

APPENDIX: V

DOCUMENT NUMBER: NTSB Record 30

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TOTAL NUMBER OF PAGES: 12

TOTAL NUMBER OF PAGES WITHHELD ENTIRELY: 12

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DESCRIPTION OF DOCUMENT: Draft Addendum II to Main
Wreckage Flight Path Study

A staff member of the NTSB created this twelve-page draft document, withheld in its entirety pursuant to exemption (b) (5), in preparation of his report (Addendum II to Main Wreckage Flight Path Study) to be submitted to the public docket for this accident investigation. The employee was acting as a member of the TWA flight 800 accident investigation team. The document was intended to provide a description of preliminary simulation procedures and results for the "fast" and "slow" simulations that ultimately were described in final Addendum II to Main Wreckage Flight Path Study. This Study, identified as *plur!* Exhibit 22F, is a part of the public docket and is found as Exhibit X to the Crider Declaration.

Record 30 describes part of the additional simulations that were done 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(s) of the catastrophic event. By narrowing the aerodynamic tolerances used in the Main Wreckage Flight Path Study, NTSB staff was able derive more precise results from the flight path simulations.

Included on this document are handwritten notes and comments of NTSB employees. These notes indicate questions and refinements that the drafter is, or should be, considering for this document, and reflect the personal opinions of the writers rather than the policy of the agency.

The withheld 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), this document was withheld in its 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 this document will contribute to Addendum II to Main Wreckage Flight Path Study, and is predecisional, since it will assist the Safety Board 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).