NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

May 18, 2000

GROUP CHAIRMAN'S FACTUAL REPORT

Addendum # 2

OPERATIONAL FACTORS

DCA00MA006

A. ACCIDENT

Operator: EgyptAir
Location: 60-Miles South of Nantucket Island (N40.20, W69.45)
Date: October 31, 1999
Time: 0148 EST[1].
Airplane: Boeing 767-366ER, Registration: SU-GAP

B. Addenda

1. Flightcrew Training Record Review

2. EgyptAir B 767 flightcrew training records for Capt. El Habashy

3. EgyptAir B 767 flightcrew training records for F/O El Batouty

Submitted by: [redacted]
Capt. P. D. Weston
Sr. Aviation Safety Investigator
May 18, 2000

Attachments:

1. Flightcrew Training Record Review
2. EgyptAir supplied training records for Capt. El Habashy
3. EgyptAir supplied training records for F/O El Batouty

[1] Unless otherwise noted all times are expressed in terms of the 24-hour clock, Eastern Standard Time (EST).

Flightcrew Training Record Review
EgyptAir Flight 990 Flightcrew
March 1, 2000

Review of the flightcrew training records supplied by EgyptAir revealed that on the occasions listed below Captain El Habashy received comments critical of his performance during a checkride or a training session.

Captain Ahmed El Habashy # 2955

3/30/85	Recurrent Check	Check Captain - Capt El Rafei All exercises graded as (4) Low Average
5/22/91	Recurrent Check Remarks	Check Captain - Unknown Refresher course greatly recommended Raw data approaches should be greatly Emphasized next simulator Slow in decision making Spot-check recommended
5/30/91	Spot-check	Check Captain - Capt. EL Missiry All items noted as satisfactory Has been [instructed] to study more
4/13/92	Recurrent Check Repeated...	Check Captain - Capt. El Missiry one engine ILS approach raw data ILS approach raw data & circling to land
4/07/94	Recurrent Check Remarks	Check Captain - Unknown No Command ability. Slow in action
3/21/95	Recurrent Check Remarks	Check Captain - Capt. Zaky Should work in simulator with a F/O not another Captain. Slow in right seat
9/17/96	Recurrent Check Remarks	Check Captain - Capt. Eissa "On Boeing during soonest refreshing course" by translation[2]

Further review of the records showed that on no occasion did Captain El Habashy receive an unsatisfactory or a failure during any training or checking event.

[2] Translation by Vivian Sacy Tannoury, typist - interpreter/CVR Group Member

Flightcrew Training Record Review
EgyptA Flight 990 Flightcrew
March 1, 2000

F/O Gamiel El Batouty #411

Review of the flightcrew training records supplied by EgyptAir revealed that on the occasions listed below F/O El Batouty received comments critical of his performance during *a* checkride or a training session.

11/12/90	Recurrent	Check Captain - Capt. Ashraf
	Remarks	In need of refresher course
4/24/92	Recurrent Check	Check Captain - Capt. Missiry
	Remarks	F/O El Batouty preformed all drill & items correctly up to the required standard Needs to study more
4/16/93	Recurrent check	Check Captain - Capt. El Missiry
	Remarks	Co-pilot El Batouty completed sim program in 3- hrs - His tech knowledge is not as good as his A/C handling Recommend ref course ASAP
3/27/94	Recurrent Check	Check Captain - Unknown
	Remarks	Should have a refresher course immediately To be aurally examined before his next sim by a tr[---]g Some items has not been completed due to repetition of Should fly with checker or trainer on cross Atlantic flights Single eng operation- lack of use of rudder trim that affects his performance Should study the procedures Next sim should be carried out after three (3) months
	Repeated	Rejected takeoff Takeoff reverser unlocked & restore Takeoff engine fire One engine inop ILS and landing One engine inop ILS missed approach Takeoff engine flame out and restore
6/19/94	Route Check	Check Captain - Capt. Halim
	Remarks	knows ETOPS procedures
7/05/94	Recurrent Check	Check Captain - Unknown
	Remarks	F/O El Batouty showed a very good progress

		than his last sim. He improved his procedures & sys. knowledge. He is fit to fly with no restriction.
5/07/96	Recurrent Check Remarks	Check Captain - Capt. Sherif Should improve techniques
6/09/97	Proficiency Check	Check Captain - Capt. Sadek "S-" given in Knowledge Check (Oral Test) "S-" given in Abnormal and Emergency procedures Training grade "C"

Further review of the records showed that on no occasion did F/O El Batouty receive an unsatisfactory or a failure during any training or checking event.

EgyptAir Flight Training Records
Captain Ahmed El Habashy

Flight Training Department
Flight Operations
Page 1 of 2
Form No C30-057

الإدارة العامة للتدريب الجوي
قطاع العمليات

B767

PROFICIENCY CHECK FORM

Name: Ahmed Elhabashy	Code No. 2955	☑ Capt. ☐ F/O ☐ IP
Simulator Owned By: GE Capital	Location: GATWICK	Simulator Level: ☐ A ☐ B ☐ C ☑ D
Flight Training Time — Time PF: 04:30 — Time PNF: 04:30	Date: 4-10-11/3/99	

This form is based on ECARS 121 Appendix F.

Write (S or U) indicating Satisfactory or Unsatisfactory completion of each item.

1. ORAL TEST *(Operational Oriented Questions)*	
• Aeroplane Systems	✓
• Aeroplane Performance	✓
• Normal and Non-Normal Procedures*	✓
• Appropriate Provisions of AFM	✓
• Company Flight Operations Manual	✓
• Use of Checklists	✓

2. FLIGHT CHECK	
PRE FLIGHT AND TAXING	
• Pre-flight and cockpit preparation	✓
• Engine start	✓
• Taxing	✓
TAKE-OFFS	
• Normal	✓
• Instrument (100' ceiling or 400 m RVR)	✓
• Cross Wind	✓
• With simulated Engine Failure	✓
• Rejected	✓
INSTRUMENT PROCEDURES	
• Area departure	✓
• Area arrival and Holding	✓
• ILS approach (Coupled)	✓
• Second ILS approach (Manual)	✓
• Missed approach	✓
• Non-precision approach	✓
• Second Non-precision approach	✓
• Circling approach	✓
• Engine failure missed approach	✓

2. FLIGHT CHECK (cont'd)	
INFLIGHT MANEUVERS	
• Steep Turns (Min. 180° - Max. 360°)[1]	✓
• Approach to stalls (Two may be waived)[2]	
Take-Off configuration	✓
Clean configuration	✓
Landing configuration	✓
Note : One Stall must be performed with bank angle 25°.	
LANDINGS	
• Normal Landing	✓
• From ILS	✓
• Cross Wind	✓
• Visual approaches	✓
• With 50% power plant failure	✓
(2 Engines on one side for 4 Engines aeroplanes)**	X
• From circling approach	✓
• Rejected at 50 Ft.	✓
NORMAL AND ABNORMAL PROCEDURES	
• Anti icing and De-icing	✓
• Hydraulics	✓
• Electrical	✓
• Pneumatic	✓
• Gears	✓
• Flaps	✓
• Flight Controls	✓
• Nav/Comm. equipment	✓
*EMERGENCY PROCEDURES***	
• Inflight Fire and Smoke Control	✓
• Decompression	✓
• Emergency Descent	✓
• Emergency Landing (Partial UG, No Flaps, etc..)	✓
• Emergency Evacuation	✓

OTHER EMERGENCY PROCEDURES RELATED TO SPECIFIC TYPE	

* *Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.*

** *For Captains Only.*

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... and apply the correct procedures, of as many of the listed items.

PROFICIENCY CHECK FORM (cont'd)

This Training is an EgyptAir T.M. requirement and should be covered during TRAINING DAY

RHS TRAINING FOR INSTRUCTORS		RHS TRAINING FOR CAPTAINS	
• Error recovery		• Normal Take Off	✓
Lateral offsets		• Manual ILS (CAT I minima)	✓
Vertical offsets		• Non-precision approach and landing	✓
• Minimum 3 Touch and Go		• Simulated Engine failure - Take Off	✓
		• One Engine Out - Approach and Landing	✓

EVALUATION

Knowledge	US	S-	S	S+
Flight Operations Manual (FOM) and Relevant ECARs	☐	☐	☒	☐
A/C Systems, Limitations and Performance	☐	☐	☒	☐
Normal, Non-Normal Procedures*	☐	☐	☒	☐
EgyptAir Operations Specifications	☐	☐	☒	☐

Flying Skills	US	S-	S	S+
Compliance with SOP (Flight Operations Manual & FCOM)	☐	☐	☒	☐
Attitude flying and correct trim technique	☐	☐	☒	☐
Use of FMC, PMS, FMGS, etc....	☐	☐	☒	☐
Aeroplane configuration, Altitude & Speed Control	☐	☐	☒	☐
Flying accuracy & Smoothness	☐	☐	☒	☐

Management	US	S-	S	S+
Compliance with Flight Operations Manual (FOM)	☐	☐	☒	☐
Planning ahead and use of FMC, PMS, FMGS, etc...	☐	☐	☒	☐
Crew co-ordination and use of available resources	☐	☐	☒	☐
Adherence to clearances and safe heights	☐	☐	☒	☐
Situational awareness	☐	☐	☒	☐
Cabin crew safety briefing	☐	☐	☒	☐

Comments

Base Month (Through Last Day of) :	License Valid (Through Last Day of) :	Next Event
Month MAR Year 99	Month OCT Year 99	☐ PC ☒ Rec. Trg.

Date of Last 3 Take-offs & Landings**:	1. 9/3/99	2. 10/3/99	3. 11/3/99

Check Airman Name	Code No.	Check Airman's signature
HANY AZHY	14652	[redacted] 89176

B767

PILOT'S RECURRENT TRAINING FORM

Name ELHABASHY			Code No 2955	☑ Capt. ☐ F/O ☐ F/E
Simulator Owned By Raytheon			Location LGW	Simulator Level ☐ A ☐ B ☐ C ☑ D
Flight Training Time	Time PF 0700	Time PNF 0300	Date 23-25.9.98	

PART ONE : GROUND TRAINING SEGMENT

(✓) Indicates that item has been covered.

a) OPEN BOOK QUIZ (Q&A)*		b) Briefings	
• Airplane Systems	✓	• Use of Checklists	✓
• Airplane Performance	✓	• Review of Simulator training Scenario :	✓
• Normal and Non-normal procedures**	✓	- Normal and Non-normal procedures**	✓
• Appropriate Provisions of AFM	✓	- LOFT	
• Company Flight Operations and Route Manual	✓	- Windshear	✓
• EgyptAir Operations Specifications	✓	• CRM	✓

PART TWO : FLIGHT TRAINING SEGMENT

Scenario : ☐ A ☐ B ☐ C ☐ D

PRE FLIGHT AND TAXING		LANDINGS	
• Pre-flight and cockpit preparation	✓	• Normal Landing	✓
• Engine start	✓	• From ILS	✓
• Taxing	✓	• Cross Wind	✓
TAKE-OFFS		• Visual approaches	✓
• Normal	✓	• With 50% power plant failure	✓
• Instrument (100' ceiling)	✓	(2 Engines on one side for 4 Engines airplanes)***	
• Cross Wind	✓	• From circling approach	✓
• With simulated Engine Failure	✓	• In windshear conditions	
• Rejected	✓	• Rejected at 50 Ft.	✓
• Windshear during Take-Off	✓	**NORMAL AND NON-NORMAL PROCEDURES**	
INSTRUMENT PROCEDURES		• Anti icing and De-icing	✓
• Area departure	✓	• Hydraulics	✓
• Area arrival and Holding	✓	• Electrical	✓
• ILS approach (Coupled)	✓	• Pneumatic	
• Second ILS approach (Manual)	✓	• Gears	✓
• Missed approach	✓	• Flaps	✓
• Non-precision approach	✓	• Flight Controls	✓
• Second Non-precision approach	✓	• Nav/Comm. equipment	✓
• Circling approach	✓	**EMERGENCY PROCEDURES**	
• Engine failure missed approach	✓	• Inflight Fire and Smoke Control	✓
INFLIGHT MANEUVERS		• Decompression	✓
• Steep Turns (Min. 180° - Max. 360°)	✓	• Emergency Descent	✓
• Approach to stalls	✓	• Emergency Landing (Partial L/G, No Flaps, etc..)	
• Specific flight characteristics		• Emergency Evacuation	✓
OTHER EMERGENCY PROCEDURES			

* Q & A : Questions and Answers
** Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.
*** For Captains Only.

PILOT'S RECURRENT TRAINING FORM (cont'd)

RHS TRAINING FOR INSTRUCTORS		RHS TRAINING FOR CAPTAINS	
• Error recovery		• Normal Take Off	✓
Lateral offsets		• Simulated Engine failure - Take Off	✓
Vertical offsets		• One Engine Out - Approach and Landing	✓
• Minimum 3 Touch and Go		• Minimum 3 Touch and Go's	✓

EVALUATION

Knowledge	US	S-	S	S+
Flight Operations Manual (FOM) and Relevant ECARs	☐	☐	☑	☐
A/C Systems, Limitations and Performance	☐	☐	☑	☐
Normal, Non-Normal Procedures*	☐	☐	☑	☐
EgyptAir Operations Specifications	☐	☐	☑	☐
Flying Skills	**US**	**S-**	**S**	**S+**
Compliance with SOP (Flight Operations Manual & FCOM)	☐	☐	☑	☐
Attitude flying and correct trim technique	☐	☐	☑	☐
Use of FMC, PMS, FMGS, etc...	☐	☐	☑	☐
Aeroplane configuration, Altitude & Speed Control	☐	☐	☑	☐
Flying accuracy & Smoothness	☐	☐	☑	☐
Management	**US**	**S-**	**S**	**S+**
Compliance with Flight Operations Manual (FOM)	☐	☐	☑	☐
Planning ahead and use of FMC, PMS, FMGS, etc..	☐	☐	☑	☐
Crew coordination and use of available resources	☐	☐	☑	☐
Adherence to clearances and safe heights	☐	☐	☑	☐
Situational awareness	☐	☐	☑	☐
Cabin crew safety briefing	☐	☐	☑	☐

Comments :

Base Month (Through Last Day of) :	License Valid (Through Last Day of) :	Next Event
Month Sep Year 98	Month APr Year 99	☑ Proficiency Check

Date of Last 3 Take-offs & Landings**:	1. 22/9/98	2. 25/9/98	3. 25/9/98

Name*** ☐CP ☐IP	Code No.	Check Airman's signature
TAREK SELIM	72275	[redacted]
Training Result Previous ☐US ☐S- ☐S ☐S+ Current ☐US ☐S- ☐S ☐S+	Trainee's signature	G.M Flight Training [redacted]

* Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.
** Trainee is responsible for the accuracy of this data, and he must sign the form.
*** CP: CheckAirman, IP : Instructor Pilot

Flight Training Department
Flight Operations
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Form No. C30-697

الإدارة العامة للتدريب الجوى
قطـاع العمليات

B767

PROFICIENCY CHECK FORM

Name: أحمد [illegible]	Code No. 2455	☑ Capt. ☐ F/O ☐ IP	
Simulator Owned By: Raytheon	Location: GAT WIC	Simulator Level	
Flight Training Time: Time PF 04 30 / Time PNF 0430	Date: 21-12-498	☐ A ☐ B ☐ C ☐ D	

This form is based on ECARS 121 Appendix F.

