Aviation Investigation Final Report

Location:	Brasilia, Brazil	**Accident Number:**	DCA25LA047
Date & Time:	November 23, 2024, 23:00 Local	**Registration:**	N753AN
Aircraft:	Boeing 777-223	**Aircraft Damage:**	None
Defining Event:	Turbulence encounter	**Injuries:**	1 Serious, 232 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

American Airlines flight 930 encountered unanticipated moderate turbulence while operating from São Paulo/Guarulhos International Airport (SBGR), São Paulo, Brazil to Miami International Airport (KMIA), Miami, Florida on a scheduled international passenger flight.

During preflight preparations, the flight crew noted an area of weather instability north of São Paulo. The captain was the pilot monitoring, and the first officer was the pilot flying with another first officer on rest break. The seat belt sign was illuminated, and the flight crew briefed the cabin crew regarding potential turbulence. At 38,000 feet (FL380), after clearing the previously identified weather instability, the airplane encountered two successive jolts of moderate turbulence lasting about five seconds. The flight attendants (FAs) reported service was concluding and they were not seated at that time.

Several FAs and one passenger sustained minor injuries when service items and carts became airborne. One passenger found on the floor near door 3L was seriously injured.

After coordinating with the cabin crew and consulting with an onboard physician, the flight crew declared a medical emergency and returned to SBGR. The captain assumed the pilot flying duties and conducted an overweight landing on runway 10L without further incident.

Probable Cause and Findings

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

The airplane's encounter with unanticipated turbulence during cruise flight, which resulted in serious injury to one passenger who was not seated.

Findings

Environmental issues	Clear air turbulence - Effect on personnel

Factual Information

History of Flight

Enroute-climb to cruise	Turbulence encounter (Defining event)

Pilot Information

Certificate:	Airline transport	**Age:**	61,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Instrument airplane	**Toxicology Performed:**	
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	November 23, 2023
Flight Time:	19800 hours (Total, all aircraft)		

Co-pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	**Age:**	60,Male
Airplane Rating(s):	Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	5-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	June 12, 2024
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	June 12, 2024
Flight Time:	9000 hours (Total, all aircraft), 932 hours (Total, this make and model)		

Other flight crew Information

Certificate:		**Age:**	Male
Airplane Rating(s):		**Seat Occupied:**	Rear
Other Aircraft Rating(s):		**Restraint Used:**	Lap only
Instrument Rating(s):		**Second Pilot Present:**	Yes
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	(Estimated) 11000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	**Registration:**	N753AN
Model/Series:	777-223	**Aircraft Category:**	Airplane
Year of Manufacture:	2001	**Amateur Built:**	
Airworthiness Certificate:	Transport	**Serial Number:**	30261
Landing Gear Type:	Retractable - Tricycle	**Seats:**	440
Date/Type of Last Inspection:	November 23, 2024 Continuous airworthiness	**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	2 Turbo fan
Airframe Total Time:	90030 Hrs at time of accident	**Engine Manufacturer:**	ROLLS-ROYC
ELT:	C126 installed, not activated	**Engine Model/Series:**	RB-211 SERIES
Registered Owner:	AMERICAN AIRLINES INC	**Rated Power:**	22000 Lbs thrust
Operator:	AMERICAN AIRLINES INC	**Operating Certificate(s) Held:**	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Night
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered	**Visibility**	
Lowest Ceiling:	44000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	None / Clear air
Wind Direction:		**Turbulence Severity Forecast/Actual:**	N/A / Moderate
Altimeter Setting:		**Temperature/Dew Point:**	
Precipitation and Obscuration:			
Departure Point:	Sao Paulo, Brazil (SBGR)	**Type of Flight Plan Filed:**	IFR
Destination:	Miami, FL (KMIA)	**Type of Clearance:**	IFR
Departure Time:	10:47 Local	**Type of Airspace:**	Class A

Wreckage and Impact Information

Crew Injuries:	12 None	**Aircraft Damage:**	None
Passenger Injuries:	1 Serious, 220 None	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 232 None	**Latitude, Longitude:**	-15,-48

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	David Gerlach; FAA
Original Publish Date:	September 3, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=195541

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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.