



# Aviation Investigation Final Report

<b>Location:</b>	Dallas, Texas	<b>Accident Number:</b>	DCA18CA294
<b>Date &amp; Time:</b>	September 26, 2018, 12:00 Local	<b>Registration:</b>	N994AN
<b>Aircraft:</b>	Airbus A321	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>	Cabin safety event	<b>Injuries:</b>	1 Serious, 185 None
<b>Flight Conducted Under:</b>	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

<b>Personnel issues</b>	(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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Ward, Effie Lorenda

**Additional Participating Persons:**

**Original Publish Date:** July 8, 2020

**Last Revision Date:**

**Investigation Class:** [Class](#)

**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) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).