

DOCKET NO. SA-516

APPENDIX CC

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**WITNESS GROUP DEFINITIONS AND PROCEDURES
SEPTEMBER 28, 1998
(5 pages)**

Introduction

The witness group will consider any information that could be related to eyewitness observations of the crash of TWA flight 800. This document sets forth procedures and definitions for the group's review of documents produced by the FBI. The group will use these procedures and definitions to guide its activities during the week of September 28, 1998. Unless the group modifies them in writing, these procedures and definitions will remain in effect during subsequent group activities.

Witness Documents

In this and subsequent group activities, we will be using documents provided by the FBI to classify persons as either witnesses, or non-witnesses. These terms are defined as:

Witness – anyone who reported hearing a sound and/or seeing an event or object or objects (including smoke or fire) in the sky in the general vicinity of the accident site, on July 17, 1996, at the approximate time of the TWA flight 800 crash. It must be likely that the sound or object observed was related to the crash, and the report must not be a secondhand (hearsay) account.

Non-Witness – anyone who is determined not to be a witness.

If a person is determined to be a witness, a second round of classification will be done to determine if the witness is either a latecomer or a sparse witness. The definitions of these terms are as follows:

Latecomer Witness – any witness who only reports events that occurred after water impact (e.g., a witness who only describes smoke rising offshore).

Sparse Witness – any witness who is not a latecomer and whose interview documentation contains few if any useful descriptions of the event and does not contain any useful timing information relating the events observed.

Witnesses who are not sparse witnesses and are not latecomers, will be evaluated in more detail during subsequent party activities. During this activity, sparse witnesses will be studied to determine the manner (sight, sound, or both) of the observation(s) that qualify them as witnesses. This information will be recorded on the data form only if it is directly indicated in the statement provided by the witness, rather than by inference. The terms used in this phase of the activity are defined below:

Sight – If the witness reported seeing an object or event in the sky, this item will be marked as “yes.” If the witness reported not seeing such an object, this item will be marked as “no.” The item will be left blank if the information cannot be determined from the content of the statement.

Sound – If the witness reported hearing something (or feeling a vibration or concussion), this item will be marked as “yes.” If the witness reported not hearing anything, this item will be marked as “no.” If the information cannot be determined from the content of the statement, it will be left blank.

Finally, some additional information will be recorded for sight and sound witnesses, as follows:

2FP – This item will be circled for any sight witness who specifically reports seeing two falling pieces or fireballs.

>2FP – This item will be circled for any sight witness who specifically reports seeing more than two falling pieces or fireballs.

Ascend – This item will be circled for any sight witness who specifically reports seeing something ascending.

2B – This item will be circled for any sound witness who specifically reports hearing two sounds or booms.

>2B – This item will be circled for any sound witness who specifically reports hearing more than two sounds or booms.

Witness Geography

The parties have agreed that witness geography will be determined by Safety Board investigators in accordance with the procedures set forth in this section. Group members reserve the right to spot check some of these determinations, and bring any concerns to the attention of the entire group, as appropriate.

Geographic information will be determined for each witness, when possible. This information will include the location items:

Location – A brief statement that describes the place from which the witness made the observations that qualify him or her as a witness.

Situation – This will be used to record whether the witness was on land, sea, or in the air at the time of his or her observations, as follows:

- Land: Outside – The witness was outside and on land.
- Land: In building – The witness was inside a building.
- Land: In vehicle – The witness was in a land vehicle.
- Land: Motorcycle – The witness was on a motorcycle.
- Land: Unknown – The witness was neither at sea nor airborne, but his or her situation could not be determined more specifically.
- Sea: Boat – The witness was in a boat.
- Sea: Swimmer/surfer – The witness was swimming or surfing.
- Airborne – The witness was in an aircraft.
- Unknown – Witness situation could not be determined.

Type of geodata – This item will be used to record the type of geographic information used to evaluate the position of the witness, as follows in approximately increasing accuracy:

- Insufficient geographic information – Witness position could not be determined from the information provided.
- Approximation based on statement – Witness position was approximated using the information provided. These positions are generally accurate ± 2 statute miles.
- General vicinity – Witness position was approximated using the information provided. These positions are generally accurate $\pm 4,000$ feet.
- Street mapping of a block – Witness position was determined using commercially-available mapping software. Often, these positions were determined by locating the correct block of a street on an electronic map. These positions are generally accurate $\pm 1,000$ feet.
- Street mapping of a point – Witness position was determined using commercially-available mapping software. Often, these positions were determined by locating the correct landmark or street intersection on an electronic map.

- Witness mapped position – Witness position was determined using a map on which the witness had indicated his or her position.
- Self reported lat/long – Latitude and longitude were directly provided by the witness.
- Airport/Facility Directory – Witness position was determined by consulting the FAA's facility directory (limited to witnesses who were located on facilities listed in that directory).
- Radar data – Witness position was determined by consulting radar data (limited to airborne witnesses)

Latitude – Latitude in decimal form (north latitude indicated by a positive number).

Longitude – Longitude in decimal form (west longitude indicated by a negative number).

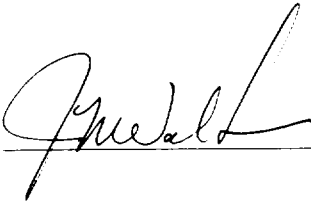
Comments – Comments concerning justification of, or assumptions used to make witness geography determinations.

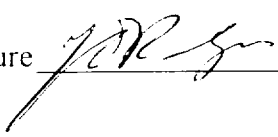
Group Agreement and Consensus

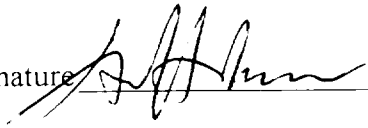
The group's determinations about each witness will be entered onto a data form, only when there is a consensus among the group members. Each member will then initial the data form to indicate agreement with the accuracy in which the information was entered onto the form. Note that the agreement is not with regard to the validity of the statements made by the witness, nor to the accuracy of the reporting by the FBI, but rather the agreement refers to the way in which the information was determined and entered onto the data form. A consensus will be said to exist when the majority of the group members agree on a particular data item under consideration. Dissenting members will provide a brief written justification for each item to which he or she disagrees. This statement will be included as part of the data form. When consensus cannot be reached on a particular item, that item will be left blank and the group chairman will make notation of the lack of consensus on the data form.

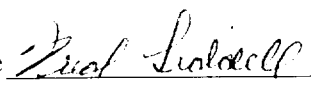
If new information about any witness becomes available during the course of the witness group's work, this new information will be presented during a subsequent party activity, and if any group member wishes, that witness will be re-evaluated using these procedures and definitions.

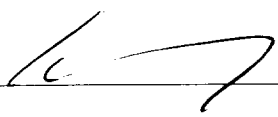
My signature below verifies that I have reviewed and agree with the procedures and definitions in this document.

ALPA: Printed name VIM WALTERS Signature  Date 10/2/98

BOEING: Printed name T. DENNIS RODRIGUEZ Signature  Date 10/2/98

FAA: Printed name JOSEPH MANN Signature  Date 9/21/98

IAM: Printed name FRED LIDDELL Signature  Date 10/2/98

TWA: Printed name ROBERT YOUNG Signature  Date 10/2/98