

APPENDIX: V

DOCUMENT NUMBER: NTSB Record 19

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TOTAL NUMBER OF PAGES: 03

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TOTAL NUMBER OF REDACTED PAGES: 03

DESCRIPTION OF DOCUMENT: Graphic representations of FAA radar data for TWA flight 800: 1) Radar Data Overhead View Up to Last Secondary; 2) FAA Radar Data From NYTRACON, NYCTR and BOSCTR (Main Wreckage East-West Location); and 3) FAA Radar Data From NYTRACON, NYCTR and BOSCTR (Main Wreckage North-South Location)

This record consists of three pages that were prepared by NTSB staff in order to depict various versions of the radar data provided by the Federal Aviation Administration (FAA) for TWA flight 800. These radar data were used in the Addendum II to the Main Wreckage Flight Path Study to display the track of the movement of the accident aircraft. The three pages each have handwritten notations that were inserted by investigative personnel of the NTSB.

The three representations of the radar data contained in this document were responsive to a previous Freedom of

Information Act (FOIA) request made by the plaintiff. In the NTSB's response to the prior request, all three were withheld in their entirety. Subsequent evaluation of these radar representations resulted in a determination that those portions of the representations not including the handwritten notations could be disclosed without the release of material exempt under the FOIA. The releasable portions of the three pages of this document were previously released in the Vaughn index filed in CV 02-8708-AHM and those portions continue to be released.

The handwritten notations on these documents, being withheld pursuant to the (b)(5) exemption, represent the preliminary investigative considerations or matters that were not, subsequently, included in the representations of the radar data that were made a part of the NTSB public docket concerning this investigation. The predecisional notes of the investigator were prepared in order to assist an agency decisionmaker in arriving at his decision and included draft and subjective notes that reflected the personal opinions of the investigator rather than the policy of the agency. Consequently, the handwritten notations were withheld from each of the three pages of

this record pursuant to an application of exemption (b) (5)
of FOIA.

TWA 747 Out of JFK, July 17, 1996 Radar Data Overhead View Up To Last Secondary

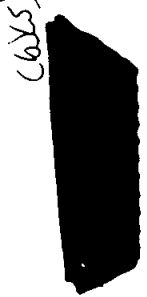
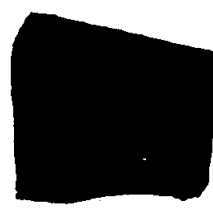
North-South Distance From Islip, NY Radar (nautical miles)



- TWA 800 secondaries, BOS CTR -1.25i, NTAP/LATS/N91
- TWA 800 secondaries, NY CTR -2.25i, NTAP/LATS/N91
- TWA 800 secondaries, JFK ASR -0.25i, 12.5 deg W mag var
- TWA 800 secondaries, EWR ASR -0.25i, 12.5 deg W mag var
- TWA 800 secondaries, ISP ASR -0.25i, 13.0 deg W mag var
- TWA 800 secondaries, IHPN ASR -0.25i, 12.5 deg W mag var
- JFK ASR primaries, -0.25i, 12.5 deg W mag var
- EWR ASR primaries, -0.25i, 12.5 deg W mag var
- ISP ASR primaries, -0.25i, 13.0 deg W mag var
- IHPN ASR primaries, -0.25i, 12.5 deg W mag var
- TWA 800 secondaries, NAVY/NORAD/SIKORSKY data from Riverhead, NY radar
- TWA 800 secondaries, NAVY/NORAD/SIKORSKY data from Riverhead, NY radar
- USAIR 217 secondaries, ISP ASR -0.25i, 13.0 deg W mag var
- TWA 900 secondaries, ISP ASR -0.25i, 13.0 deg W mag var
- JET EX 18 secondaries, ISP ASR -0.25i, 13.0 deg W mag var
- NY CTR primaries, -2.25i, NTAP/LATS/N91
- BOS CTR primaries, -1.25i, NTAP/LATS/N91
- TWA 800 secondaries, NAVY/NORAD/SIKORSKY data from North Truro, MA radar
- NAVY/NORAD/SIKORSKY primaries from Riverhead, NY radar
- NAVY/NORAD/SIKORSKY primaries from North Truro, MA radar

