Party Comments by email/letter dated: 8 December 2015

NTSB Deck Ops Draft Factual Report for Tech. Review

Page/Sec.	NAME OF PARTY COMMENTS	NTSB – Disposition of Party Comments
24/4-5	"Accident pilot" is an unfortunate wording.	Agree – we will strike or change, will not be in final report.
24/8	MPX? Perhaps a footnote	MPX footnote at first reference is on page 4 of this draft.

Party Comments by email/letter dated: 8 December 2015

NTSB Engineering Draft Factual Report for Tech. Review

Page/Sec.	NAME OF PARTY COMMENTS	NTSB – Disposition of Party Comments

Party Comments by email/letter dated: 8 December 2015

NTSB HAZMAT Draft Factual Report for Tech. Review

Page/Sec.	NAME OF PARTY COMMENTS	NTSB – Disposition of Party Comments
30/CCR section	"The CCR is located a level below the bridge." It seems CCR is located at A-deck, 4 levels below bridge.	

Party Comments by email/letter dated: 8 December 2015

NTSB Engineering Draft Factual Report for Tech. Review

Page/Sec.	NAME OF PARTY COMMENTS	NTSB – Disposition of Party Comments

Party Comments by email/letter dated: 8 December 2015

NTSB Human Factors Draft Factual Report for Tech. Review

Page/Sec.	NAME OF PARTY COMMENTS	NTSB – Disposition of Party Comments
2/27	"The 1 st First Mate was Eastern European." The 1 st (or Chief) Mate was <u>Ukrainian</u> .	Added "Ukrainian" in parentheses
3/6	"The captain of the Carla Maersk vessel was Polish and the bridge team was Filipino." The Master was Swedish (although Polish by birth). Overall, the bridge crew comprised Swedish, Romanian, Filipino nationality plus an Indian cadet. (ref. CARLA MAERSK crew list)	Corrected.

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NTSB Engineering Draft Factual Report for Tech. Review

Page/Sec.	NAME OF PARTY COMMENTS	NTSB – Disposition of Party Comments