

Captain's Statement

We had just arrived from MCO on our previous flight and were preparing for flight #240 departing back to MCO. After receiving the flight plan and weather, I briefed the Flight Attendants on our Flight time and it being bumpy on the Climb out as well as the decent into MCO, due to gusty winds on the surface and warm temperatures in MCO.

The flight departed and was a fairly smooth and uneventful until right before Top of Descent. Prior to top of descent, we reviewed the weather and it indicated a VFR Day with gusty winds out of the North and MCO was landing on 36L and 35R. We set up for the visual approach on 35R and the BARIN Arrival landing north. We ran the Approach Checklist descending through FL180 and the passenger seat belt sign was illuminated. Conditions were clear above and as we were descending, I could see a scattered/broken cumulus layer around 8,000-10,000' with ragged tops. I told the First Officer I was going to call the Flight Attendants and tell them to be seated, as I expected it to be turbulent in the Descent. I called, via interphone, and both F/A's picked up and I told them it was going to be bumpy on Final Descent and I wanted them to sit down.

Several Minutes later we were vectored off the BARIN arrival for final approach and given a decent. As we descended through the Cumulus Layer we experienced momentary moderate turbulence, which lasted approx. 4-7 seconds. We received a cockpit call, via interphone, and the #2 F/A indicated that the #1 F/A was in the Aft of the Aircraft had injured her ankle "pretty bad". I heard from the #1 F/A and she said that she didn't think she could walk on it and I asked her if she needed a paramedic standing by, which she indicated she did. I had the First Officer Call Company and coordinate Paramedics and Supervisors to be standing by our arrival gate. We were on final approach and ATC offered us the Visual Approach to Runway 36L, which we accepted to help with a shorter Taxi Time. After Taxing to gate 7, we had the customers stay seated until the EMS personal could help her off the A/C as she was unable to stand on her leg. There were 2 Supervisors that met the A/C to assist in deplaning of crewmember, customers and overall assistance where needed. No other injuries to customers, crew or Aircraft were noted.

First Officer's Statement

I was the First Officer on flight #240 from NAS-MCO.

The Captain and I reviewed the weather and the Flight Attendants were briefed prior to the flight on the possibility of turbulence on our arrival into Orlando due to gusty winds and warm temperatures.

The flight departed on-time and the ride was fairly smooth. Prior to Descent the weather was reviewed and we set up for the BARIN Arrival and visual approach to 35R. Passing FL180 we completed the Approach Checklist and the Captain turned on the seat belt sign. We were in the clear in our descent but we noticed a scattered/broken layer around 10,000 feet. The Captain notified the Flight Attendants at this time of the possibility of turbulence and advised them to take their seats while I continued to monitor the radios and aircraft.

We were vectored off the arrival and passing through the Cumulus Layer we experienced moderate turbulence that lasted approximately 5 seconds. Immediately following our encounter with the turbulence we received a call from the #2 F/A informing us that the #1 F/A had injured her ankle.

I contacted Orlando Operations and arranged for medical personnel and a flight attendant supervisor to meet the aircraft.

On approach we were offered a visual approach to 36L which we accepted due to the proximity to our gates. On arrival to the gate we advised all customers to remain seated until EMS personnel could get her off the aircraft. In addition to EMS, two flight attendant supervisors met the aircraft.

No other injuries to customers, crew or aircraft occurred.