Write (S or U) indicating Satisfactory or Unsatisfactory completion of each item.

1. ORAL TEST *(Operational Oriented Questions)*	
• Aeroplane Systems	U
• Aeroplane Performance	U
• Normal and Non-Normal Procedures*	U
• Appropriate Provisions of AFM	U
• Company Flight Operations Manual	U
• Use of Checklists	U

2. FLIGHT CHECK	
PRE FLIGHT AND TAXING	
• Pre-flight and cockpit preparation	U
• Engine start	U
• Taxing	U
TAKE-OFFS	
• Normal	U
• Instrument (100' ceiling or 400 m RVR)	U
• Cross Wind	U
• With simulated Engine Failure	U
• Rejected	U
INSTRUMENT PROCEDURES	
• Area departure	U
• Area arrival and Holding	U
• ILS approach (Coupled)	U
• Second ILS approach (Manual)	U
• Missed approach	U
• Non-precision approach	U
• Second Non-precision approach	U
• Circling approach	U
• Engine failure missed approach	U

2. FLIGHT CHECK (cont'd)	
INFLIGHT MANEUVERS	
• Steep Turns (Min. 180° - Max. 360°)[1]	U
• Approach to stalls (Two may be waived)[2]	U
Take-Off configuration	U
Clean configuration	U
Landing configuration	U
Note : One Stall must be performed with bank angle 25°.	
LANDINGS	
• Normal Landing	U
• From ILS	U
• Cross Wind	U
• Visual approaches	U
• With 50% power plant failure	U
(2 Engines on one side for 4 Engines aeroplanes)**	—
• From circling approach	U
• Rejected at 50 Ft.	U
NORMAL AND ABNORMAL PROCEDURES***	
• Anti icing and De-Icing	U
• Hydraulics	U
• Electrical	U
• Pneumatic	U
• Gears	U
• Flaps	U
• Flight Controls	U
• Nav/Comm. equipment	U
EMERGENCY PROCEDURES**	
• Inflight Fire and Smoke Control	U
• Decompression	U
• Emergency Descent	U
• Emergency Landing (Partial L/G, No Flaps, etc..)	U
• Emergency Evacuation	U

OTHER EMERGENCY PROCEDURES RELATED TO SPECIFIC TYPE	

* *Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.*
** *For Captains Only.*
*** *The applicant must demonstrate the proper use, and apply the correct procedures, of as many of the listed items.*
[1] *On direction may be waived* [2] *Two may be waived*

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PROFICIENCY CHECK FORM (cont'd)

This Training is an EgyptAir T.M requirement and should be covered during TRAINING DAY

RHS TRAINING FOR INSTRUCTORS		RHS TRAINING FOR CAPTAINS	
• Error recovery	☐	• Normal Take Off	☐
Lateral offsets	☐	• Manual ILS (CAT I minima)	☐
Vertical offsets	☐	• Non-precision approach and landing	☐
• Minimum 3 Touch and Go	☐	• Simulated Engine failure - Take Off	☐
	☐	• One Engine Out - Approach and Landing	☐

EVALUATION

Knowledge	US	S-	S	S+
Flight Operations Manual (FOM) and Relevant ECARs	☐	☐	☑	☐
A/C Systems, Limitations and Performance	☐	☐	☑	☐
Normal, Non-Normal Procedures*	☐	☐	☑	☐
EgyptAir Operations Specifications	☐	☐	☑	☐
Flying Skills	**US**	**S-**	**S**	**S+**
Compliance with SOP (Flight Operations Manual & FCOM)	☐	☐	☑	☐
Attitude flying and correct trim technique	☐	☐	☑	☐
Use of FMC, PMS, FMGS, etc...	☐	☐	☑	☐
Aeroplane configuration, Altitude & Speed Control	☐	☐	☑	☐
Flying accuracy & Smoothness	☐	☐	☑	☐
Management	**US**	**S-**	**S**	**S+**
Compliance with Flight Operations Manual (FOM)	☐	☐	☐	☑
Planning ahead and use of FMC, PMS, FMGS, etc...	☐	☐	☑	☐
Crew co-ordination and use of available resources	☐	☐	☑	☐
Adherence to clearances and safe heights	☐	☐	☑	☐
Situational awareness	☐	☐	☑	☐
Cabin crew safety briefing	☐	☐	☑	☐

Comments good handling

Base Month (Through Last Day of) :	License Valid (Through Last Day of) :	Next Event
Month Apr Year 98	Month Nov Year 98	☐ PC ☑ Rec. Trg.

Date of Last 3 Take-offs & Landings**:	1. 21/4/98	2. 21/4/98	3. 22/4/98

Check Airman Name	Code No.	Check Airman's signature
NOUR	2959	

Checking Result	Trainee's signature	G.M Flight Training
Previous ☐ US ☐ S Current ☐ US ☐ S	[redacted]	[redacted]

12/12 4176

B767

PILOT'S RECURRENT TRAINING FORM

Name: HABASHY	Code No. 2955	☑ Capt. ☐ F/O ☐ F/E	
Simulator Owned By: L H E	Location: FRANKFURT	Simulator Level	
Flight Training Time: Time PF: 04.30 / Time PNF:	Date: 20.10.1997	☐ A ☐ B ☐ C ☑ D	

PART ONE : GROUND TRAINING SEGMENT

(✓) Indicates that item has been covered.

a) OPEN BOOK QUIZ (Q&A)*		b) Briefings	
• Airplane Systems	✓	• Use of Checklists	✓
• Airplane Performance	✓	• Review of Simulator training Scenario :	✓
• Normal and Non-normal procedures**	✓	- *Normal and Non-normal procedures***	✓
• Appropriate Provisions of AFM	✓	- *LOFT*	✓
• Company Flight Operations and Route Manual	✓	- *Windshear*	✓
• EgyptAir Operations Specifications	✓	• CRM	✓

PART TWO : FLIGHT TRAINING SEGMENT

Scenario : ☐ A ☐ B ☐ C ☐ D

PRE FLIGHT AND TAXING		***LANDINGS***	
• Pre-flight and cockpit preparation	✓	• Normal Landing	✓
• Engine start	✓	• From ILS	✓
• Taxing	✓	• Cross Wind	✓
TAKE-OFFS		• Visual approaches	
• Normal	✓	• With 50% power plant failure	✓
• Instrument (100' ceiling)	✓	(2 Engines on one side for 4 Engines airplanes)***	
• Cross Wind	✓	• From circling approach	✓
• With simulated Engine Failure	✓	• In windshear conditions	✓
• Rejected	✓	• Rejected at 50 Ft.	✓
• Windshear during Take-Off	✓	***NORMAL AND NON-NORMAL PROCEDURES***	
INSTRUMENT PROCEDURES		• Anti icing and De-icing	✓
• Area departure	✓	• Hydraulics	✓
• Area arrival and Holding	✓	• Electrical	✓
• ILS approach (Coupled)	✓	• Pneumatic	✓
• Second ILS approach (Manual)	✓	• Gears	✓
• Missed approach	✓	• Flaps	✓
• Non-precision approach	✓	• Flight Controls	✓
• Second Non-precision approach	✓	• Nav/Comm. equipment	✓
• Circling approach	✓	***EMERGENCY PROCEDURES***	
• Engine failure missed approach	✓	• Inflight Fire and Smoke Control	✓
INFLIGHT MANEUVERS		• Decompression	✓
• Steep Turns (Min. 180° - Max. 360°)	✓	• Emergency Descent	✓
• Approach to stalls	✓	• Emergency Landing (Partial L/G, No Flaps, etc..)	✓
• Specific flight characteristics	✓	• Emergency Evacuation	✓
OTHER EMERGENCY PROCEDURES			

* Q & A : Questions and Answers
** Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.
*** For Captains Only.

PILOT'S RECURRENT TRAINING FORM (cont'd)

RHS TRAINING FOR INSTRUCTORS		RHS TRAINING FOR CAPTAINS	
• Error recovery		• Normal Take Off	✓
Lateral offsets		• Simulated Engine failure - Take Off	✓
Vertical offsets		• One Engine Out - Approach and Landing	✓
• Minimum 3 Touch and Go		• Minimum 3 Touch and Go's	✓

EVALUATION

Knowledge	US	S-	S	S+
Flight Operations Manual (FOM) and Relevant ECARs	☐	☐	☑	☐
A/C Systems, Limitations and Performance	☐	☐	☑	☐
Normal, Non-Normal Procedures*	☐	☐	☑	☐
EgyptAir Operations Specifications	☐	☐	☑	☐
Flying Skills	**US**	**S-**	**S**	**S+**
Compliance with SOP (Flight Operations Manual & FCOM)	☐	☐	☑	☐
Attitude flying and correct trim technique	☐	☐	☑	☐
Use of FMC, PMS, FMGS, etc...	☐	☐	☑	☐
Aeroplane configuration, Altitude & Speed Control	☐	☐	☑	☐
Flying accuracy & Smoothness	☐	☐	☑	☐
Management	**US**	**S-**	**S**	**S+**
Compliance with Flight Operations Manual (FOM)	☐	☐	☑	☐
Planning ahead and use of FMC, PMS, FMGS, etc...	☐	☐	☑	☐
Crew coordination and use of available resources	☐	☐	☑	☐
Adherence to clearances and safe heights	☐	☐	☑	☐
Situational awareness	☐	☐	☑	☐
Cabin crew safety briefing	☐	☐	☑	☐

Comments :

Base Month (Through Last Day of) :	License Valid (Through Last Day of) :	Next Event
Month OCT Year 97	Month MAY Year 98	☑ Proficiency Check

Date of Last 3 Take-offs & Landings**:	1. 19/10/97	2. 20/6/97	3. 20/10/97

Name*** ☐ CP ☑ IP	Code No.	Check Airman's signature
ALAA SAIDIK	8260	[redacted]

Training Result	Trainee's signature	G.M Flight Training
Previous ☐ US ☐ S- ☐ S ☐ S+		
Current ☐ US ☐ S- ☑ S ☐ S+		[redacted]

* Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.
** Trainee is responsible for the accuracy of this data, and he must sign the form.
*** CP: CheckAirman, IP : Instructor Pilot

Flight Training Department

الإدارة العامة للتدريب الجوى

PILOTS CHECK FORM

Crew position ☑ Capt. ☐ F/O | ☑ Simulator ☐ A/C

Name EL-HABASHY
Code No 2955
Date 16/3/1997

A/C Registration
A/C Type B676
Location GATWICK

☐ Proficiency check* ☐ Line check** ☐ Route check ☐ Type rating check*** ☐ A/C base check

R.W	TG	GA	FS

Time ... hrs ... min

Route	
Legs ...	Time ...

Time (PF)	Time (PNF)
4:30	4:30

		U		S		
A) KNOWLEDGE CHECK (Oral Test)	N/A	US	S-	S	S-
		☐	☐	☑	☐
B) FLYING SKILLS					
1. Pre-flight and cockpit preparation	☐	☐	☐	☑	☐
2. Engine starting	☐	☐	☐	☑	☐
3 Taxing	☐	☐	☐	☑	☐
4. Take-off Instrument	☐	☐	☐	☑	☐
5 Crosswind	☐	☐	☐	☑	☐
6 With Simulated Engine failure	☐	☐	☐	☑	☐
7. Rejected	☐	☐	☐	☑	☐
9 Area departure	☐	☐	☐	☑	☐
10 Area arrival and holding	☐	☐	☐	☑	☐
11 ILS approaches (manual and coupled)	☐	☐	☐	☑	☐
12. Non-precision approaches	☐	☐	☐	☑	☐
13. Circling	☐	☐	☐	☑	☐
14 Missed approach	☐	☐	☐	☑	☐
15 Engine (s) failure missed approach	☐	☐	☐	☑	☐
16 Air work (Steep turns - Stall - etc...)****	☐	☐	☐	☑	☐
17 Specific flight charactenstics	☐	☐	☐	☑	☐
18 Landings: Normal and from ILS	☐	☐	☐	☑	☐
19 From circling approach	☐	☐	☐	☑	☐
20 Crosswind	☐	☐	☐	☑	☐
21. Abnormal configuration (Approach and Landing)	☐	☐	☐	☑	☐
22. With engine (s) failure	☐	☐	☐	☑	☐
23. Rejected	☐	☐	☐	☑	☐
24. Abnormal and emergency procedures ****	☐	☐	☐	☑	☐
C) MANAGEMENT					
1 Planning ahead	☐	☐	☐	☑	☐
2. Resource management and awareness.	☐	☐	☐	☑	☐
3. Adherence to clearance and safe heights	☐	☐	☐	☑	☐

* Training on first day and P.C on second day.
** Final or Annual line check.
*** May be substituted for P.C.
**** See detailed program for specific type.

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Flight Training Department

الإدارة العامة للتدريب الجوي

PILOTS CHECK FORM (cont'.)

Crew position : ☑ Capt. ☐ F/O | ☑ Simulator ☐ A/C

Name : EL-HABASHY
Code No. : 2955
Date : 16-3-1997

A/C Registration :
A/C Type : B767
Location : GATWICK

Character Evaluation

Attitude	:	☐ Indifferent - Makes Excuses	☑ Keen - Willing to Learn
Behaviour	:	☐ Careless	☑ Punctual - Disciplined
Conduct And Appearance	:	☑ Good	☐ Unsatisfactory

Base Month Through Last Day of	:	Month : MAR	Year : 97
Expiration Date Through Last Day of	:	Month : Sep	Year : 97
Next Event	:	☑ Training	☐ Checking
Last 3 Take-offs & Landings*:		1. 14-3-97	2. 15-3-97 3. 16-3-97

Check airman name : HALIM
Code No. : 410
Signature : [redacted]

Result	U		S	
	US	S-	S	S+
Previous Result	☐	☐	☐	☐
Check Result	☐	☐	☑	☐

Overall Performance

	S-	S	S+
Knowledge :	☐	☑	☐
Flying Skills :	☐	☑	☐
Management Skills :	☐	☑	☐

Trainee's Signature* : [redacted]
G.M. Flight Training : [redacted]

* Trainee is responsible for accuracy of this data, and he must sign the form.

Note : Further comments, if any, shall be detailed in the confidential report form and sealed to be submitted to G.M.F.T.

Flight Training Department

الإدارة العامة للتدريب الجوى

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PILOTS CHECK FORM

Crew position : ☑ Capt. ☐ F/O | ☐ Simulator ☐ A/C

Name : AHMED EL HABASHY
Code No. : 2355
Date : 1-3-17

A/C Registration : SUGAO
A/C Type : B767
Location : CAI – KWI – CAI

☐ Proficiency check* ☑ Line check** ☐ Route check ☐ Type rating check*** ☐ A/C base check

R/W	TG	GA	FS
Time : hrs ..... min			

Route	
CAI - KWI - CAI	
Legs : 2	Time : 06:30

Time (PF)	Time (PNF)
..... :	..... : .....

