

# NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety  
Washington, D.C. 20594

July 31, 2000

## Human Performance

### Human Performance Group Chairman's Factual Report

#### ADDENDUM #1

##### A. ACCIDENT

Operator: EgyptAir (Flight 990)  
Location: Near Nantucket, MA  
Date: October 31, 1999  
Time: 0150 eastern standard time<sup>1</sup>  
Aircraft: Boeing 767-366ER, SU-GAP  
NTSB Number: DCA-00-MA-006

##### B. ADDENDA

- A1-1. Letter to EgyptAir Accident Investigation Team requesting clarification regarding any loans or financial gifts made to the Cruise First Officer
- A1-2. Response to Item A2-1 from EgyptAir
- A1-3. Letter from EgyptAir clarifying the Cruise First Officer's date of hire and review of his psychiatric assessment contained in Item 5.11 of the Human Performance Factual report
- A1-4. Letter from EgyptAir describing the reasons why EgyptAir did not forward the original questionnaire submitted in Cairo (contained in Item 7.1 of the Human Performance Factual report) to families of the flight 990 flight crew

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<sup>1</sup> All times are eastern standard time based on a 24-hour clock, unless otherwise noted.

Submitted By:

~~\_\_\_\_\_~~  
for Bartholomew Elias, Ph.D.  
Human Performance Investigator

Date ~~July 31 00~~

*Blm*  
7-31-00

**A1-1:**  
**Letter to EgyptAir Accident Investigation Team requesting  
clarification regarding any loans or financial gifts  
made to the Cruise First Officer**



## National Transportation Safety Board

Washington, D.C. 20594

Office of Aviation Safety

June 7, 2000

Captain Shaker Kelada  
G.M. Flight Control – EgyptAir  
Head, EgyptAir Accident Investigation Team  
EgyptAir Flight 990 Investigation  
(Hand Delivered)

Dear Captain Kelada:

I am writing to request clarification regarding any loans or financial gifts provided to Mr. ElBatouty. In our original request for information from EgyptAir delivered to you on February 23, 2000, we asked the following:

Did the company or the pilot's union provide financial assistance or any other special treatment (such as a leave of absence or extended layovers) to Mr. ElBatouty because of a medical situation involving his daughter? If so, please describe this support. Was any financial support provided in the form of a loan to be repaid or was it considered a gift from the company?

EgyptAir's response to our original request signed by Chairman Rayan and received on May 15, 2000, states that "EgyptAir regulations do not permit giving loans to its employees", but makes no specific comment regarding any financial arrangement involving Mr. ElBatouty.

Following our recent discussions, it is our understanding that Mr. ElBatouty applied to the company and was approved to receive financial assistance because of a medical situation involving his daughter. This information was also provided to us during an interview with Captain Badrawi in Cairo that is documented in the Operations Group Chairman's Factual Report. We would like to obtain any documentation available on this matter to place into our records. The information we are requesting consists of either copies of the original application and approval for financial assistance, or a summary of this financial assistance prepared by the company.

Dr. Malcolm Brenner and I have carefully reviewed our records and we do not presently have this material. Therefore, we would like to renew our request. I would appreciate any further assistance you can provide in helping us obtain this documentation.

Thank you again for your cooperation.

Sincerely,

// ORIGINAL SIGNED //

Bartholomew Elias, Ph.D.  
Human Performance Investigator  
Office of Aviation Safety

**A1-2:  
Response to Item A2-1 from EgyptAir**



مصر للطيران  
**EGYPTAIR**

July 26, 2000

Mr. Gregory Phillips  
National Transportation Safety Board  
490 L'Enfant Plaza, SW  
Washington, DC 20594

Dear Mr. Phillips:

Pilot Gamil EL-Batouty applied for and received a financial loan from the EgyptAir Workers Syndicate with the approval of EgyptAir as collateral against his monthly salary. The loan was being deducted from his salary.

Sincerely,

Capt./ Shaker Kelada

V.P. Safety and Quality Assurance  
Lead Investigator  
EgyptAir

**A1-3:**

**Letter from EgyptAir clarifying the Cruise First Officer's date of hire and review of his psychiatric assessment contained in Item 5.11 of the Human Performance Factual report**



مصر للطيران  
**EGYPTAIR**

July 26, 2000

Mr. Gregory Phillips  
National Transportation Safety Board  
490 L'Enfant Plaza, SW  
Washington, DC 20594

Dear Mr. Phillips:

Pilot Gamil EL-Batouty's psychiatric assessment was carried out in 1979 when he applied for commercial license and instructor pilot rating in Civil Aviation to work as instructor pilot in the Civil Aviation Institute.

He switched to fly as an EgyptAir line pilot in 1987 on his same license.

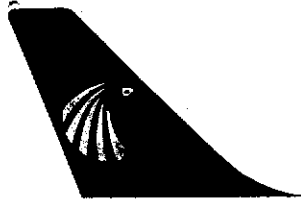
Sincerely,

Capt./ Shaker Kelada

V.P. Safety and Quality Assurance  
Lead Investigator  
EgyptAir



**A1-4:**  
**Letter from EgyptAir describing the reasons why EgyptAir did not forward the original questionnaire submitted in Cairo (contained in Item 7.1 of the Human Performance Factual report) to families of the flight 990 flight crew**



مصر للطيران  
**EGYPTAIR**

July 26, 2000

Mr. Gregory Phillips  
National Transportation Safety Board  
490 L'Enfant Plaza, SW  
Washington, DC 20594

Dear Mr. Phillips:

This to clarify EgyptAir's position on arranging contact between NTSB/FBI team and crew families in Cairo early November 1999, as per team's request.

EgyptAir has no authority or jurisdiction to question or arrange for questioning of crew families and it was also inappropriate to attempt any such contact at such a time as according to culture and tradition mourning period is 40 days.

This was explained by EgyptAir representatives and Chairman Rayan during his meeting with the team at the time.

Sincerely,

Capt./ Shaker Kelada

V.P. Safety and Quality Assurance  
Lead Investigator  
EgyptAir