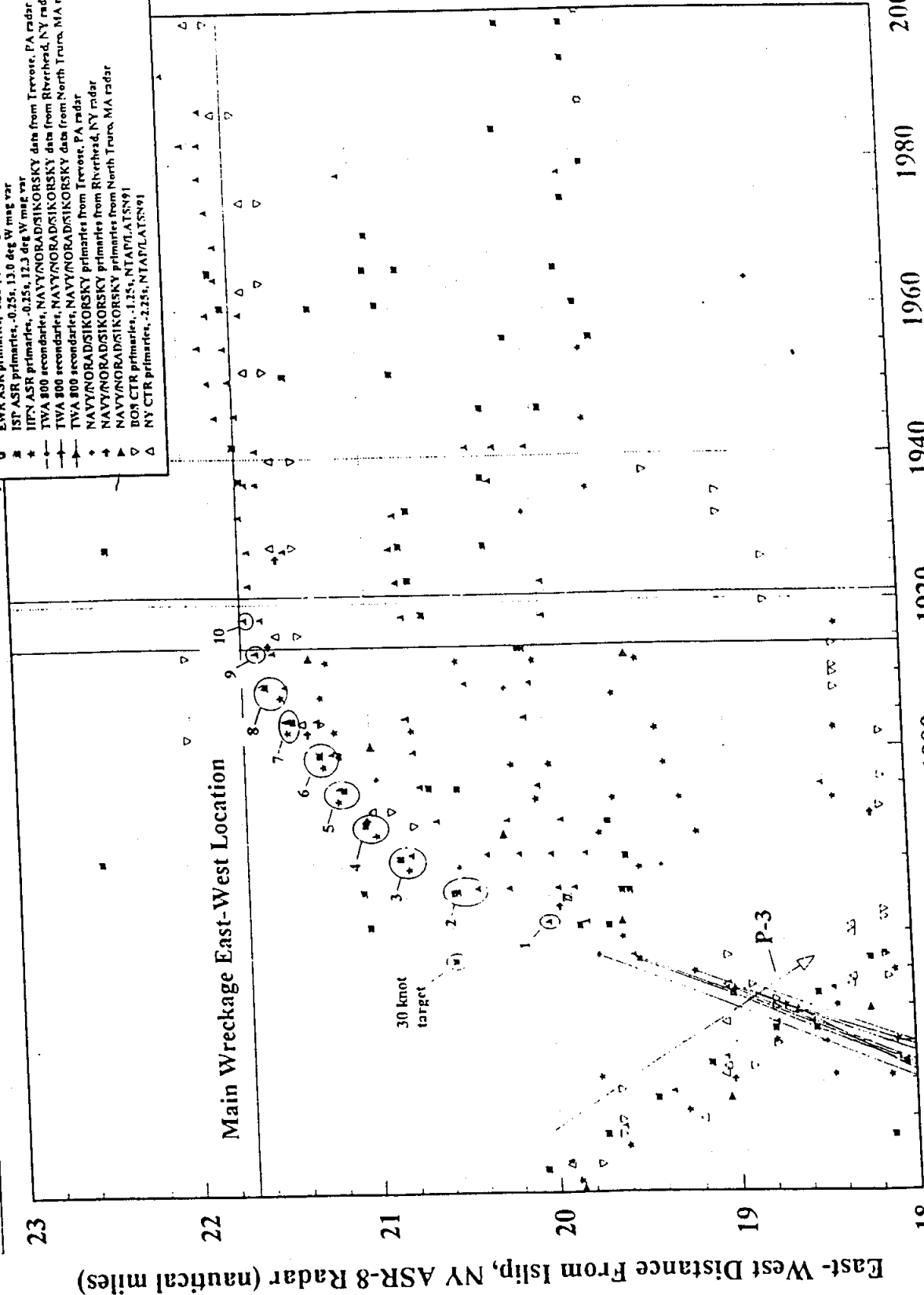
PRIMARIES SHOWN FOR TIME
20:30:00-20:50:00
and $8 < X < 28$ nm
and $-18 < Y < 2$ nm