	NA	U US	S S-	S	S+
A) KNOWLEDGE CHECK (Oral Test)		☐	☐	☑	☐
B) FLYING SKILLS					
1. Pre-flight and cockpit preparation	☐	☐	☐	☑	☐
2. Engine starting	☐	☐	☐	☑	☐
3. Taxing	☐	☐	☐	☑	☐
4. Take-off : Instrument	☐	☐	☐	☑	☐
5 Crosswind	☐	☐	☐	☐	☐
6. With Simulated Engine failure	☐	☐	☐	☐	☐
7. Rejected	☐	☐	☐	☐	☐
9. Area departure	☐	☐	☐	☐	☐
10. Area arrival and holding	☐	☐	☐	☑	☐
11. ILS approaches (manual and coupled)	☐	☐	☐	☐	☐
12. Non-precision approaches	☐	☐	☐	☐	☐
13. Circling	☐	☐	☐	☐	☐
14. Missed approach	☐	☐	☐	☐	☐
15. Engine (s) failure missed approach	☐	☐	☐	☐	☐
16. Air work (Steep turns - Stall - etc...)****	☐	☐	☐	☐	☐
17. Specific flight characteristics	☐	☐	☐	☐	☐
18. Landings: Normal and from ILS	☐	☐	☐	☑	☐
19. From circling approach	☐	☐	☐	☐	☐
20. Crosswind	☐	☐	☐	☐	☐
21. Abnormal configuration (Approach and Landing)	☐	☐	☐	☐	☐
22. With engine (s) failure	☐	☐	☐	☐	☐
23. Rejected	☐	☐	☐	☐	☐
24. Abnormal and emergency procedures ****	☐	☐	☐	☐	☐
C) MANAGEMENT					
1. Planning ahead	☐	☐	☐	☑	☐
2. Resource management and awareness.	☐	☐	☐	☐	☐
3. Adherence to clearance and safe heights	☐	☐	☐	☑	☐

* Training on first day and P.C on second day.
** Final or Annual line check.
*** May be substituted for P.C.
**** See detailed program for specific type.

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Flight Training Department

الإدارة العامة للتدريب الجوى

PILOTS CHECK FORM (cont'.)

Crew position : ☒ Capt. ☐ F/O | ☐ Simulator ☒ A/C

Name : Ahmed ELHABASHY
Code No. : 2955
Date : 01-03-97

A/C Registration :
A/C Type : B.767
Location :

Character Evaluation

Attitude	:	☐ Indifferent - Makes Excuses	☑ Keen - Willing to Learn
Behaviour	:	☐ Careless	☑ Punctual - Disciplined
Conduct And Appearance	:	☑ Good	☐ Unsatisfactory

Base Month Through Last Day of	:	Month : 03	Year : 97
Expiration Date Through Last Day of	:	Month : 04	Year : 98
Next Event	:	☐ Training	☐ Checking
Last 3 Take-offs & Landings*:		1.	2. 3.

Check airman name : A. Eissa
Code No. : 2971
Signature : [redacted]

Result	U		S	
	US	S-	S	S+
Previous Result	☐	☐	☐	☐
Check Result	☐	☐	☐	☐

Overall Performance

	S-	S	S+
Knowledge :	☐	☑	☐
Flying Skills :	☐	☑	☐
Management Skills :	☐	☑	☐

Trainee's Signature* : [redacted]

G.M. Flight Training :

* Trainee is responsible for accuracy of this data, and he must sign the form.

Note : Further comments, if any, shall be detailed in the confidential report form and sealed to be submitted to G.M.F.T.

EGYPTAIR

B.767-366/20

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./F/O: Ahmed El Habashy	DAY 1 : 16 / 9 / 96	TIME : 02:00
INSTRUCTOR: Ahmed Gissa	DAY 2 : 17 / 9 / 96	TIME : 02:00
TOTAL TIME: 04 : 00	DAY 3 : / /	TIME :

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	SI KN	SI TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS			✓		
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES			✓		
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION					
	19	NOISE ABATEMENT & CANCELATION					
	20	MAXIMUM RATE CLIMB (VNAV)					
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE					
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270					
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION					
	24	ILS APPROACH HYDRAULIC GENERATOR (CAPT. ONLY)					
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE					
	26	FL 350 ENGINE FAILURE SHUTDOWN, (DRIFT DOWN)					
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)					
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR					
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)		✓	✓		
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND					
	36	TAKEOFF ICING CONDITIONS					
	37	ILS APPROACH AFDS MCP MALFUNCTIONS					
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING		✓			
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION					

RESULTANT	SIGNATURES	CONFIRMATION
PASSED Satisfactory	INSTRUCTOR [redacted]	[redacted]
NOT PASSED	TRAINEE [redacted]	CAPT.F.T.D.

18/9/96

NOTE :

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

.....

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PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (If there is any) :
SIM. LOG. PAGE NO :

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

B

RECOMMENDATIONS & COMMENTS

.....

.....

.....

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY:

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

EGYPTAIR

B.767-366/2.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./EO: [redacted]	DAY 1 : 02/3/96	TIME : 0400
INSTRUCTOR: NOUR	DAY 2 : 22/3/96	TIME : 0400
TOTAL TIME: 0400	DAY 3: / /	TIME :

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	I KN	I TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
SECOND DAY	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	—				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	—				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	—				
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	—				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	—				
	26	FL 350 ENGINE FAILURE-SHUTDOWN, (DRIFT DOWN)	—				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	—				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	—				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR NOUR	[redacted]
NOT PASSED	TRAINEE [redacted]	G.M.F.C.T. [redacted]

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NOTE :

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

PLANNED TIME :	0400
ACTUAL TIME :	0400
UNUSED TIME (If there is any) :	NIL
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

• COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

good & Landed

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
••• INSTRUCTOR SHOULD USE: S , SI , US ONLY :

••• TRAINEE SHOULDSIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

EGYPTAIR

B.101-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUCTOR RATING

CAPT./FO: EL-HABASHY	DAY1 : 19/3/95	TIME : 1:30
INSTRUCTOR: HALIM	DAY2 : 20/3/95	TIME : 1:30
TOTAL TIME: 4:30	DAY3: 21/3/95	TIME : 1:30

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	SI KN	SI TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✓				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FAILURE,SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✓				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED SATISFACTORY	INSTRUCTOR [redacted]	G.M.F.C.T.D. [redacted]
NOT PASSED	TRAINEE [redacted]	

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NOTE :

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

PLANNED TIME :	4 : 30
ACTUAL TIME :	4 : 30
UNUSED TIME (If there is any) :	
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

• COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

Should work in simulator with a F/O not another Captain. Slow in right Seat.

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
••• INSTRUCTOR SHOULD USE: S , SI , US ONLY :

••• TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

EGYPTAIR

B.767-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./EO: HABASHY	DAY 1 : 26/9/94	TIME : 2:00
INSTRUCTOR: HALIM	DAY 2 : 27/9/94	TIME : 2:00
TOTAL TIME: 4:00	DAY 3 : / /	TIME :

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	SI KN	SI TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION					
	19	NOISE ABATEMENT & CANCELATION					
	20	MAXIMUM RATE CLIMB (VNAV)					
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE					
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270					
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION					
	24	ILS APPROACH HYDRAULIC GENERATOR (CAPT. ONLY)					
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE					
	26	FL 350 ENGINE FAILURE.SHUTDOWN, (DRIFT DOWN)					
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)					
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR					
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED SATISFACTORY	INSTRUCTOR [redacted]	G.M.F.C.T.D. [redacted]
NOT PASSED	TRAINEE [redacted]	

NOTE :

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

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PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (If there is any) :
SIM. LOG. PAGE NO :

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

• COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

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APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
••• INSTRUCTOR SHOULD USE: S , SI , US ONLY :

••• TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

EGYPTAIR

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUCTOR RATING

CAPT./ د/ احمد الحبشى	DAY 1 : 07/04/94	TIME : 0215
INSTRUCTOR: علاء	DAY 2 : 08/04/94	TIME : 0215
TOTAL TIME: 0430	DAY 3 : — / —	TIME : —

			SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	SI KN	SI TO	U S	F
FIRST DAY	1		COCKPIT PREPARATION	✓				
	2		ABORTED ENGINE STARTS	✓				
	3		ENGINE START & INDICATIONS CHECK	✓				
	4		TAXING	✓				
	5		REJECTED TAKEOFF	✓				
	6		NORMAL TAKEOFF	✓				
	7		NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8		AFDS MCP USE, VNAV-LNAV	✓				
	9		WHEEL WELL FIRE (RESTORE)	✓				
	10		FL 100 STEEP TURNS	✓				
	11		APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12		FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13		RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14		STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15		HYDRAULIC SYSTEMS FAILURE	✓				
	16		ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17		ILS APPROACH & LANDING	✓				
SECOND DAY	18		REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19		NOISE ABATEMENT & CANCELATION	✓				
	20		MAXIMUM RATE CLIMB (VNAV)	✓				
	21		FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22		FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	D				
	23		FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	D				
	24		ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	(R) ✓				
	25		TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26		FL 350 ENGINE FIALURE.SHUTDOWN, (DRIFT DOWN)	(R) ✓				
	27		ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	(R) ✓				
	28		TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29		TAKEOFF ENGINE FIRE	✓				
	30		ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31		TAKEOFF ENGINE FAILURE AT V1	✓				
	32		ONE ENGINE INOPERATIVE ILS MISSED APPROACH	(R) ✓				
	33		VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34		TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35		ILS APPROACH RAW DATA & CIRCLING TO LAND	(R) ✓				
	36		TAKEOFF ICING CONDITIONS	✓				
	37		ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38		TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39		ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40		ENGINE FAILURE ON FINAL APPROACH	✓				
	41		TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42		LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43		PASSENGER EVACUATION	✓				
	44		CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓ SATISFACTORY	INSTRUCTOR [redacted]	G.M.F.C.T.D.
NOT PASSED XXX	TRAINEE [redacted]	

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

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E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

PLANNED TIME :	
ACTUAL TIME :	
UNUSED TIME (If there is any) :	
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

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B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

* No Comandability ... Slow in action 2

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUCTOR RATING

CAPT ~~SO~~: [illegible]	DAY 1 : 13 / 10 / 93	TIME : 0130
INSTRUCTOR: NOUR	DAY 2 : 14 / 10 / 93	TIME : 0300
TOTAL TIME: 0430	DAY 3 : 15 / 10 / 93	TIME : 0430

	SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	S I KN	S I TQ	U S	F
	COCKPIT PREPARATION	✓				
	ABORTED ENGINE STARTS	✓				
	ENGINE START & INDICATIONS CHECK	✓				
	TAXING	✓				
	REJECTED TAKEOFF	✓				
	NORMAL TAKEOFF	✓				
	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	AFDS MCP USE, VNAV-LNAV	✓				
	WHEEL WELL FIRE (RESTORE)	✓				
	FL 100 STEEP TURNS	✓				
	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	RESTORE AT FL 390, RAPID DEPRESSURIZATION	✓				
	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	—				
	HYDRAULIC SYSTEMS FAILURE	✓				
	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	—				
	ILS APPROACH & LANDING	✓				
	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	NOISE ABATEMENT & CANCELATION	—				
	MAXIMUM RATE CLIMB (VNAV)	✓				
	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	~				
	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	FL 350 ENGINE FIALURE.SHUTDOWN, (DRIFT DOWN)	✓				
	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✓				
	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	—				
	TAKEOFF ENGINE FIRE	✓				
	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	TAKEOFF ENGINE FAILURE AT V1	✓				
	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	—				
	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	TAKEOFF ICING CONDITIONS	✓				
	ILS APPROACH AFDS MCP MALFUNCTIONS					
	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	ENGINE FAILURE ON FINAL APPROACH	✓				
	TAKEOFF LANDING GEAR MALFUNCTION	—				
	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	PASSENGER EVACUATION	✓				
	CREW COORDINATION	✓				

FIRST DAY

SECOND DAY

THIRD DAY

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR NOUR	G.M.F.C.T.D. [redacted]
NOT PASSED	TRAINEE [redacted]	

- Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety of flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings

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PLANNED TIME :	0430
ACTUAL TIME :	0430
UNUSED TIME (If there is any) :	NIL
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : CMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

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APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN-CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUCTOR RATING

CAPT. ~~FO~~ [redacted]	DAY 1 : 23 / 4 / 93	TIME : 0130
INSTRUCTOR: NOUR	DAY 2 : 24 / 4 / 93	TIME : 0130
TOTAL TIME: 0430	DAY 3 : 25 / 4 / 93	TIME : 0130

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	SI KN	SI TQ	U S	F
FIRST DAY	1	~~COCKPIT PREPARATION~~	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✓				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FIALURE.SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✓				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓		✓		
THIRD DAY	29	TAKEOFF ENGINE FIRE			✓		
	30	ONE ENGINE INOPERATIVE ILS & LANDING			✓		
	31	TAKEOFF ENGINE FAILURE AT V1					
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	—				
	40	ENGINE FAILURE ON FINAL APPROACH	~~✓~~		✓		
	41	TAKEOFF LANDING GEAR MALFUNCTION					
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	—				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR NOUR	C.M.F.C.T.D. [redacted]
NOT PASSED	TRAINEE [redacted]	

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

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PLANNED TIME :	4 30
ACTUAL TIME :	4 30
UNUSED TIME (If there is any) :	—
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TO	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

S

RECOMMENDATIONS & COMMENTS

Satisfactory

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT. ~~FO~~ EL-HABASHY	DAY 1 : 15 / 10 / 92	TIME : 2:00
INSTRUCTOR: HALIM	DAY 2 : 16 / 10 / 92	TIME : 2:00
TOTAL TIME: 6:00	DAY 3 : 17 / 10 / 92	TIME : 2:00

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	S I KN	S I TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✓				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FIALURE.SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✓				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED Satisfactory	INSTRUCTOR [signature]	O.M.F.C.T.D. [redacted]
NOT PASSED	TRAINEE [redacted]	

324/176

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

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PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (If there is any) :
SIM. LOG. PAGE NO :

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

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B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : CMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

قطاع العمليات

الاداره العامه للتدريب الجوي

امر تدريب رقم ٢٩٢ / ٩٦ / ١٩

الهدف : فرقة تنشيطيه على طراز البوينج ٧٦٧

المكان : مركز التدريب الفنى التخصصي

المواعيد : اعتبارا من يوم الاحد ٨/٣٠ حتى الخميس ٩/٢ الساعة التاسعه صباحا

الاسماء :

ك / احمد الحبشي

م / فخري توفيق

م / حمدي طه

تحريرا في ٢٦ / ٨/ ١٩٩٦

التوقيع : طيار /

الوظيفه : مدير عام الاداره العامه للتدريب

الاسم : محسن المصري

صورة الى :

سيد / رئيس القطاع / كبير الطراز

سيد / مدير عام الفرقه / المؤهله

سيد / مدير عام مراكز التدريب

EGYPTAIR

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./FO: EL HABASHY	DAY 1 : 11 / 4 / 92	TIME : 02.00 HR
INSTRUCTOR: EL MISSIRY	DAY 2 : 12 / 4 / 92	TIME : 02.00 ~
TOTAL TIME: 0600 HRS	DAY 3 : 13 / 4 / 92	TIME : 02.00 ~

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	SI KN	SI TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✓				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FAILURE.SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY) REPEATED	—		✓		
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND REPEATED	—		✓		
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR [redacted] 13/4/92	CHIEF PILOT
NOT PASSED	TRAINEE	G.M.F.C.T.D. [redacted]

354/176

NOTE :

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

(1) X.WIND....40..KTS....DURING..T/O..&.LANDING.....

