

APPENDIX: V

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DESCRIPTION OF DOCUMENT: Chart titled "Query3"

(b)(5)

This record consists of one page, withheld in its entirety pursuant to exemption (b)(5), which was prepared or edited by NTSB staff discussing the latitude, longitude, description, log and tag numbers and debris field of pieces of debris from TWA flight 800 located in the ocean. These data provided a starting point and confirmation about event sequencing used in the simulations that are included in Addendum II to the Main Wreckage Flight Path Study.

This is preliminary data culled from a much larger collection of data known as the Tags Database. This Database was used to track all of the pieces of TWA flight 800 wreckage that could be identified, specifically by area in the ocean from which they were recovered. The Data Management Report describes how wreckage was identified and tracked, and the Tags Database is the listing of all of the pieces tracked. Both of these items are available in the

public docket. The preliminary collection of data presented in Record 28 is a subset of data provided in the Tags Database.

The preliminary segment of tracking data has been withheld under exemption (b)(5). The employee creating this chart was acting as a member of the TWA flight 800 accident investigation team. The document was intended to provide preliminary data to those who needed it to derive other results, such as the flight path of the accident aircraft using a simulation program created by another staff member of the NTSB. The selection of these data culled from hundreds of pages of data give an indication of the preliminary thoughts of how data may be used in the simulation program. A number of simulations were performed, resulting in several reports that are available in the public docket: Main Wreckage Flight Path Study, Errata to the Main Wreckage Flight Path Study, and Addenda I and II to Main Wreckage Flight Path Study. These reports are identified as Exhibits 22C through F in the public docket and are found in this Vaughn index as Exhibits VII through X.

Information provided in Record 28 was used in the simulations to further derive the flight path responses of the accident aircraft following a catastrophic event, such

as the loss of the forward section. Understanding the flight path following the catastrophic event may assist the Safety Board with the understanding of the cause of the catastrophic event.

The information is predecisional and deliberative in nature, thereby exempt from disclosure. By virtue of the application of exemption (b)(5) of the Freedom of Information Act (FOIA), the preliminary data in this document were withheld in their entirety.

The (b)(5) exemption for the protection of deliberative process materials has always encompassed the preliminary findings and recommendations made to the decisional authority so as not to cause harm to the quality of the agency's decision-making process, and thereby the decision. The harm arising from the release of this information is that, without the protection provided by the exemption, full and frank discussion of options and opinions so vital to the decision-makers would be impossible. (See Declaration of Dennis Crider). In this instance, NTSB staff is seeking review and confirmation of data and preliminary findings to prepare the NTSB 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 cause. The simulation results described in the reports that are created using information from this document will contribute to the Safety Board's understanding of the flight path of the accident airplane, and thus aid in its decisions that will either alter maintenance of systems, training of personnel, or construction of systems so as to prevent future accidents. Because it is purely predecisional and part of the deliberative process, this record is exempt under 5 USC 552 (b) (5).