NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, D.C. 20594

February 2, 2000

Systems Group Chairman's Factual Report Addendum

DCA-96-MA-070

A. ACCIDENT

Location : East Moriches, New York

Date : July 17, 1996

Time : 2031 Eastern Daylight Time

Airplane : Boeing 747-131, N93119

B. SYSTEMS GROUP

Chairman : Robert Swaim
NTSB
Washington, DC

Assistant : Scott Warren
NTSB
Washington, DC

C. SUMMARY

On July 19, 1996, at 2031 eastern daylight time, a Boeing 747-131, N93119, crashed into the Atlantic Ocean, about 8 miles south of East Moriches, New York, shortly after takeoff from John F. Kennedy International Airport (JFK). The airplane was being operated under an instrument flight rules (IFR) flight plan under the provisions of Title 14, Code of Federal Regulations (CFR), Part 121, as a regularly scheduled flight to Charles De Gaulle International Airport (CDG), Paris, France, as Trans World Airlines (TWA) flight 800. The airplane was destroyed, and all 230 people on board were killed.

D. DETAILS OF THE INVESTIGATION

The National Transportation Safety Board requested that the Department of Defense, Joint Spectrum Center (JSC), located in Annapolis, Maryland, study the electromagnetic environment that could have been present at the accident location for TWA flight 800. The study was designed to help determine if electromagnetic interference could have played a role in the accident. The JSC prepared a report, JSC-CR-99-006 which was published in January, 1999 and entered into the public docket in the Systems Group Chairman's Factual Report Addendum dated February 17, 1999.

As a follow-on effort to their electromagnetic environment study, the JSC was tasked to determine the maximum energy density which could have been introduced into the fuselage of TWA flight 800 from the electromagnetic environment. The JSC completed their study, and published the results as a modification to their previous report. The revised report, JSC-CR-99-006A, contains information regarding the maximum energy density that could have been present at the accident location.

The revised JSC report has been included as appendix A to this addendum.

Scott Warren
Aerospace Engineer
2/2/00