



Briefing Sheet

May 2017

A Flight Attendant's View: Turbulence

Recent Pilot Reports:

"We hit an area of light chop /turbulence. Flight Attendant reported bumped knee during turbulence. ATC reported occasional light chop and Company flight ahead reported smooth. The Flight Attendant continued on."

"While passing FL200 we encountered moderate turbulence for about 2000'. It was a surprise to the Crew and not previously reported. Seatbelt sign was on and no Passengers were hurt. Crew walked off the aircraft normally after shutdown, but I was notified the following day that two Flight Attendants went to Urgent Care."

"The aircraft climbed approximately 500 feet and we encountered severe turbulence. I contacted ATC, told them we had experienced severe turbulence, possible 3 injuries in cabin, requesting priority handling."

"Encountered wake turbulence at altitude, one of our flight attendants ended up getting injured. Declared an emergency."



March 2017 Flight Attendant's ASAP Report:

"... when the severe turbulence hit, my head never hit the ceiling but [name]'s head kept hitting the ceiling near the R2 door because she was located in such a tight corner. Several times [name], myself and the beverage cart went airborne. Every time the aircraft hit a severe pocket of turbulence, we both would be lifted off our feet and into the air. Prior warning would have ensured that [we] stay seated."

Air traffic professionals know the importance of passing moderate or greater turbulence, PIREPs as per JO7110.65, Para 2-6-2.

But with AT SAP's airline contacts thru CISP, we can pass-on their unique first-hand perspective of turbulence. Through these reports, the importance of passing turbulence PIREPs becomes more motivating than simply a requirement in the .65.



In the report above, although the flight attendants viewed the turbulence as "severe" the pilot classified the turbulence as "moderate."

Facility Discussion

- How do controllers in your facility solicit PIREPs, IAW JO7110.65, paragraph 2-6-2?
- How are PIREPs disseminated by your facility to other facilities, pilots and other users in the NAS?
- What impediment, if any, would hinder an effective PIREP solicitation/dissemination within your facility?
- Has your facility considered alternate distribution methods?

By filing an AT SAP Report, you contribute important safety information that will help identify trends and help the ATO measure Success by what we fix