(2)...TOW..ENG..FAILURE....LANDING.....(3)...PARTIAL...L/G...LANDING.

PLANNED TIME :	06.00 HRS
ACTUAL TIME :	06.00 "
UNUSED TIME (If there is any) :	NIL
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.
* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

• A

RECOMMENDATIONS & COMMENTS

– CAPT...HABASHY...PERFORMED...ALL...ITEMS...CORRECTLY...WITH..NO....DIFFICULTY.....UP..TO...THE..REQUIRED...STANDARD.....ALSO..HE..is AWARE...OF...A/C...TECH..KNOWLEDGE..&...LIMITATIONS.....

APPEARANCE GRADING

• ONE ENG. ILS RAW DATA & CIRCLING HAD BEEN REPEATED / S

13/4.92

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

FLIGHT OPERATION.
GENERAL DEPARTMENT.
FLIGHT CREW TRAINING.

FLIGHT SIMULATOR.
INSTRUMENT RATING.

CAPT/FO HABASHY	DAY 1 8/10/91	TIME 4:00
INSTRUCTOR HALIM	DAY 2 9/10/91	TIME 4:00
TOTAL TIME 08:00	DAY 3 10/10/91	TIME 4:00

		SI		U	
	SIMULATOR SYLLABUS & REMARKS FOR GRADING.	S	KN	TQ	S	F
FIRST DAY	1..COCKPIT PREPARATION.	✓				
	2..ABORTED ENGINE STARTS.	✓				
	3..ENGINE START & INDICATIONS CHECK.	✓				
	4..TAXING.	✓				
	5..REJECTED TAKEOFF.	✓				
	6..NORMAL TAKEOFF.	✓				
	7..NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV).	✓				
	8..AFDS MCP USE , VNAV-LNAV.	✓				
	9..WHEEL WELL FIRE. (RESTORE).	✓				
	10.FL 100 STEEP TURNS.	✓				
	11.APPROACH TO STALL & RECOVERY (GROUND CONTACT).	✓				
	12.FL 370/390 LOSS OF THRUST ON BOTH ENGINES.	✓				
	13.RESTORE AT FL 310,RAPID DEPRESSURIZATION.	✓				
	14.STABILIZE AT FL 100,HOLDING MANUAL & LNAV.	✓				
	15.HYDRAULIC SYSTEMS FAILURE.	✓				
	16.ALTERNATE:FLAP OPERATION & GEAR EXTENSION.	✓				
	17.ILS APPROACH & LANDING.	✓				
SECOND DAY	18.REDUCED THRUST TAKEOFF & CANCELATION.	✓				
	19.NOISE ABATEMENT & CANCELATION.	✓				
	20.MAXIMUM RATE CLIMB (VNAV).	✓				
	21.FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE.	✓				
	22.FL 390 ETOPS RAPID DEPRESSURIZATION,TO FL 270.	✓				
	23.FL 390 ETOPS ENGINE FAILURE/SHUTDOWN,DIVERSION.	✓				
	24.ILS APPROACH HYDRAULIC GENERATOR,(CAPT ONLY).	✓				
	25.TAKEOFF REVERSER UNLOCKED. & RESTORE.	✓				
	26.FL 350 ENGINE FAILURE/SHUTDOWN,(DRIFT DOWN).	✓				
	27.ONE ENGINE ILS APPROACH RAW DATA (CAPT ONLY).	✓				
	28.TAKEOFF WIND SHEAR & APPROACH WIND SHEAR.	✓				
THIRD DAY	29.TAKEOFF ENGINE FIRE.	✓				
	30.ONE ENGINE INOPERATIVE ILS & LANDING.	✓				
	31.TAKEOFF ENGINE FAILURE AT V1.	✓				
	32.ONE ENGINE INOPERATIVE ILS MISSED APPROACH.	✓				
	33.ONE ENGINE VOR-NDB(CAPT) OR RESTORE ENGINE (F/O)	✓				
	34.TAKEOFF ENGINE FLAME OUT & RESTORE.	✓				
	35.ILS APPROACH RAW DATA & CIRCLING TO LAND.	✓				
	36.TAKEOFF ICING CONDITIONS.	✓				
	37.ILS APPROACH AFDS CMP MALFUNCTIONS.	✓				
	38.TAKEOFF FLAP MALFUNCTION DURING RETRACTION.	✓				
	39.ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING.	✓				
	40.ENGINE FAILURE ON FINAL APPROACH.	✓				
	41.TAKEOFF LANDING GEAR MALFUNCTION.	✓				
	42.LANDING GEAR DISAGREE ILS APPROACH & LANDING.	✓				
	43.PASSENGER EVACUATION.	✓				
	44.CREW COORDINATION.	✓				

RESULTANT SATISFACTORY	SIGNATURES	CONFIRMATION
	INSTRUCTOR HALIM [redacted]	G.M.F.C.T.D.
PASSED ✓	TRAINEE	
~~NOT PASSED~~		

NOTE :

A) DIVERSION DURING ETOPS MAINTAINING ALTITUDE IS NORMALLY DUE TO HYDRAULIC, ELECTRICAL, INSTRUMENTS, NAVIGATIONS FAILURE OR ANY SIGNIFICANT ADVERSE SITUATION EFFECTING ON SAFETY IF FLIGHT CONTINUED.

B) MOST OF THE APPROACHES SHOULD BE CARRIED OUT AT ENROUTE ALTERNATE AIRPORTS, NORTH ATLANTIC, NEW DESTINATIONS & JFK. WHEN EVER THEY ARE AVAILABLE AND PRACTICABLE.

C) INSTRUCTOR HAS NO RIGHT TO EXCEED THE SIMULATOR SYLLABUS, TO BE PRECISE WITH GRADING FOR ALL TRAINEES.

D) INSTRUCTOR HAS THE RIGHT TO GO AHEAD IN NEXT DAY PROGRAM IF TRAINEE HAD FINISH TODAY DUTY SYLLABUS SATISFACTORY AND EARLY.

E) IN CASE OF EARLY AND SATISFACTORY FOR TODAY SYLLABUS THE TRAINEE HAS THE RIGHT TO ASK HIS INSTRUCTOR FOR A SPECIAL DETAILS , BUT IT SHOULD BE WRITTEN HERE WITHOUT ANY GRADINGS.

PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (IF THERE IS ANY):
SIM.LOG.PAGE NO:

REMARKS & GRADINGS.

S	SATISFACTORY.	A
SI	SHOULD IMPROVE:	
KN	SHOULD IMPROVE HIS KNOWLEDGE.	B
TQ	SHOULD IMPROVE HIS TECHNIQUES.	C
US	UNSATISFACTORY.(NOT PASSED).	D
F	UNSUCCESSFUL.(NOT PASSED).	E

A...INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B...INSTRUCTOR SHOULD WRITE A RECOMMENDATIONS.
C...INSTRUCTOR SHOULD WRITE A RECOMMENDATIONS.
D...TRAINEE SHOULD REPEAT THE SIMULATOR.
E...TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.
*COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS.

TRAINEE GRADING:

RECOMMENDATIONS:

APPEARANCE GRADING:

TRAINEE APPEARANCE DURING ON DUTY TIME:
***INSTRUCTOR SHOULD USE : S , SI , US . ONLY.

*** TRAINEE SHOULD SIGN IN CASE OF (NOT PASSED).
*** COPY TO CHIEF PILOT OF B-767.

*** TOP CONFIDENTIAL REPORT ***

EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 767 FLT SIMULATOR
RECCURENT & INST RATING CHECK

NAME : EL HAGHSHI	RANK: CAPT	CHK.PILOT:
DATE : 21 / 5 / TIME: 4:00	DATE: 22/5/1991	TIME: 3:00
DATE : / / TIME:	TOTAL TIME: 11:00	

1 ✓	SAFTY EQUIP & OXG.		PREFLIGHT
2 ✓	BEFORE STARTING SCAN		
3 ✓	CDU LOADING & CH. LIST		
4 ✓	ENG. STANTS & ABNORMALS	+15	
5 ✓	TAXI, BEFORE T.O.CHECK LIST		DEPARTURE
6 ✓	REGECTED T/O.		
7 ✓	NORMAL T/O & NOISE NORMAL ABATEMENT T/O		
8 ✓	NORMAL CLIMB- BEST ANGLB (VNAV)		
9 ✓	GLARE SHIELD USE. (LNAV- VNAV)	+30	
10 ✓	WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11 ✓	FL 100 FT STEEP TURNS.		
12 ✓	STALLS (GRD CONTACT , & NO GRD C.)		
13 ✓	CLIMB TO F 390- 2ENG FLAME OUT.		
14 ✓	SLABILZE AT F 310 , DECOMPRESSION EMERGENCY DESCENT	1+30	
15 ✓	HYD MALFUNCTIONS		LOW ALT DRILLS
16	HOLDING (MANUAL & LNAV)		
17 ✓	MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING	2+00	
18 ✓	VOR - ADF APPROACHES	+30	APPROACHES
19 ✓	ILS RAW DATA & CIRCLING & LANDING	+45	
20 ✓	T/O ENG FLAME OUT ILS LANDING	1+00	
21 ✓	T/O ENG FIRE & ILS MISSED APP	1+15	
22	ILS SINGLE ENG RAW DATA (CAPT ONLY)	1+30	
23	PAX EVACUATION	1+45	
24	ELECT FAILURES		OPTION EXERCISE
25	INST. FAILURES		
26	CARG FIRE - SMOKE REMOVAL		
27	ILS APP USING ST. BY HORIZON		

INSTRUCTOR,S REMARKS
PASS / ~~FAIL~~
PASSED

INSTRUCTOR, S SIGNATURE

WIND: X
CLOUDS:
RVR:
R/N CONDITION
DAY

P.T.O

PLANE TIME

ACTUAL TIME

AMOUNT OF UNUSED TIME (IF THERE IS ANY)

TCH LOG.PAGE.NO .

* REFRESHING COURSE IS GREATLY RECOMMENDED.
* RH DATA ROCS SHOULD BE EMPHASIZED ON NEXT SIM.
* SLOW IN DECISION MAKING.

[illegible] ٨ [illegible]

[illegible] ٢٠ [illegible]

spot check.

EGYPTAIR

FLIGHT TRAINING MANAGEMENT

767

PILOTS LINE CHECK SPOT	APT	FRA	CAI	FROM : CAI	
CPT. HABASHI	RW	07	05R	FRA	
CHECK CPT EL MISSIRY	WIV	100/10	030/08	TO : CAI	
DATE 30/5/91	VIS	6 Km	10 Km		
A/C TYPE B767	CLO	NIL	NIL	TIME : 0830	

FLIGHT PREPARATION	S	SI	U
Appearance for duty			
Weather Study			
Flight Planning			
Weight and fuel calculation			
Notams			
Crew briefing			
PREFLIGHT DUTIES :			
Aircraft external check			
Preflight check - list			
Aircraft papers & library			
Weight & Balance check (loadsheet)			
DURING FLIGHT :			
Take - off briefing			
Taxi & take - off			
Noise abatement procedure			
Initial climb & dep route			
Enroute climb			
Cruise technique			
Speed & power control			
Navig. (use of radio aids)			
Comm. (R/T Procedures)			
Alertness to traffic			
Attention to passengers			
Descent technique			
Terminal area procedure			
Holding			
Approach & landing briefing			
Initial approach procedure			
landing technique			

CHECK OF KNOWLEDGE	S	SI	U
ROUTE MANUAL			
Reading of route charts			
Reading of approach charts			
Weather minima			
AIRCRAFT FLIGHT MANUAL (AFM)			
Limitations			
Performance			
SYSTEM FAILURES ENROUTE			
(at least to be questioned)			
Apu			
Engines			
Fuel system			
Electrical system			
Hydraulic system			
Ice protection			
Wind screen & Side windows			
Airconditioning			
Oxygen system			
Flying Controls			
Stall protection			

S standard SI should improve U unsatisfactory

RECOMMENDATIONS

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Others to be specified
- ☐ Additional line check
- ☐ Flights under supervision

FINAL RESULT	☐ Satisfactory
	☐ Unsatisfactory
Check CPT	Chief PILOT

Comments : — ALL ABOVE ITEMS WERE SATISFACTORY

— Has been advised to study more

41/176

CPT/FO HABASHI	RW	05	140	FROM: GENEVA	4:2
CHECK CPT HALIM	W/V	05/14-24	070/12	TO: ZURICH	:4
DATE 19/5/1991	VIS	10 Kms	10 Kms		
A/C TYPE B-767	CLO			TIME :	5:0

FLIGHT PREPARATION	S	SI	U
Appearance for duty	✓		
Weather Study	✓		
Flight Planning	✓		
Weight and fuel calculation	✓		
Notams	✓		
Crew briefing	✓		
PREFLIGHT DUTIES :			
Aircraft external check	✓		
Preflight check - list	✓		
Aircraft papers & library	✓		
Weight & Balance check (loadsheet)	✓		
DURING FLIGHT :			
Take - off briefing	✓		
Taxi & take - off	✓		
Noise abatement procedure	✓		
Initial climb & dep route	✓		
Enroute climb	✓		
Cruise technique	✓		
Speed & power control	✓		
Navig. (use of radio aids)	✓		
Comm. (R/T Procedures)	✓		
Alertness to traffic	✓		
Attention to passengers	✓		
Descent technique	✓		
Terminal area procedure	✓		
Holding	✓		
Approach & landing briefing	✓		
Initial approach procedure	✓		
landing technique	✓		

CHECK OF KNOWLEDGE	S	SI
ROUTE MANUAL	✓	
Reading of route charts	✓	
Reading of approach charts	✓	
Weather minima	✓	
AIRCRAFT FLIGHT MANUAL (AFM)		
Limitations	✓	
Performance	✓	
SYSTEM FAILURES ENROUTE		
(at least2to be questioned)		
Apu		
Engines	✓	
Fuel system		
Electrical system	✓	
Hydraulic system	✓	
Ice protection		
Wind screen & Side windows		
Airconditioning		
Oxygen system		
Flyng Controls		
Stall protection		

S standard SI should Improve U unsatisfact

RECOMMENDATIONS

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Others to be specified
- ☐ Additional line check
- ☐ Flights under supervi

FINAL RESULT	✓	Satisfactory
	☐	Unsatisfactory
Check CPT HALIM		Chief PILOT
[redacted]		

Comments : — Satisfactory

424/176

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EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 757 FLT SIMULATOR
RECCURENT & INST RATING CHECK

NAME : EL-HABASHY	RANK: CAPT	CHK.PILOT: HALIM
DATE : 27 / 10 /90 TIME: 4:00	DATE: / /	TIME: 8:00
DATE : 28 / 10 /90 TIME: 4:00	TOTAL TIME:	

