



# Air Accident Investigation Sector

## Accident

### - Preliminary Report -

AAIS Case File N<sup>o</sup>: AIFN/0009/2015

## Serious Injury to a Cabin Crewmember Due to Turbulence

Operator: Emirates  
Make and Model: Airbus A380-800  
Nationality and Registration: The United Arab Emirates, A6-EEA  
Place of Occurrence: In-flight  
State of Occurrence: The United Arab Emirates  
Date of Occurrence: 13 September 2015



Air Accident Investigation Sector  
General Civil Aviation Authority  
The United Arab Emirates

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## Investigation Objective

This Investigation is performed pursuant to the UAE *Federal Act No. 20 of 1991*, promulgating the *Civil Aviation Law, Chapter VI-, Aircraft Accidents*, Article 48. It is in compliance with the UAE *Civil Aviation Regulations, Part VI, Chapter 3*; in conformity with *Annex 13 to the Convention on International Civil Aviation*; and in adherence to the *Air Accidents and Incidents Investigation Manual*.

*The sole objective of this Investigation is to prevent aircraft accidents and incidents. It is not the purpose of this activity to apportion blame or liability.*

## Investigation Process

The Accident was notified to the Air Accident Investigation Sector (AAIS) Duty Investigator (DI), Hotline +971 50 641 4667, on 13 September 2015 at 06:25 UTC.

The DI received a call from EK Cabin Safety informing that flight number EK806, Airbus A380-800, A6-EEA, from Jeddah to Dubai, had experienced turbulence causing injuries to 10 cabin crewmembers.

The State of Manufacture (France) and the International Civil Aviation Organization (ICAO) were notified. The State of Manufacturer appointed an Accredited Representative IIC in accordance with *Annex 13*. The AAIS will lead the Investigation and issue the Final Report as the United Arab Emirates is the State of Occurrence, State of Registry and State of the Operator.

## Preliminary Report Information

The information contained in this Preliminary Report is derived from the factual information gathered during the ongoing investigation into the occurrence. Later Interim reports or the Final Report may contain altered information in case new evidence appears during the ongoing investigation that requires changes to the information depicted in this Report.



# 1. Factual Information

## 1.1 History of the Flight

On 13 September 2015, at 0625 UTC, Emirates flight EK806, operated by an Airbus A380 aircraft, registration A6-EEA, was descending for arrival to Dubai International Airport (OMDB)

Twenty minutes before landing, the cabin crew were securing the cabin in accordance with the Operator's standard operating procedures.

The Aircraft was descending with no weather return indications on the weather radar.

The Aircraft descended below the scattered under cast cloud layer and the crew observed a cloud formation directly in line with the Aircraft track and requested a deviation to avoid the cloud and potential turbulence during the approach.

The crew established two-way communication with Dubai Approach inbound waypoint BUBIN at FL180 descending and requesting track-miles to OMDB, and the Dubai Approach stated the track as 108 nm.

The flight crew requested to deviate to the right of the track to avoid weather and Dubai ATC coordinated this and approved a right of track deviation. The seatbelt sign was ON.

Dubai Approach observed the flight to have commenced a left turn instead, and asked the flight crew if they are clear of weather, which they confirmed and the flight proceeded inbound again.

The flight crew selected a heading change, and then returned to the same heading.

The flight then encountered moderate turbulence with a G-load change of +2.2 experienced for several seconds before returning to a steady flight condition

The Autopilot remained engaged and all parameters remained within the Aircraft limitations.

The flight crew checked the cabin status and were informed by the senior cabin crewmember that one cabin crewmember, located in adjacent to the upper right door (UR1) area, was injured and was unable to perform further duties. The injured cabin crewmember was moved to a passenger seat for the remainder of the flight. The flight continued to the destination and landed normally.

Following a medical examination, the injured cabin crewmember was confirmed as having sustained a fracture to the right ankle. Nine other cabin crewmembers reported minor injuries.

## 1.2 Injuries to Persons

**Table 1.** Injuries to persons

| Injuries     | Flight Crew | Cabin Crew | Other Crew On-board | Passengers | Total On-board | Others   |
|--------------|-------------|------------|---------------------|------------|----------------|----------|
| Fatal        | 0           | 0          | 0                   | 0          | 0              | 0        |
| Serious      | 0           | 1          | 0                   | 0          | 1              | 0        |
| Minor        | 0           | 9          | 0                   | 0          | 9              | 0        |
| None         | 3           | 14         | 0                   | 159        | 176            | 0        |
| <b>TOTAL</b> | <b>3</b>    | <b>24</b>  | <b>0</b>            | <b>159</b> | <b>186</b>     | <b>0</b> |



### 1.3 Damage to the Aircraft

The Aircraft was undamaged.

### 1.4 Other Damage

There was no other damage to property and/or the environment.

### 1.5 Personnel Information

The Final Report will contain the relevant information.

### 1.6 Aircraft Information

| Table 2. Aircraft data       |                                        |
|------------------------------|----------------------------------------|
| Type                         | Airbus A380-800                        |
| Nationality and Registration | The United Arab Emirates, A6-EEA       |
| MSN                          | 108                                    |
| State of Registry            | The United Arab Emirates               |
| Certificate of Registration  | Issued by the GCAA on 19 December 2012 |
| Certificate of Airworthiness | Issued by the GCAA on 19 December 2012 |
| Last check and date          | 06/07/2015                             |
| Time since new (hours)       | 1978:00                                |
| Cycles since new             | 1594                                   |
| Engines                      | Four                                   |

### 1.7 Meteorological Information

According to the weather report issued by the National Centre of Meteorology and Seismology, a weak easterly surface pressure gradient covered the southern gulf with fine weather in general.

Around 0900 UTC, scattered low clouds started to develop over the western part of the UAE to Abu Dhabi city (bases about 4,000ft and tops about 7,000ft) and Towering clouds started to develop along the mountains with a base of about 3,000ft.

### 1.8 Aids to Navigation

The Final Report will contain the relevant information.

### 1.9 Communications

The Final Report will contain the relevant information.

### 1.10 Aerodrome Information

Not applicable.

### 1.11 Flight Recorders

The Aircraft was fitted with a flight data recorder and cockpit voice recorder. The contents will be discussed in the Final Report.



#### **1.12 Wreckage and Impact Information**

The Aircraft was undamaged.

#### **1.13 Medical and Pathological Information**

One flight cabin crewmember was admitted to the hospital for foot fracture.

#### **1.14 Fire**

There was no fire.

#### **1.15 Survival Aspects**

The Final Report will contain the relevant information.

#### **1.16 Test and Research**

Necessary tests and research will be carried out during the on-going investigation.

#### **1.17 Organizational and Management Information**

The Final Report will contain the relevant information.

#### **1.18 Additional Information**

Will be addressed during the course of the Investigation.

#### **1.19 Useful or Effective Investigation Techniques**

The Final Report will mention any useful or effective investigation techniques utilised during the Investigation.

## **2. Ongoing Investigation Activities**

- The Aircraft records will be collected and reviewed thoroughly.
- Insight analysis of the human factors aspects.
- Insight analysis of the Aircraft performance and any design involvement.
- Insight analysis of weather factors.
- Insight analysis of the organisational factors.

The estimation of the AAIS to issue the Final Report is 12 months of the Accident occurrence date.

## **3. Safety Concerns and Actions**

None issued yet.