East-West Distance From Islip, NY ASR-8 Radar (nautical miles)



TWA 747 Out of JFK, July 17, 1996
FAA Radar Data From NYTRACON, NYCTR, and BOSCTR

- TWA 800 secondaries, JFK ASR -0.25s, 12.5 deg W mag var
- TWA 800 secondaries, EWR ASR -0.25s, 12.3 deg W mag var
- TWA 800 secondaries, ISP ASR -0.25s, 13.0 deg W mag var
- TWA 800 secondaries, ITPN ASR -0.25s, 12.3 deg W mag var
- TWA 800 secondaries, BOS CTR -1.25s, NTAP/LATS/N91
- TWA 800 secondaries, NY CTR -2.25s, NTAP/LATS/N91
- JFK ASR primaries, -0.25s, 12.5 deg W mag var
- EWR ASR primaries, -0.25s, 12.3 deg W mag var
- ISP ASR primaries, -0.25s, 13.0 deg W mag var
- ITPN ASR primaries, -0.25s, 12.3 deg W mag var
- TWA 800 secondaries, NAVY/NORAD/SIKORSKY data from Riverhead, NY radar
- TWA 800 secondaries, NAVY/NORAD/SIKORSKY data from North Truro, MA radar
- TWA 800 secondaries, NAVY/NORAD/SIKORSKY data from Riverhead, NY radar
- NAVY/NORAD/SIKORSKY primaries from Riverhead, NY radar
- NAVY/NORAD/SIKORSKY primaries from North Truro, MA radar
- BOS CTR primaries, -1.25s, NTAP/LATS/N91
- NY CTR primaries, -2.25s, NTAP/LATS/N91