1	SAFETY EQUIP & OXG. ✓		PREFLIGHT
2	BEFORE STARTING SCAN ✓		
3	CDU LOADING & CH. LIST ✓		
4	ENG. STARTS & ABNORMALS ✓	+15	
5	TAXI.BEFORE T.O.CHECK LIST ✓		DEPARTURE
6	REJECTED T/O. ✓		
7	NORMAL T/O & NOISE ABATEMENT T/O ✓		
8	NORMAL CLIMB- BEST ANGLE (VNAV) ✓		
9	SLOPE SHIELD USE. (LNAV- VNAV) ✓	+30	
11	WHEEL WELL FIRE & RESTORE ✓		HIGH ALT DRILLS
12	T- [illegible] AT STEEP TURNS.		
13	STALLS (GRD CONTACT . NO GRD C.) ✓		
14	CLIMB TO F 290- ENG FLAME OUT. ✓		
15	STABILIZE AT F 310 , DECOMPRESSION ✓		
	EMERGENCY DESCENT ✓	1+30	
16	HYD MALFUNCTIONS ✓		LOW ALT DRILLS
17	HOLDING (MANUAL & LNAV) ✓		
18	MANUAL EXTENSION OF FLAPS & U/C-ILS ✓		
	LANDING ✓	2-00	
19	VOR - ADF APPROACHES ✓	+30	APPROACHES
20	ILS RAW DATA & CIRCLING & LANDING ✓	+45	
21	T.O ENG FLAME OUT ILS LANDING ✓	1+00	
22	T.O ENG FIRE & ILS MISSED APP ✓	1+15	
23	ILS SINGLE ENG RAW DATA (CAPT ONLY) ✓	1+30	
24	PAX EVACUATION ✓	1+45	
25	ELECT FAILURES ✓		OPTION EXERCISE
26	INST. FAILURES ✓		
27	CARG FIRE - SMOKE REMOVAL ✓		
28	ILS APP USING ST. BY HORIZON		

INSTRUCTOR.S REMARKS
PASS / ~~FAIL~~ SATISFACTORY

INSTRUCTOR, S SIGN [redacted]

WIND: 270/20
CLOUDS: 200'
VR: 800
P/H CONDITION

434/176

CAPTAIN

FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK	APT			FROM :	CAI	
CPT= احمد الحبشى	RW				JFK	1230
CHECK CPT عادل هلال	VIV			TO :	LAX	605
[illegible]	VIS				JFK	520
[illegible] B 767	CLD			TIME :	CAI	1055
						3450

FLIGHT PREPARATION	S	SI	U
Appearance for duty	✓		
Weather Study	✓		
Flight Planning	✓		
Weight and fuel calculation	✓		
Notams	✓		
Crew briefing	✓		
PREFLIGHT DUTIES :			
Aircraft external check	✓		
Preflight check - list	✓		
Aircraft papers & library	✓		
Weight & Balance check (loadsheet)	✓		
DURING FLIGHT :			
Take - off briefing	✓		
Taxi & take - off	✓		
Noise abatement procedure	✓		
Initial climb & dep route	✓		
Enroute climb	✓		
Cruise technique	✓		
Speed & power control	✓		
Navig. (use of radio aids)	✓		
Comm. (R/T Procedures)	✓		
Alertness to traffic	✓		
Attention to passengers	✓		
Descent technique	✓		
Terminal area procedure	✓		
Holding			
Approach & landing briefing	✓		
Initial approach procedure	✓		
landing technique	✓		

CHECK OF KNOWLEDGE		
ROUTE MANUAL	✓	
Reading of route charts	✓	
Reading of approach charts	✓	
Weather minima	✓	
AIRCRAFT FLIGHT MANUAL (AFM)		
Limitations	✓	
Performance	✓	
SYSTEM FAILURES ENROUTE		
(as liable to be questioned)		
Apu		
Engines		
Fuel system		
Electrical system		
Hydraulic system		
Ice protection		
Wind screen & Side windows		
Airconditioning		
Oxygen system		
Flying Controls		
Stall protection		

S standard SI should improve U unsatisfactory

RECOMMENDATIONS

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Others to be specified
- ☐ Additional line check
- ☐ Flights under supervision

FINAL RESULT	✓ Satisfactory
Check CPT	Chief PILOT

Comments :—

FIT TO FLY THE ROUTE

AS Capt.

[redacted]

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CT

EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 767 FLT SIMULATOR
RECCURENT & INST RATING CHECK

NAME : EL HABASHY	RANK: CAPT	CHK.PILOT: ELRAFEI
DATE : 5 / 13 / 90 TIME: 0200	DATE: 6 / 3 / 90	TIME: 0200
DATE : / / TIME:	TOTAL TIME: 0400	

1	SAFTY EQUIP & OXG.		PREFLIGHT
2	BEFORE STARTING SCAN		
3	CDU LOADING & CH. LIST		
4	ENG. STANTS & ABNORMALS	+15	
5	TAXI, BEFORE T.O.CHECK LIST		DEPARTURE
6	REGECTED T/O.		
7	NORMAL T/O & NOISE NORMAL ABATEMENT T/O		
8	NORMAL CLIMB- BEST ANGLB (VNAV)		
9	GLARE SHIELD USE. (LNAV- VNAV)	+30	
10	WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11	FL 100 FT STEEP TURNS.		
12	STALLS (GRD CONTACT , & NO GRD C.)		
13	CLIMB TO F 390- 2ENG FLAME OUT.		
14	SLABILZE AT F 310 , DECOMPRESSION EMERGENCY DESCENT	1+30	
15	HYD MALFUNCTIONS		LOW ALT DRILLS
16	HOLDING (MANUAL & LNAV)		
17	MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING	2+00	
18	VOR - ADF APPROACHES	+30	APPROACHES
19	ILS RAW DATA & CIRCLING & LANDING	+45	
20	T/O ENG FLAME OUT ILS LANDING	1+00	
21	T/O ENG FIRE & ILS MISSED APP	1+15	
22	ILS SINGLE ENG RAW DATA (CAPT ONLY)	1+30	
23	PAX EVACUATION	1+45	
24	ELECT FAILURES ✓		OPTION EXERCISE
25	INST. FAILURES ✓		
26	CARG FIRE - SMOKE REMOVAL ✓		
27	ILS APP USING ST. BY HORIZON		

INSTRUCTOR,S REMARKS
PASS / FAIL
SATISFACTORY

INSTRUCTOR, S
SIGNATURE

[redacted]

WIND: X10
CLOUDS: E/200'
RVR: 800 M
R/N CONDITION
WET/DRY

EGYPT AIR
FLT TRAINING
MANAGEMENT

B – 767 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME : AHMED EL HABASHY	RANK: CAPTAIN	CHK.PILOT: ELRAFEI
DATE : 28 / 8 /89 TIME: 0200	DATE: 29/8/89	TIME: 0200
DATE : / / TIME:	TOTAL TIME: 0400	

1	SAFETY EQUIP & OXG.		PREFLIGHT
2	BEFORE STARTING SCAN		
3	CDU LOADING & CH. LIST		
4	ENG. STARTS & ABNORMALS	+15	
5	TAXI, BEFORE T.O. CHECK LIST		DEPARTURE
6	REJECTED T/O.		
7	NORMAL T/O & NOISE ABATEMENT T/O		
8	NORMAL CLIMB- BEST ANGLE (VNAV)		
9	GLARE SHIELD USE. (LNAV- VNAV)	+30	
10	WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11	FL 100 FT STEEP TURNS.		
12	STALLS (GRD CONTACT , NO GRD C.)		
13	CLIMB TO F 390- 2ENG FLAME OUT.		
14	STABILZE AT F 310 , DECOMPRESSION EMERGENCY DESCENT	1+30	
15	HYD MALFUNCTIONS		LOW ALT DRILLS
16	HOLDING (MANUAL & LNAV)		
17	MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING	2+00	
18	VOR - ADF APPROACHES	+30	APPROACHES
19	ILS RAW DATA & CIRCLING & LANDING	+45	
20	T/O ENG FLAME OUT ILS LANDING	1+00	
21	T/O ENG FIRE & ILS MISSED APP	1+15	
22	ILS SINGLE ENG RAW DATA (CAPT ONLY)	1+30	
23	PAX EVACUATION	1+45	
24	ELECT FAILURES		OPTION EXERCISE
25	INST. FAILURES		
26	CARG FIRE - SMOKE REMOVAL		
27	ILS APP USING ST. BY HORIZON		

INSTRUCTOR, S REMARKS
PASS / FAIL
SATISFACTORY

[redacted]

INSTRUCTOR, S SIGNATURE

WIND: X – 10
CLOUDS: 8 – 300'
RVR: 1200 M
R/N CONDITION
DRY

EGYPT AIR
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME: AHMED EL HABASHY	RANK: CAPT	CHK. PILOT: ALAA/ELRAFEI-
DATE: 11/1/89 TIME: 0200	DATE: 12/1/89	TIME: 0200
DATE: / / TIME:	TOTAL TIME: 0400	

1- SAFETY EQUIP & OXG.		PREFLIGHT
2- BEFORE STARTING SCAN		✓
3- CDU LOADING & CH. LIST		
4- ENG. STARTS & ABNORMALS	+15	
5- TAXI, BEFORE T.O. CHECK LIST		DEPARTURE
6- REJECTED T/O.		
7- NORMAL T/O & NOISE ABATEMENT T/O		✓
8- NORMAL CLIMB-BEST ANGLE (VNAV)		
9- GLARE SHIELD USE. (LNAV-VNAV)	+30	
10- WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11- FL 100 FT STEEP TURNS.		
12- STALLS (GRD CONTACT, NO GRD C.)		✓
13- CLIMB TO F 390- 2ENG FLAME OUT.		
14- SLABILIZE at F 310, DECOMPRESSION EMERGENLY DESCENT.	1+30	
15- HYD MALFUNCTIONS		LOW ALT DRILLS
16- HOLDING (MANUAL & LNAV).		✓
17- MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING	2+00	
18- VOR-ADF APPROACHES	+30	APPROACHES
19- ILS RAW DATA & CIRCLING & LANDING	+45	
20- T/O ENG FLAME OUT ILS LANDING	1+00	✓
21- T/O ENG FIRE & ILS MISSED APP	1+15	
22- ILS SINGLE ENG RAW DATA (CAPT ONLY)	1+30	
23- PAX EVACUATION	1+45	
24- ELECT FAILURES		OPTION EXERCISES
25- INST. FAILURES		
26- CARG FIRE-SMOKE REMOVAL		✓
27- ILS APP USING ST. BY HORIZON		

INSTRUCTOR'S REMARKS CAPT ALAA HAS INSTRUCTED CAPT EL HABASHY UNDER MY SUPERVISION SATISFACTORY

PASS/ FAIL
SATISFACTORY

WIND: X- 10 KTS
CLOUDS: 8/200
RVR : 1600 M
R/W CONDITION WET

[redacted]

INSTRUCTOR'S

[redacted]

SIGNATURE

474176

NAME:	RANK:	CHK. PILOT:
DATE: 17/6/88 TIME: 0200	DATE / /	TIME:
DATE: 18/6/88 TIME: 0200	TOTAL TIME: 0400	

1- SAFETY EQUIP & OXG.		PREFLIGHT
2- BEFORE STARTING SCAN		
3- CDU LOADING & CH. LIST		
4- ENG. STANTS & ABNORMALS	+15	GRADE 5
5- TAXI, BEFORE T.O. CHECK LIST		DEPARTURE
6- REJECTED T/O.		
7- NORMAL T/O & NOISE ABATEMENT T/O		
8- NORMAL CLIMB-BEST ANGLE (VNAV)		
9- GLARE SHIELD USE. (LNAV-VNAV)	+30	GRADE 5
10- WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11- FL 100 FT STEEP TURNS.		
12- STALLS (GRD CONTACT, NO GRD C.)		
13- CLIMB TO F 390- 2ENG FLAME OUT.		
14- SLABILIZE at F 310, DECOMPRESSION EMERGENLY DESCENT.	1+30	GRADE 5
15- HYD MALFUNCTIONS		LOW ALT DRILLS
16- HOLDING (MANUAL & LNAV).		
17- MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING	2+00	GRADE 5
18- VOR-ADF APPROACHES	+30	APPROACHES
19- ILS RAW DATA & CIRCLING & LANDING	+45	
20- T/O ENG FLAME OUT ILS LANDING	1+00	
21- T/O ENG FIRE & ILS MISSED APP	1+15	GRADE
22- ILS SINGLE ENG RAW DATA (CAPT ONLY)	1+30	5
23- PAX EVACTUATION	1+45	
24- ELECT FAILURES		OPTION
25- INST. FAILURES		EXERCISES
26- CARG FIRE-SMOKE REMOVAL		
27- ILS APP USING ST. BY HORIZON		

INSTRUCTOR'S REMARKS

PASS/ ~~FAIL~~

Passed Satisfactory

INSTRUCTOR'S [redacted]

SIGNATURE

WIND:
CLOUDS:
RVR :
R/W CONDITION

GRADES 1-FAIL 2&3 LOW AUERAGE
4&5 AVERAGE 6 ABOVE AV.
7 EXCELLENT

484/176

FLT TRAINING MANAGEMENT

RECCURENT & INST. RATING CHECK

NAME: [illegible]	RANK: [illegible]	CHK. PILOT: [illegible]
DATE: 17/6/88 TIME: 0200	DATE / /	TIME:
DATE: 18/6/88 TIME: 0200	TOTAL TIME: 0400	

1- SAFETY EQUIP & OXG. ✓		PREFLIGHT
2- BEFORE STARTING SCAN ✓		
3- CDU LOADING & CK. LIST ✓		
4- ENG. STANTS & ABNORMALS ✓	+15	GRADE 5
5- TAXI, BEFORE T.O.CHECK.LIST ✓		DEPARTURE
6- REJECTED T/O. ✓		
7- NORMAL T/O & NOISE ABATEMENT T/O ✓		
8- NORMAL CLIMB-BEST ANGLE(VNAV) ✓		
9- GLARE SHIELD USE. (LNAV-VNAV) ✓	+30	GRADE 5
10- WHEEL WELL FIRE & RESTORE ✓		HIGH ALT DRILLS
11- FL 100 FT STEEP TURNS. ✓		
12- STALLS(GRD CONTACT, NO GRD C.) ✓		
13- CLIMB TO F 390- 2ENG FLAME OUT. ✓		
14- SLABILIZE at F 310, DECOMPRESSION ✓ EMERGENLY DESCENT.	1+30	GRADE 5
15- HYD MALFUNCTIONS ✓		LOW ALT DRILLS
16- HOLDING(MANUAL & LNAV). ✓		
17- MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING ✓	2+00	GRADE 5
18- VOR-ADF APPROACHES ✓	+30	APPROACHES
19- ILS RAW DATA & CIRCLING & LANDING ✓	+45	
20- T/O ENG FLAME OUT ILS LANDING ✓	1+00	
21- T/O ENG FIRE & ILS MISSED APP ✓	1+15	GRADE
22- ILS SINGLE ENG RAW DATA(CAPT ONLY) ✓	1+30	5
23- PAX EVACTUATION	1+45	
24- ELECT FAILURES ✓		OPTION
25- INST. FAILURES ✓		EXERCISES
26- CARG FIRE-SMOKE REMOVAL		
27- ILS APP USING ST. BY HORIZON		

INSTRUCTOR'S REMARKS

PASS/ FAIL

Passed Satisfactory

INSTRUCTOR'S [redacted]

SIGNATURE

WIND:
CLOUDS:
RVR :
R/W CONDITION

GRADES 1-FAIL 2&3 LOW AUERAGE
4&5 AVERAGE 6 ABOVE AV.
7 EXCELLENT

49 of 176

AVIATION
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECURRENT & INST. RATING CHECK

NAME: [illegible] RANK: [illegible]	CHK. PILOT: [illegible] 6
DATE: 21 / 1 / 88 TIME: 0200	DATE / / TIME:
DATE: 22 / 1 / 88 TIME: 0200	TOTAL TIME: 0400

