

APPENDIX: V

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DESCRIPTION OF DOCUMENT: Table tracking the location in the ocean of debris from TWA flight 800

This record consists of fifteen pages of data, withheld in its entirety pursuant to exemption (b) (5), that were collected, collated and prepared or edited by NTSB staff in order to track and categorize the latitude, longitude, description and comments concerning pieces of debris from TWA flight 800 located in the ocean. These data provided a starting point and confirmation for the sequencing, as measured by the location of the debris, of events that occurred during the crash. The sequence ultimately developed, though not depicted in this preliminary chart, was used in creation of the simulations of the crash that are included in Addendum II to the NTSB Main Wreckage Flight Path Study (the final of which is found at Exhibit X to the Crider Declaration).

The table is a working draft, which was used by the investigative staff to evaluate and update various types of information to incorporate the information into the simulation program. Preliminary in nature, the data in this draft of the table was subject to confirmation and correction. It has, on a number of entries, handwritten corrections and notes of the investigators. The data in the chart, in addition to being preliminary, was deliberational in that it contains, in the handwritten comments, the opinions and speculations of the investigators. Though rudimentary, as compared to the ultimate investigative product that would be considered by the Board, the chart was a necessary and basic step in information gathering. The ultimate product derived from the simulation(s) that would use the data in this chart, upon its verification, would be used to prepare and/or update the NTSB flight path studies for presentation to the Safety Board. The five-member Safety Board is the ultimate decision-maker as to the probable cause(s) of an accident, and the safety recommendations that follow from that probable cause determination.

This chart contains preliminary information that NTSB employees gathered from a number of sources and employed thereafter in preliminary calculations. The information is

predecisional in that it was gathered well in advance of the completion of the NTSB flight path studies and the subsequent action taken by the Board. The notes are also deliberative in nature, as discussed above, in that they contain the unconfirmed calculations of the authors, who were the NTSB investigative personnel involved in the investigation.

Disclosure of the initial, incomplete and unconfirmed calculations contained in these notes would expose the NTSB's decisionmaking process in such a way as to discourage candid discussion and work within the agency and thereby undermine the agency's ability to perform its investigative functions. Disclosure would also have a chilling effect on the authors and those participating in the investigation by making them wary of engaging in frank and open discussion or work for fear of the preliminary and speculative information shared in these discussions and work, as represented by the chart, being disclosed prematurely. Consequently, the predecisional and deliberative information contained in this document, including the handwritten comments and notations of the investigators, was withheld pursuant to the (b)(5) exemption to the Freedom of Information Act (FOIA). This resulted in this document being withheld in its entirety.