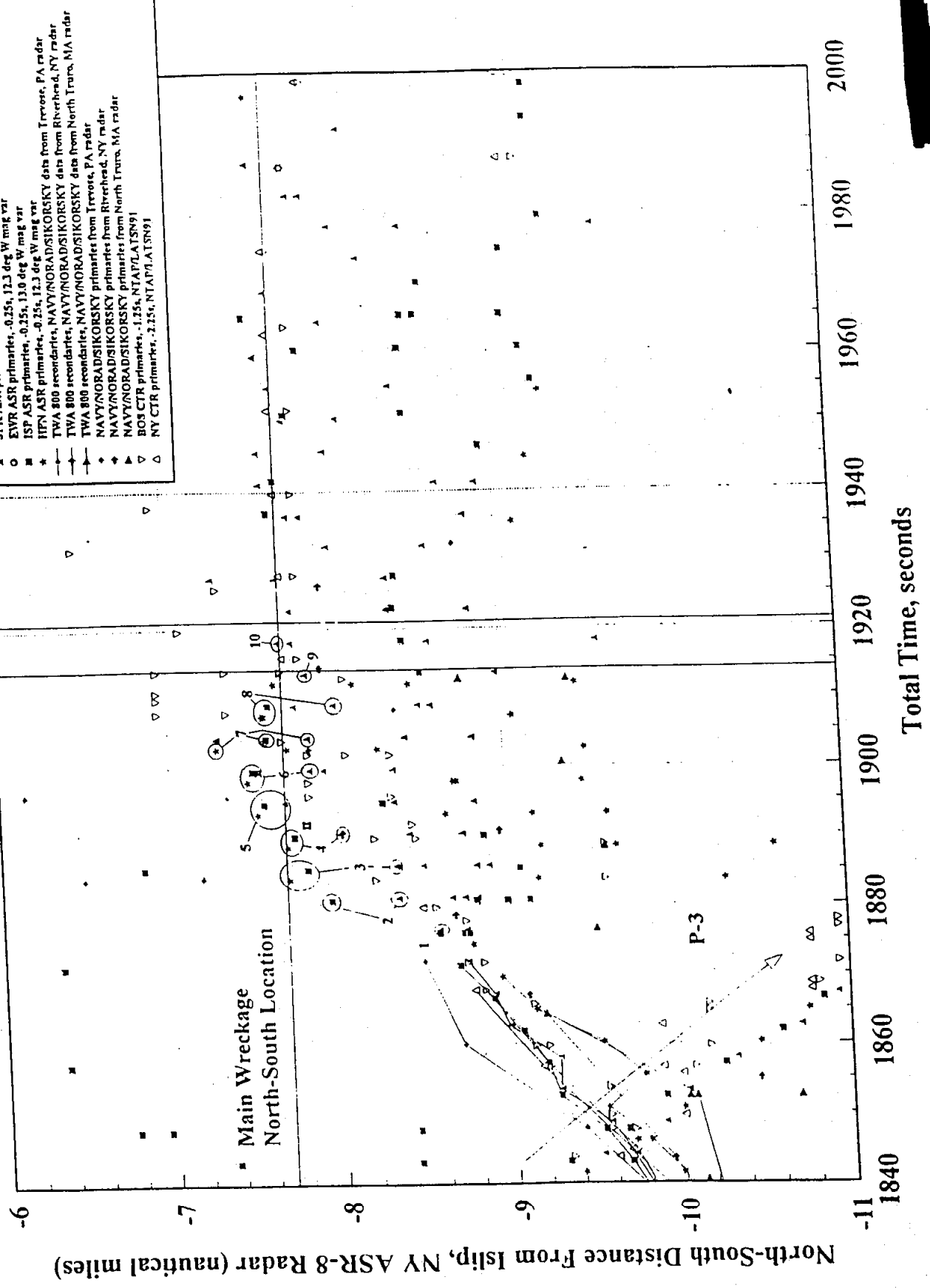


East-West Distance From Islip, NY ASR-8 Radar (nautical miles)

Total Time, seconds

(4X5)

**TWA 747 Out of JFK, July 17, 1996
 FAA Radar Data From NYTRACON, NYCTR, and BOSCTR**



- TWA 800 secondaries, JFK ASR -0.25°, 12.5 deg W mag var
- TWA 800 secondaries, EWR ASR -0.25°, 12.5 deg W mag var
- TWA 800 secondaries, ISP ASR -0.25°, 13.0 deg W mag var
- TWA 800 secondaries, ITPN ASR -0.25°, 12.3 deg W mag var
- TWA 800 secondaries, BOS CTR -1.25°, NTAP/LATS91
- TWA 800 secondaries, NY CTR -2.25°, NTAP/LATS91
- ▲ JFK ASR primaries, -0.25°, 12.5 deg W mag var
- EWR ASR primaries, -0.25°, 12.3 deg W mag var
- ISP ASR primaries, -0.25°, 13.0 deg W mag var
- △ ITPN ASR primaries, -0.25°, 12.3 deg W mag var
- TWA 800 secondaries, NAVY/NORAD/SIKORSKY data from Riverhead, NY radar
- TWA 800 secondaries, NAVY/NORAD/SIKORSKY data from North Truro, MA radar
- NAVY/NORAD/SIKORSKY primaries from Riverhead, NY radar
- NAVY/NORAD/SIKORSKY primaries from North Truro, MA radar
- BOS CTR primaries, -1.25°, NTAP/LATS91
- NY CTR primaries, -2.25°, NTAP/LATS91

(57) (6Y5)

(6Y5)