Item	Time	Phase
1- SAFETY EQUIP & EXC. ✓ 2- BEFORE STARTING SCAN ✓ 3- CDU LOADING & CH. LIST ✓ 4- ENG. STARTS & ABNORMALS ✓	1-15	PREFLIGHT
5- TAXI. BEFORE T.O. CHECK LIST ✓ 6- REJECTED T/O. ✓ 7- NORMAL T/O & NOISE ABATEMENT T/O [illegible] ✓ 8- NORMAL CLIMB-BEST ANGLE (VNAV) ✓ 9- GLARE SHIELD USE. (LNAV-VNAV) ✓	.30	DEPARTURE
10- WHEEL WELL FIRE & RESTORE ✓ 11- FL 100 FT STEEP TURNS. ✓ 12- STALLS (GRD CONTACT, NO GRD C.) ✓ 13- CLIMB TO F 390- ENG. FLAME OUT. ✓ 14- STABILIZED AT F 310, DECOMPRESSION EMERGENCY DESCENT. ✓	1-30	HIGH ALT DRILLS
15- END MALFUNCTIONS ✓ 16- HOLDING (MANUAL & LNAV). ✓ 17- MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING ✓	2.00	LOW ALT DRILLS
18- VOR-ADF APPROACHES ADF ✓	.30	APPROACHES.
19- ILS RAW DATA & CIRCLING & LANDING ✓	.45	
20- T/O ENG FLAME OUT ILS LANDING ✓	1-00	
21- T/O ENG FIRE & ILS MISSED APP ✓	1-15	
22- ILS SINGLE ENG RAW DATA (CAPT ONLY)	1-30	
23- PAX EVACUATION	1-45	
24- ELECT FAILURES ✓ 25- INST. FAILURES ✓ 26- CARG FIRE-SMOKE REMOVAL 27- ILS APP USING ST. BY HORIZON		OPTION EXERCISES

INSTRUCTOR'S REMARKS
PASS/ FAIL

satisfactory

INSTRUCTOR'S [redacted]
SIGNATURE

WIND:
CLOUDS:
RVR:
R/W CONDITION

50 of 176

EGYPT AIR
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECURRENT & INST. RATING CHECK

NAME: EL HABASHY	RANK: CAPT	CHK. PILOT: EL RAEEY
DATE: 29/6/87 TIME: 0200	DATE 30/6/87	TIME: 0200
DATE: / / TIME:	TOTAL TIME: 0400	

1- SAFETY EQUIP & CKS. 2- BEFORE STARTING SCAN 3- CDU LOADING & CH. LIST 4- ENG. STARTS & ABNORMALS	+25	PREFLIGHT ✓
5- TAXI, BEFORE T.O. CHECK LIST 6- REJECTED T/O. 7- NORMAL T/O & NOISE ABATEMENT T/O 8- NORMAL CLIMB-BEST ANGLE (VNAV) 9- GLARE SHIELD USE. LNAV-VNAV)	+30	DEPARTURE ✓
10- WHEEL WELL FIRE & RESTORE 11- FL [illegible] FT STEEP TURNS. 12- STALLS [illegible] 13- CLIMB TO F 390- ENG FLAME OUT. 14- STABILIZE at F [illegible]. DECOMPRESSION EMERGENCY DESCENT.	1-[illegible]	HIGH ALT DRILLS ✓
15- HYD MALFUNCTION. 16- HOLDING MANUAL & LNAV. 17- MANUAL [illegible] OF FLAPS [illegible] LANDING	1-[illegible]	[illegible] ALT DRILLS ✓
18- VOR-ADF APPROACHES 19- ILS RAW DATA [illegible] & LANDING 20- T/O ENG FLAME OUT ILS LANDING 21- T/O ENG FIRE & ILS [illegible] APP 22- ILS SINGLE ENG RAW DATA [illegible] 23- PAX EVACUATION	+30 +45 1+[illegible] 1-[illegible] 1-[illegible] 1-45	APPROACHES ✓
24- ELECT FAILURES ✓ 25- INST. FAILURES ✓ 26- CARG FIRE-SMOKE REMOVAL ✓ 27- ILS APP USING ST. BY HORIZON ✓		OPTION EXERCISES ✓

INSTRUCTOR'S REMARKS
PASS/ FAIL
SATISFACTORY

WIND: X- 25 KTS
CLOUDS: 8 200'
RVR.: 800 M
R/W CONDITION DRY

INSTRUCTOR'S [redacted]
SIGNATURE

51 of 176

FLT TRAINING MANAGEMENT

RECCURENT & INST. RATING CHECK

NAME: HABASHI	RANK: CAPTAIN	CHK. PILOT: HALIM
DATE: 26/4/87 TIME: 4:00	DATE / /	TIME:
DATE: 27/4/87 TIME: 4:00	TOTAL TIME: 8:00	

1- SAFETY EQUIP & CKG.		PREFLIGHT
2- BEFORE STARTING SCAN		
3- CLC LOADING & CH. LIST		
4- ENG. STARTS & ABNORMALS	+15	
5- TAXI.BEFORE T.O.CHECK LIST		DEPANTURE
6- REJECTED T/O.		
7- NORMAL T/O & NOISE ABATEMENT T/O		
8- NORMAL CLIMB-DEST ANGLE(VNAV)		
9- GLARE SHIELD USE. (LNAV-VNAV)	+30	
10- WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11- FL 100 FT STEEP TURNS.		
12- STALLS(GRD CONTACT,NO GRD C.)		
13- CLIMB TO F 390- ENG FLAME OUT.		
14- STABILIZE at F 310. DECOMPRESSION EMERGENLY DESCENT.	1+30	
15- HYD MALFUNCTIONS		LOW ALT DRILLS
16- HOLDING(MANUAL & LNAV).		
17- MANUAL EXTENSION OF FLAPS & G/S-ILS LANDING	2+00	
18- VOR-ADF APPROACHES	+30	APPROACHES
19- ILS RAW DATA & CIRCLING & LANDING	+45	
20- T/O ENG FLAME OUT ILS LANDING	1+00	
21- T/O ENG FIRE & ILS MISSED APP	1+15	
22- ILS SINGLE ENG RAW DATA(CAPT ONLY)	1+30	
23- PAX EVACTUATION	1+45	
24- BLEOT FAILURES		OPTION EXERCISES
25- INST. FAILURES		
26- CARG FIRE-SMOKE REMOVAL		
27- ILS APP USING ST. BY HORIZON		

INSTRUCTOR'S REMARKS

PASS/ [redacted]

SATISFACTORY

INSTRUCTOR'S SIGNATURE [redacted]

WIND: 010/30

CLOUDS:

RVR :

R/W CONDITION

EGYPTAIR

FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK	APT			FROM : HECA	
CPT/FO EL HABASHY	RW				
CHECK CPT Swears	W/V			TO : EDDF	
DATE 27-2-87.	VIS				
A/C TYPE B 767-200	CLO			TIME : 4+30	

FLIGHT PREPARATION	S	SI	U
Appearance for duty			
Weather Study			
Flight Planning			
Weight and fuel calculation			
Notams			
Crew briefing			

PREFLIGHT DUTIES :			
Aircraft external check			
Preflight check - list			
Aircraft papers & library			
Weight & Balance check (loadsheet)			

DURING FLIGHT :			
Take - off briefing			
Taxi & take - off			
Noise abatement procedure			
Initial climb & dep route			
Enroute climb			
Cruise technique			
Speed & power control			
Navig. (use of radio aids)			
Comm. (R/T Procedures)			
Alertness to traffic			
Attention to passengers			
Descent technique			
Terminal area procedure			
Holding			
Approach & landing briefing			
Initial approach procedure			
landing technique			

CHECK OF KNOWLEDGE	S	SI	U
ROUTE MANUAL			
Reading of route charts			
Reading of approach charts			
Weather minima			
AIRCRAFT FLIGHT MANUAL (AFM)			
Limitations			
Performance			
SYSTEM FAILURES ENROUTE			
(at least2to be questioned)			
Apu			
Engines			
Fuel system			
Electrical system			
Hydraulic system			
Ice protection			
Wind screen & Side windows			
Airconditioning			
Oxygen system			
Flyng Controls			
Stall protection			

S standard SI should improve U unsatisfactory

RECOMMENDATIONS

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Others to be specified
- ☐ Additional line check
- ☐ Flights under supervision

Comments : —

FINAL RESULT		
	X	Satisfactory
	☐	Unsatisfactory
Check CPT		Chief PILOT
[redacted]		

(EGYPTAIR PRESS 398/81—82/1000)

534/176

[redacted] AIR
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME: حبش	RANK: كابتن	CHK. PILOT: طارق
DATE: 30 / 1 / 87 TIME: 0200	DATE / /	TIME:
DATE: 31 / 1 / 87 TIME: 0200	TOTAL TIME: 0400	

1- SAFETY EQUIP & OXG. ✓		PREFLIGHT
2- BEFORE STARTING SCAN ✓		
3- CDU LOADING & CH. LIST ✓		
4- ENG. STARTS & ABNORMALS ✓	+15	
5- TAXI, BEFORE T.O. CHECK LIST ✓		DEPARTURE
6- REJECTED T/O. ✓		
7- NORMAL T/O & NOISE ABATEMENT T/O ✓		
8- NORMAL CLIMB-BEST ANGLE(VNAV) ✓		
9- GLARE SHIELD USE. (LNAV-VNAV) ✓	+30	
10- WHEEL WELL FIRE & RESTORE ✓		HIGH ALT DRILLS
11- FL 100 FT STEEP TURNS. ✓		
12- STALLS(GRD CONTACT, NO GRD C.) ✓		
13- CLIMB TO F 390- 2ENG FLAME OUT. ✓		
14- STABILIZE at F 310, DECOMPRESSION EMERGENCY DESCENT. ✓	1+30	
15- HYD MALFUNCTIONS ✓		LOW ALT DRILLS
16- HOLDING(MANUAL & LNAV). ✓		
17- MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING ✓	2+00	
18- VOR-ADF APPROACHES ✓	+30	APPROACHES
19- ILS RAW DATA & CIRCLING & LANDING ✓	+45	
20- T/O ENG FLAME OUT ILS LANDING ✓	1+00	
21- T/O ENG FIRE & ILS MISSED APP ✓	1+15	
22- ILS SINGLE ENG RAW DATA(CAPT ONLY) ✓	1+30	
23- PAX EVACTUATION	1+45	
24- ELECT FAILURES ✓		OPTION
25- INST. FAILURES ✓		EXERCISES
26- CARG FIRE-SMOKE REMOVAL		
27- ILS APP USING ST. BY HORIZON		

INSTRUCTOR'S REMARKS

PASS/ ~~FAIL~~

Satisfactory.

WIND:
CLOUDS:
RVR :
R/W CONDITION

INSTRUCTOR'S SIGNATURE [redacted]

54 4176

EGYPT AIR
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME: EL HABASHY	RANK: CAPT	CHK. PILOT: GALAL
DATE: 6/7/86 TIME: 0200	DATE- / /	TIME: -
DATE: 7/7/86 TIME: 0200	TOTAL TIME: 0400	

I- SAFETY EQUIP & OIG.		PREFLIGHT
2- BEFORE STARTING SCAN		
3- CDU LOADING & CH. LIST		✓
4- ENG. STANTS & ABNORMALS	+15	
5- TAXI, BEFORE T.O. CHECK LIST --	--	DEPARTURE --
6- REJECTED T/O.		
7- NORMAL T/O & NOISE ABATEMENT T/O		
8- NORMAL CLIMB-BEST ANGLE(VNAV)		✓
9- GLARE SHIELD USE. (LNAV-VNAV)	+30	-
10- WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11- FL 100 FT STEEP TUENS.		
12- STALLS(GRD CONTACT, NO GRD C.)		
13- CLIMB TO F 390- 2ENG FLAME OUT.		✓
14- SLABILIZE at F 310, DECOMPRESSION EMERGENLY DESCENT.	1+30	
15- HYD MALFUNCTIONS		LOW ALT DRILLS
16- HOLDING(MANUAL & LNAV).		
17- MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING	2+00	✓
18- VOR-ADF APPROACHES	+30	APPROACHES
19- ILS RAW DATA & CIRCLING & LANDING	+45	
20- T/O ENG FLAME OUT ILS LANDING	1+00	
21- T/O ENG FIRE & ILS MISSED APP	1+15	✓
22- ILS SINGLE ENG RAW DATA(CAPT ONLY)	1+30	
23- PAX EVACTUATION	1+45	
24- ELECT FAILURES		OPTION EXERCISES
25- INST. FAILURES		
26- CARG FIRE-SMOKE REMOVAL		✓
27- ILS APP USING ST. BY HORIZON		

INSTRUCTOR'S REMARKS

PASS/ FAIL

RECCURNT & INST. RATING CHECK COMPLETED SATISFACTORILY, NORMAL STANDARD.

7-7-1986.

INSTRUCTOR'S [redacted]
SIGNATURE

WIND: 10 KT
CLOUDS: 1000
RVR: 1000 M
R/W CONDITION DRY

554/176

SAUDI AIR
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME: HABASHI	RANK: CAPTAIN	CHK. PILOT: HALIM
DATE: 6/2/86 TIME: 04:00	DATE- / /	TIME:
DATE: 7/2/86 TIME: 04:00	TOTAL TIME:	08:00

1- SAFETY EQUIP & CKG.		PREFLIGHT
2- BEFORE STARTING SCAN		
3- CDU LOADING & CK. LIST		
4- ENG. STARTS & ABNORMALS	+15	
5- TAXI, BEFORE T.O. CHECK LIST		DEPARTURE
6- REJECTED T/O.		
7- NORMAL T/O & NOISE ABATEMENT T/O		
8- NORMAL CLIMB-BEST ANGLE(VNAV)		
9- GLARE SHIELD USE. (LNAV-VNAV)	+30	
10- WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11- FL 100 FT STEEP TURNS.		
12- STALLS(3RD CONTACT, NO 3RD C.)		
13- CLIMB TO F 390- 2ENG FLAME OUT.		
14- SLAPSLIDE at F 310, DECOMPRESSION FAMILIARLY REQUEST.	2+30	
15- HYD MALFUNCTIONS		1 ENG OUT DRILLS
16- HOLDING(MANUAL & LNAV).		
17- MANUAL EXTENSION OF FLAPS & G/O-2ND LANDING	2+00	
18- VOR-ALT APPROACHES	+30	APPROACHES
19- ILS RAW DATA & CIRCLING & LANDING	+45	
20- T/O ENG FLAME OUT RTO LANDING	1+00	
21- T/O ENG FIRE & ILS MISSED APP	1+15	
22- ILS SINGLE ENG RAW DATA(CAPT ONLY)	1+30	
23- PAX EVACUATION	1+45	
24- ELECT FAILURES		OPTION
25- INST. FAILURES		EXERCISES
26- CARG FIRE-SMOKE REMOVAL		
27- ILS APP USING ST. BY HORIZON		

INSTRUCTOR'S REMARKS
PASS/ [redacted]
SATISFACTORY

INSTRUCTOR'S SIGNATURE [redacted]

