Dallas-Fort Worth, Texas, when a flight attendant tripped over a bag and injured her ankle. Of the 186 passengers and crew onboard, one flight attendant received a serious injury. The flight was scheduled to operate under 14 Code of Federal Regulations Part 121 as a domestic passenger flight from DFW to Sacramento International Airport (SMF), Sacramento, California.

The injury occurred after the main cabin door had been closed but before the airplane had been pushed back. The injured flight attendant was unable to walk and was assisted off the airplane after the jet bridge was repositioned. The flight attendant was transported to an local urgent care facility where she was diagnosed with a broken ankle.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a passenger leaving a bag in the aisle that the flight attendant tripped over.

Findings

Personnel issues	(general) - Passenger
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Factual Information

History of Flight

Prior to flight	Cabin safety event (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	51, Male
Airplane Rating(s):	Single-engine land; 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	April 24, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 10, 2018
Flight Time:	6309 hours (Total, all aircraft), 1174 hours (Total, this make and model), 1146 hours (Pilot In Command, all aircraft), 175.5 hours (Last 90 days, all aircraft), 50.1 hours (Last 30 days, all aircraft), 8.1 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	50, Male
Airplane Rating(s):	Single-engine land; 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):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	August 1, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 5, 2018
Flight Time:	884 hours (Total, all aircraft), 884 hours (Total, this make and model), 190.3 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 8.1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Airbus	Registration:	N994AN
Model/Series:	A321 231	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	7407
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	205030 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	IAE
ELT:		Engine Model/Series:	V2533-A5
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	AALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDFW	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	10 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	19°C / 16°C
Precipitation and Obscuration:			
Departure Point:	DFW Airport, TX (DFW)	Type of Flight Plan Filed:	IFR
Destination:	Sacramento, CA (SMF)	Type of Clearance:	IFR
Departure Time:	12:00 Local	Type of Airspace:	Class B

Airport Information

Airport:	Dallas-Fort Worth Intl DFW	Runway Surface Type:	
Airport Elevation:	607 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 5 None	Aircraft Damage:	None
Passenger Injuries:	180 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 185 None	Latitude, Longitude:	32.543888,-97.021942(est)

Administrative Information

Investigator In Charge (IIC):	Ward, Effie Lorenda
Additional Participating Persons:	
Original Publish Date:	July 8, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98375

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).