



# Aviation Investigation Final Report

<b>Location:</b>	LAS Vegas, Nevada	<b>Accident Number:</b>	DCA19CA037
<b>Date &amp; Time:</b>	December 1, 2018, 02:07 UTC	<b>Registration:</b>	N632NK
<b>Aircraft:</b>	Airbus A320	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>	Turbulence encounter	<b>Injuries:</b>	1 Serious, 162 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

On December 1, 2018, about 1804 Pacific standard time, Spirit Airlines flight 1069, an Airbus A320-232, N632NK, encountered turbulence during initial descent into Las Vegas McCarran International Airport (KLAS), Las Vegas, Nevada. Of the 163 passengers and crew onboard, one flight attendant was seriously injured. The airplane was not damaged. The regularly scheduled international passenger flight was operating under the provisions of 14 *Code of Federal Regulations* Part 121 from Cleveland Hopkins International Airport (KCLE) to KLAS.

The captain was the pilot flying, and the first officer was the pilot monitoring. According to the flight crew, there was reports of moderate turbulence during the initial descent. During the decent, the flight passed through stratiform cloud layers experiencing continuous light and occasional moderate chop, but no precipitation was depicted on the weather radar. At about flight level (FL) 260, the first officer turned on the seatbelt sign and contacted the lead flight attendant (FA) to have all the FAs take their seats.

As the airplane descended through about FL230, the flight experienced moderate turbulence which lasted for about 15-20 seconds. Shortly thereafter, the flight crew received a call from the lead FA that a FA had broken her ankle.

At the time of the turbulence encounter, the FAs were preparing the cabin for landing. Two FAs were in the aft galley and were thrown into the air and onto the floor. One FA severely injured her left ankle and was subsequently helped into an aft passenger seat, where she remained for landing. After landing, emergency medical personnel met the flight at the gate and transported the injured FA to the hospital where she was diagnosed with a fractured left fibula.

## Probable Cause and Findings

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

The airplane's encounter with severe turbulence.

## Findings

Environmental issues	Convective turbulence - Effect on operation
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## Factual Information

### History of Flight

Enroute-descent	Turbulence encounter (Defining event)
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### Pilot Information

Certificate:	Airline transport	Age:	48,Male
Airplane Rating(s):	Single-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:	September 24, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 27, 2018
Flight Time:	9000 hours (Total, all aircraft), 6579 hours (Total, this make and model)		

### Co-pilot Information

Certificate:	Airline transport	Age:	43,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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 21, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 5, 2018
Flight Time:	5980 hours (Total, all aircraft), 820 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Airbus	<b>Registration:</b>	N632NK
<b>Model/Series:</b>	A320 232	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2014	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	6331
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	169756 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	lae
<b>ELT:</b>		<b>Engine Model/Series:</b>	V2527-A5
<b>Registered Owner:</b>		<b>Rated Power:</b>	9895 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Flag carrier (121)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Cleveland, OH (CLE )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	LAS Vegas, NV	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	17:10 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 5 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	157 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 162 None	<b>Latitude, Longitude:</b>	36.083889,-115.15361

## Administrative Information

Investigator In Charge (IIC):	Lovell, John		
Additional Participating Persons:			
Original Publish Date:	February 24, 2022	Investigation Class:	4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=98738">https://data.nts.gov/Docket?ProjectID=98738</a>		

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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](#).