WIND:
CLOUDS/
RVR :
R/W CONDITION

56 a/176

[illegible]
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME: EL HABASHY	RANK: CAPT	CHK. PILOT: EL RAEY
DATE: 13/7/85 TIME: 0200	DATE 13/7/85	TIME: 0600
DATE: / / TIME:	TOTAL TIME: 0400	

1- SAFETY EQUIP & OXG.		PREFLIGHT
2- BEFORE STARTING SCAN		✓
3- CDU LOADING & CH. LIST		
4- ENG. STARTS & ABNORMALS	+15	
5- TAXI, BEFORE T.O.CHECK LIST		DEPARTURE
6- REJECTED T/O.		
7- NORMAL T/O & NOISE ABATEMENT T/O		✓
8- NORMAL CLIMB-BEST ANGLE(VNAV)		
9- GLARE SHIELD UCE. (LNAV-VNAV)	+30	
10- WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11- FL 100 FT STEEP TURNS.		
12- STALLS(GPD CONFIGT,NO SPD C.)		✓
13- CLIMB TO F 390- ZERO FLAME OUT.		
14- STABILIZE at F 310, DECOMPRESSION EMERGENCY DESCENT.	1+00	
15- HYD MALFUNCTIONS		LOW ALT DRILLS
16- HOLDING(MANUAL & LNAV).		
17- MANUAL EXTENSION OF FLAPS & U/C-ILS LANDING	2+00	✓
18- VOR-ADF APPROACHES	+30	APPROACHES
19- ILS RAW DATA & CIRCLING & LANDING	+45	
20- T/O ENG FLAME OUT ILS LANDING	1+00	✓
21- T/O ENG FIRE & ILS MISSED APP	1+15	
22- ILS SINGLE ENG RAW DATA(CAPT ONLY)	1+30	
23- PAX EVACUATION	1+45	
24- ELECT FAILURES		OPTION
25- INST. FAILURES		EXERCISES
26- CARG FIRE-SMOKE REMOVAL ✓		
27- ILS APP USING SC. BY HORIZON		

INSTRUCTOR'S REMARKS
PASS/ FAIL
SATISFACTORY

WIND: CALM
CLOUDS: 8/500
RVR: 1500 M
R/N CONDITION
DRY

INSTRUCTOR'S SIGNATURE [redacted]

574/126

EGYPTAIR — FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK Route	DEP	CAI	BKK	FROM CAI	0230
CPT EL HABASHY	RW	05 L	21 R	BKK	1315
CHECK CPT GALAL	W/V	010/06	200/03	TO	
DATE 28-6-95	VIS	10	10		
A/C TYPE 767	CLD	NIL	3/8 3500	[illegible]	9.45

FLIGHT PREPARATION	S	SI	U
Appearance for duty	✓		
Weather Study	✓		
Flight Planning	✓		
Weight and fuel calculation	✓		
Notams	✓		
Crew briefing	✓		
PREFLIGHT DUTIES :			
Aircraft external check	✓		
Preflight check - list	✓		
Aircraft papers & library	✓		
Weight & Balance check (loadsheet)	✓		
DURING FLIGHT :			
Take - off briefing	✓		
Taxi & take - off	✓		
Noise abatement procedure	✓		
Initial climb & dep route	✓		
Enroute climb	✓		
Cruise technique	✓		
Speed & power control	✓		
Navig. (use of radio aids)	✓		
Comm. (R/T Procedures)	✓		
Alertness to traffic	✓		
Attention to passengers	✓		
Descent technique	✓		
Terminal area procedure	✓		
Holding	✓		
Approach & landing briefing	✓		
Initial approach procedure	✓		
landing technique	✓		

CHECK OF KNOWLEDGE	S	SI	U
ROUTE MANUAL	✓		
Reading of route charts	✓		
Reading of approach charts	✓		
Weather minima	✓		
AIRCRAFT FLIGHT MANUAL [illegible]			
Limitations	✓		
Performance	✓		
SYSTEM [illegible]			
[illegible]			
[illegible]			
[illegible]	✓		
[illegible]	✓		
[illegible]			
[illegible]			
[illegible]			
[illegible] & [illegible]			
A[illegible]			
Oxygen [illegible]			
[illegible]			
Self protection			

S Satisfactory SI [illegible] U Unsatisfactory

[illegible]

☐ Technical check ☐ [illegible] check
☐ Simulator refresher ☐ Flight under supervision
☐ Others [illegible]

FINAL RESULT	☑ Satisfactory ☐ Unsatisfactory
Check CPT [signature]	Chief PILOT
	[signature]

EgyptAir Press 294-82-83-1000

Comments : —

HE is FIT TO FLY This ROUTE AS CAPT. in COMD.

584/176

EGYPTAIR FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK Route	APT	BKK	MNL	FROM BKK	1955
CPT/FO EL HABASHY	RW	21R	06	MNL	2305
CHECK CPT GALAL	W/V	190/05	calm	TO	
DATE 3.7.85	VIS	10k	3k		
A/C TYPE 767	CLO	4/8 high	nil	TIME	0310

FLIGHT PREPARATION	S	SI	U
Appearance for duty	✓		
Weather Study	✓		
Flight Planning	✓		
Weight and fuel calculation	✓		
Notams	✓		
Crew briefing	✓		
PREFLIGHT DUTIES :			
Aircraft external check	✓		
Preflight check - list	✓		
Aircraft papers & library	✓		
Weight & Balance check (loadsheet)	✓		
DURING FLIGHT :			
Take - off briefing	✓		
Taxi & take - off	✓		
Noise abatement procedure	✓		
Initial climb & dep route	✓		
Enroute climb	✓		
Cruise technique	✓		
Speed & power control	✓		
Navig. (use of radio aids)	✓		
Comm. (R/T Procedures)	✓		
Alertness to traffic	✓		
Attention to passengers	✓		
Descent technique	✓		
Terminal area procedure	✓		
Holding	✓		
Approach & landing briefing	✓		
Initial approach procedure	✓		
landing technique	✓		

CHECK OF KNOWLEDGE	S	SI	U
ROUTE MANUAL	✓		
Reading of route charts	✓		
Reading of approach charts	✓		
Weather minima	✓		
AIRCRAFT FLIGHT MANUAL	✓		
Limitations	✓		
Performance			
SYSTEM FAILURE			
[illegible]			
APU	✓		
Engines	✓		
Fuel system			
Electrical system			
Hydraulic system			
[illegible]			
[illegible]			
Air conditioning			
Oxygen system			
Flying Controls			
Stall protection			

S standard SI [illegible] U unsatisfactory

RECOMMENDATIONS

- [ ] Technical [illegible]
- [ ] Simulator refresher
- [ ] Other [illegible]
- [ ] Additional line check
- [ ] Flights under supervision

FINAL RESULT	✓ Satisfactory
	Unsatisfactory
Check CPT [signature]	Chief PILOT
	[signature]

Comments : — HE IS FIT TO FLY AS CAPT IN COMM. This Route.

EgyptAir Press 294/82-83/1000

59a/126

EGYPTAIR FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK Route	APT	MNL	NRT	FROM MNL / NRT	
CPT/FØ EL HABACHY	RW	06	16		
CHECK CPT GALAL	W/V	CL	320/05	TO	
DATE 3.7.35	VIS	10 k	10 k		
A/C TYPE 767	CLO	Nil	3/1500 Rain	TIME	0410

FLIGHT PREPARATION

	S	SI	U
Appearance for duty	✓		
Weather Study	✓		
Flight Planning	✓		
Weight and fuel calculation	✓		
Notams	✓		
Crew briefing	✓		

PREFLIGHT DUTIES :

	S	SI	U
Aircraft external check	✓		
Preflight check - list	✓		
Aircraft papers & library	✓		
Weight & Balance check (loadsheet)	✓		

DURING FLIGHT :

	S	SI	U
Take - off briefing	✓		
Taxi & take - off	✓		
Noise abatement procedure	✓		
Initial climb & dep route	✓		
Enroute climb	✓		
Cruise technique	✓		
Speed & power control	✓		
Navig. (use of radio aids)	✓		
Comm. (R/T Procedures)	✓		
Alertness to traffic	✓		
Attention to passengers	✓		
Descent technique	✓		
Terminal area procedure	✓		
Holding	✓		
Approach & landing briefing	✓		
Initial approach procedure	✓		
landing technique	✓		

CHECK OF KNOWLEDGE

	S	SI	U
ROUTE MANUAL	✓		
Reading of route charts	✓		
Reading of approach charts	✓		
Weather minima	✓		
AIRCRAFT FLIGHT MANUAL	✓		
Limitations	✓		
Performance	✓		
SYSTEM FAILURE	✓		
[illegible]	✓		
APU	✓		
Engines	✓		
Fuel system	✓		
[illegible]			
Hydraulic system			
[illegible]			
[illegible]			
Air conditioning			
Oxygen system			
Flying Controls			
Stall protection			

S Satisfactory SI Below standard U Unsatisfactory

RECOMMENDATIONS

- [ ] Technical check
- [ ] Simulator refresher
- [ ] Others to be specified
- [ ] Additional line check
- [ ] Flights under supervision

FINAL RESULT	✓ Satisfactory / Unsatisfactory
Check CPT [signature]	Chief PILOT [signature]

Comments : —

HE IS FIT TO FLY THIS ROUTE AS CAPT IN COMM.

EgyptAir Press 294/82-83/1000)

EGYPTAIR  FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK Route	APT	NRT	MNL	FROM NRT	07 20
CPT E/P EL HABASHY	RA	16	24	MNL	11 35
CHECK CPT GALAL	W V	250/27	130/09	TO	
DATE 6.7.35	VIS	10K	7000M		
A/C TYPE 767	CLD	NIL	4/8 1000	TIME	0415

FLIGHT PREPARATION	S	SI	U
Appearance for duty	✓		
Weather Study	✓		
Flight Planning	✓		
Weight and fuel calculation	✓		
Notams	✓		
Crew briefing	✓		
PREFLIGHT DUTIES :			
Aircraft external check	✓		
Preflight check - list	✓		
Aircraft papers & library	✓		
Weight & Balance check (loadsheet)	✓		
DURING FLIGHT :			
Take - off briefing	✓		
Taxi & take - off	✓		
Noise abatement procedure	✓		
Initial climb & dep route	✓		
Enroute climb	✓		
Cruise technique	✓		
Speed & power control	✓		
Navig. (use of radio aids)	✓		
Comm. (R.T Procedures)	✓		
Alertness to traffic	✓		
Attention to passengers	✓		
Descent technique	✓		
Terminal area procedure	✓		
Holding	✓		
Approach & landing briefing	✓		
Initial approach procedure	✓		
landing technique	✓		

CHECK OF KNOWLEDGE	S	SI	U
ROUTE MANUAL	✓		
Reading of route charts	✓		
Reading of approach charts	✓		
Weather minima	✓		
AIRCRAFT FLIGHT MANUAL	✓		
Limitations	✓		
Performance	✓		
[illegible]	✓		
[illegible]			
Ap[illegible]	✓		
[illegible]			
[illegible]			
[illegible]	✓		
[illegible]			
[illegible]			
[illegible]			
A/cond[illegible] ing			
Oxygen system			
Flying Contr[illegible]			
Stall protection			

S standard SI short[illegible] U unsatisfactory

RECOMMENDATIONS

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Others to be specified
- ☐ Additional line check
- ☐ Flight under supervision

FINAL RESULT	✓ Satisfactory
	Unsatisfactory
Check CPT [signature]	Chief PILOT
	[signature]

Comments : —

HE IS FIT To Fly This ROUTE AS CAPT. in G4,4

EGYPTAIR

FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK Route	APT	HNL	BKK	FROM HNL	1250
CPT/FO ELHABASHY	RWY	24	21R	BKK	1600
CHECK CPT GALAL	W.V	CLR	250/07	TO	
DATE 6.7.35	VIS	10/2	10/2		
A.C TYPE	CLO	RAIN	NIL	TIME	0310

FLIGHT PREPARATION	S	SI	U
Appearance for duty	✓		
Weather Study	✓		
Flight Planning	✓		
Weight and fuel calculation	✓		
Notams	✓		
Crew briefing	✓		
PREFLIGHT DUTIES :			
Aircraft external check	✓		
Preflight check - list	✓		
Aircraft papers & library	✓		
Weight & Balance check (loadsheet)	✓		
DURING FLIGHT :			
Take - off briefing	✓		
Taxi & take - off	✓		
Noise abatement procedure	✓		
Initial climb & dep route	✓		
Enroute climb	✓		
Cruise technique	✓		
Speed & power control	✓		
Navig (use of radio aids)	✓		
Comm. (R T Procedures)	✓		
Alertness to traffic	✓		
Attention to passengers	✓		
Descent technique	✓		
Terminal area procedure	✓		
Holding	✓		
Approach & landing briefing	✓		
Initial approach procedure	✓		
landing technique			

CHECK OF KNOWLEDGE	S	SI	U
ROUTE MANUAL	✓		
Reading of route charts	✓		
Reading of approach charts	✓		
Weather minima	✓		
AIRCRAFT FLIGHT MANUAL	✓		
Limitations	✓		
Performance	✓		
[illegible]	✓		
[illegible]			
Apu			
[illegible]			
Fuel system			
Electrical system	✓		
Hydraulic system	✓		
Ice protection			
Wind screen & Side window			
Air cond. & pressurization			
Oxygen system			
Flying Controls			
Stall protection			

S standard SI should improve U unsatisfactory

RECURRENT TRAINING

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Others to specify
- ☐ Additional line check
- ☐ Duties under supervision

FINAL RESULT	☑ Satisfactory
	☐ Unsatisfactory
Check CPT	Chief PILOT

Comments : —

HE IS FIT TO FLY THIS ROUTE AS CAPT. IN G.M.

PILOTS LINE CHECK Route	APT	BKK	CAI	FROM BKK / CAI	
CPT F/O EL HABASHY	RWY	21R	05R		
CHECK CPT CALAL	W/V	160/10	010/05	TO	
DATE 11.7.31	VIS	10K	4K		
A/C TYPE 767	CLD	NIL	3/8 2500	TIME	09

I. FLIGHT PREPARATION	S	SI	U
Appearance for duty	✓		
Weather Study	✓		
Flight Planning	✓		
Weight and fuel calculation	✓		
Notams	✓		
Crew briefing	✓		
II. PREFLIGHT DUTIES :			
Aircraft external check	✓		
Preflight check - list	✓		
Aircraft papers & library	✓		
Weight & Balance check (loadsheet)	✓		
III. DURING FLIGHT :			
Take - off briefing	✓		
Taxi & take - off	✓		
Noise abatement procedure	✓		
Initial climb & dep route	✓		
Enroute climb	✓		
Cruise technique	✓		
Speed & power control	✓		
Navig. (use of radio aids)	✓		
Comm. (R/T Procedures)	✓		
Alertness to traffic	✓		
Attention to passengers	✓		
Descent technique	✓		
Terminal area procedure	✓		
Holding	✓		
Approach & landing briefing	✓		
Initial approach procedure	✓		
landing technique	✓		

IV. CHECK OF KNOWLEDGE	S	SI	U
ROUTE MANUAL	✓		
Reading of route charts	✓		
Reading of approach charts	✓		
Weather minima	✓		
AIRCRAFT FLIGHT MANUAL / AFM			
Limitations	✓		
Performance	✓		
SYSTEM DESCRIPTION MANUAL			
[illegible]			
[illegible]			
[illegible]	✓		
[illegible]			
[illegible]	✓		
[illegible]			
[illegible]			
[illegible]			
Oxygen system			
Flying Controls			
Stall protection			

S standard SI [illegible] U unsatisfactory

FLIGHT SIMULATOR

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Others [illegible]
- ☐ Additional line check
- ☐ Flights under supervision

FINAL RESULT ✓ Satisfactory ☐ Unsatisfactory

Comments : —

HE IS FIT TO FLY THE ROUTE AS CAP. IN COMM.

Chief PILOT

B761

EgyptAir

FLIGHT TRAINING MANAGEMET

BOEING 767 SIMULATOR

PERIODIC CHECK, INSTRUMENT RATING AND CAT II CHECK

PILOT : EL HABASHY INSTRUCTOR : EL RAFEI DATE : 30/3/85 31/3 F 114

EXERCISE	ASSESSMENT	EXERCISE	ASSESSMENT
1 *PRE-FLIGHT* Check Lists Start Up APU Ground Source Abnormal Start OIL LOADING	4	4 EMERGENCY HANDLING a) S.E. ILS and overshoot b) Raw Data ILS c) Manual Reversion d) Emergency Flaps e) Emergency Brakes	4
2 *TAKE-OFF* Normal Noise Abatement Engine Failure- (before/after V1) Directional Control U/c Retraction Diagnosis V2 Climb Flap Retraction Co-ordination USE OF NAV-DISPLAY	4	5 APPROACH AND LANDING a) Coupled Approach 100' 400 meter - LAND b) Coupled Approach, engine fail at 200' and G/R c) Coupled Approach to 200, G/R fail. c) Coupled Approach to *LANDING*	4
3 *EMERGENCY DRILLS* a) Engine Fire Overheat Flam-out ~~APU Fire~~ [illegible] b) Hydraulics ~~No A System~~ Fail ~~No. B System Fail~~ Identification of services lost c) Electrical Fire CSD & Gen Failure d) Runaway Stabiliser e) Jammed Stabiliser	4	6 *GENERAL IF* Heights Speeds Headings Slip & ksid 7 *OTHER EXERCISES* Smoke Evacuation Pass. & Cgo Version VG, Nav, Compass failures PAX EVACTION	4 4

INSTRUCTOR'S REMARKS : PASS/FAIL

SATISFACTORY

INSTRUCTOR'S SIGNATURE : [redacted]

WEATHER CONDITIONS

Wind : ....CAR/1C....

Motion : ....ON....

FOM	ECP	DCPE	CTC(737)	RECORDS
0500				

PILOT'S SIGNATURE* ....

Assessments will include remarks and exercises graded thus ;
1. Fail. 2. Low Average 3.4.5. Average 6. Above Average. 7. Excellent.

* Pliot must sign here if assessed as Grade 1 or 2 in any co l umn.

(نموذج رقم ١١/ عمليات) (مطبعة مصر للطيران ٥٠/١٠/٨٨/ ١٠٠٠)

EGYPTAIR

FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK	APT	HKNA		FROM : HKNA	
CPT : HABASHI	RW				
CHECK CPT HA FUCHFAUX	W/V	NIL		TO : HECA	
DATE 8-3-85	VIS	10+			
A/C TYPE B747	CLO	4000'		TIME : 4450	

FLIGHT PREPARATION	S	SI	U
Appearance for duty	✓		
Weather Study	✓		
Flight Planning	✓		
Weight and fuel calculation	✓		
Notams	✓		
Crew briefing	✓		
PREFLIGHT DUTIES :			
Aircraft external check	✓		
Preflight check - list	✓		
Aircraft papers & library	✓		
Weight & Balance check (loadsheet)	✓		
DURING FLIGHT :			
Take - off briefing	✓		
Taxi & take - off	✓		
Noise abatement procedure	✓		
Initial climb & dep route	✓		
Enroute climb	✓		
Cruise technique	✓		
Speed & power control	✓		
Navig. (use of radio aids)	✓		
Comm. (R/T Procedures)	✓		
Alertness to traffic	✓		
Attention to passengers	✓		
Descent technique	✓		
Terminal area procedure	✓		
Holding	—		
Approach & landing briefing	✓		
Initial approach procedure	✓		
landing technique	✓		

CHECK OF KNOWLEDGE	S	SI	U
ROUTE MANUAL	✓		
Reading of route charts	✓		
Reading of approach charts	✓		
Weather minima	✓		
AIRCRAFT FLIGHT MANUAL (AFM)			
Limitations	✓		
Performance	✓		
SYSTEM FAILURES ENROUTE			
(at least2to be questioned)			
Apu			
Engines			
Fuel system			
Electrical system			
Hydraulic system			
Ice protection			
Wind screen & Side windows			
Airconditioning			
Oxygen system			
Flyng Controls			
Stall protection			

S standard SI should Improve U unsatisfactory

RECOMMENDATIONS

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Others to be specified
- ☐ Additional line check
- ☐ Flights under supervision

Comments : —

SATISFACTORY FLIGHT -

FINAL RESULT	✓	Satisfactory
	☐	Unsatisfactory
G.S. Fuchs Check CPT		Chief PILOT

(EgyptAir Press 294/82-83/1000)

BOEING

PART A

SUMMARY OF CUSTOMER LINE FLYING ASSISTANCE

(See Reverse Side for Instructions)

CUSTOMER CREW MEMBER: EL-HABASHY

AIRLINE NAME: EGYPT AIR

CREW POSITION: ☒ CAPTAIN ☐ FIRST OFFICER ☐ FLIGHT ENGINEER

AIRPLANE MODEL: 767-266 (Circle One: 707/720 727 737 747)

DATE TRIP ORIGINATED	AIRPLANE REGISTRY	ROUTE FROM	ROUTE TO	BLOCK TIME TODAY	BLOCK TIME TOTAL	LANDINGS	SEGMENTS	INSTRUCTOR'S NAME
8/17/84	SU-GAI	OEJN	HECA	2+10	2+10	1	1	Swears
8/18/84	SU-GAH	HECA	OEJN	2+05	4+15	1	1	Barbour
8/19/84	SU-GAI	HECA	OEJN	2+20	6+35	1	1	Barbour
8/20/84	SU-GAI	ORBS	HECA	2+35	9+10	1	1	Barbour
8/22/84	SU-GAI	OEJN	HECA	2+20	11+30	1	1	Barbour
8/25/84	SU-GAH	LFPO	HECA	4+50	16+20	1	1	Grosvenor
				TOTALS				

COMMENTS:

Line training completed 8-25-84

SIGNATURE - BOEING FLIGHT INSTRUCTOR: William M Swears

Copy Transmitted To Airline: ☐ Not Desired ☒ YES

By: (SIGNATURE) [redacted]

DATE: 8-28-84

APPLICABLE PROCEDURE G-7900-606

DX 10358A-R1

J65-032

THE BOEING COMPANY

RECORD OF CUSTOMER LINE FLYING ASSISTANCE

PART B

(See Reverse Side of PART A For Instructions)

CUSTOMER CREW MEMBER		AIRLINE NAME	
EL-HABASHY		EGYPT AIR	
CREW POSITION: ☒ CAPTAIN ☐ FIRST OFFICER ☐ FLIGHT ENGINEER		AIRPLANE MODEL & SERIES: 707/720 727 737 747 (Circle One) 767-266	
DATE TRIP ORIGINATED	BLOCK TIME	AIRPLANE REGISTRY	FLIGHT NO. OR DESIGNATOR
8/17/84	2+10	SU-GAI	MS 2546

ROUTE:	FROM	VIA	TO	TOTAL LANDINGS THIS TRIP
USE ICAO CODE OR AIRPORT NAMES	OEJN		HECA	1

NORMAL PROCEDURES - Phase of Flight (ALL MODELS)

FLIGHT PLANNING	1	✓	TAXI-OUT & TAKEOFF	4	✓	DESCENT & APPROACH	7	✓
PREFLIGHT	2	✓	CLIMB	5	✓	LANDING	8	✓
ENGINE START	3	✓	CRUISE	6	✓	TAXI-IN AND PARK	9	✓

IN THE BLOCK ADJACENT TO ITEM NUMBER, ENTER ONE OF FOLLOWING SYMBOLS

☑ PERFORMANCE SATISFACTORY ☐ NUMBERED COMMENT ENTERED IN "COMMENTS" SECTION

COMMENTS

Satisfactory first flight

SIGNATURE - BOEING FLIGHT INSTRUCTOR

APPLICABLE PROCEDURE 6-2600-114

ADX 10358B REV. 10/72

THE BOEING COMPANY

RECORD OF CUSTOMER LINE FLYING ASSISTANCE

PART B

(See Reverse Side of PART A For Instructions)

CUSTOMER CREW MEMBER	AIRLINE NAME
El-Habashy, A	Egypt Air (EGP)
CREW POSITION: ☒ CAPTAIN ☐ FIRST OFFICER ☐ FLIGHT ENGINEER	AIRPLANE MODEL & SERIES: 707/720 727 737 747 (Circle One) 767-266
DATE TRIP ORIGINATED: Aug 18, 1984	BLOCK TIME: 2+05
AIRPLANE REGISTRY: SU-GAH	FLIGHT NO. OR DESIGNATOR: 2545
ROUTE: FROM: HECA VIA: TO: OEDN	TOTAL LANDINGS THIS TRIP: 1

USE ICAO CODE OR AIRPORT NAMES

NORMAL PROCEDURES – Phase of Flight (ALL MODELS)

FLIGHT PLANNING	1	✓	TAXI-OUT & TAKEOFF	4	✓	DESCENT & APPROACH	7	✓
PREFLIGHT	2	✓	CLIMB	5	✓	LANDING	8	C
ENGINE START	3	✓	CRUISE	6	✓	TAXI-IN AND PARK	9	✓

IN THE BLOCK ADJACENT TO ITEM NUMBER, ENTER ONE OF FOLLOWING SYMBOLS

☑ PERFORMANCE SATISFACTORY Ⓒ NUMBERED COMMENT ENTERED IN "COMMENTS" SECTION

COMMENTS

A Good flight overall (8) delayed to long to initiate the flare during landing and touch-down was in a slight crab

I emphasized the need and importance of x-checking the FMC Map position against Raw Nav-Aid (VOR, ADF ILS) position to insure Accurate position, Especially in Areas of Minimum or Questionable VOR's and during Map up-dating in V.R-DME only

[redacted]

SIGNATURE - BOEING FLIGHT INSTRUCTOR

APPLICABLE PROCEDURE 6-2600-114

ADX 103588 REV. 10/72

THE BOEING COMPANY

RECORD OF CUSTOMER LINE FLYING ASSISTANCE

PART B

(See Reverse Side of PART A For Instructions)

CUSTOMER CREW MEMBER	AIRLINE NAME
El-Habashy, A	Egypt Air (EGP)
CREW POSITION: ☒ CAPTAIN ☐ FIRST OFFICER ☐ FLIGHT ENGINEER	AIRPLANE MODEL & SERIES: 707/720 727 737 747 (Circle One) 767-266
DATE TRIP ORIGINATED: Aug 19, 1984	BLOCK TIME: 2+20
AIRPLANE REGISTRY: SU-GAI	FLIGHT NO. OR DESIGNATOR: 2545
ROUTE: FROM: HECA	VIA:
TO: OETN	TOTAL LANDINGS THIS TRIP: 1

USE ICAO CODE OR AIRPORT NAMES

NORMAL PROCEDURES – Phase of Flight (ALL MODELS)

FLIGHT PLANNING	1	✓	TAXI-OUT & TAKEOFF	4	C	DESCENT & APPROACH	7	✓
PREFLIGHT	2	✓	CLIMB	5	✓	LANDING	8	C
ENGINE START	3	✓	CRUISE	6	✓	TAXI-IN AND PARK	9	✓

IN THE BLOCK ADJACENT TO ITEM NUMBER, ENTER ONE OF FOLLOWING SYMBOLS

☑ PERFORMANCE SATISFACTORY C NUMBERED COMMENT ENTERED IN "COMMENTS" SECTION

COMMENTS

4. During Takeoff and initial Climb CAPT Habashy is still trying to program the MCP when manually flying the airplane

8. Did not initiate flare early enough and combined with a reduction of power resulted in a firm Landing

All other areas of planning and flight were very good

[redacted]

SIGNATURE - BOEING FLIGHT INSTRUCTOR

APPLICABLE PROCEDURE 6-2600-114

ADX 1035BB REV. 10/72

THE BOEING COMPANY

PART B

RECORD OF CUSTOMER LINE FLYING ASSISTANCE

(See Reverse Side of PART A For Instructions)

CUSTOMER CREW MEMBER: EL-HABASHY, A	AIRLINE NAME: EGYPT AIR (EGP)
CREW POSITION: ☒ CAPTAIN ☐ FIRST OFFICER ☐ FLIGHT ENGINEER	AIRPLANE MODEL & SERIES: 707/720 727 737 747 (Circle One) 767 266
DATE TRIP ORIGINATED: AUG 20, 1984	BLOCK TIME: 2+35
AIRPLANE REGISTRY: SU-GAI	FLIGHT NO. OR DESIGNATOR: 729
ROUTE: FROM: ORBS VIA: TO: HECA	TOTAL LANDINGS THIS TRIP: 1

USE ICAO CODE OR AIRPORT NAMES

NORMAL PROCEDURES – Phase of Flight (ALL MODELS)

FLIGHT PLANNING	1	✓	TAXI-OUT & TAKEOFF	4	✓	DESCENT & APPROACH	7	C
PREFLIGHT	2	C	CLIMB	5	✓	LANDING	8	C
ENGINE START	3	✓	CRUISE	6	✓	TAXI-IN AND PARK	9	✓

IN THE BLOCK ADJACENT TO ITEM NUMBER, ENTER ONE OF FOLLOWING SYMBOLS

☑ PERFORMANCE SATISFACTORY ☐ C NUMBERED COMMENT ENTERED IN "COMMENTS" SECTION

COMMENTS

2. Needs to speed up total preflight in preparation for Engine Start.

3. ILS was not completed in the most professional way. Did not go outbound from F/K long enough before starting procedure turn, ended high on profile when the G/S was not functioning.

8 The final profile was high with low power, trying to get down to profile for landing.

Debriefed Student in All areas, and particularly the RAMIFICATIONS of Item 8.

[redacted]

SIGNATURE - BOEING FLIGHT INSTRUCTOR

APPLICABLE PROCEDURE 6-2600-114

ADX 10358B REV. 10/72

THE BOEING COMPANY

RECORD OF CUSTOMER LINE FLYING ASSISTANCE

PART B

(See Reverse Side of PART A For Instructions)

CUSTOMER CREW MEMBER	AIRLINE NAME
EL-Habashy, A.	EGypt Air (EGP)
CREW POSITION: ☒ CAPTAIN ☐ FIRST OFFICER ☐ FLIGHT ENGINEER	AIRPLANE MODEL & SERIES: 707/720 727 737 747 (Circle One) 767-266
DATE TRIP ORIGINATED: AUG 22, 1984	BLOCK TIME: 2+20
AIRPLANE REGISTRY: SU-GAI	FLIGHT NO. OR DESIGNATOR: 510
ROUTE: FROM: OETN	VIA
TO: HECA	TOTAL LANDINGS THIS TRIP: 1

USE ICAO CODE OR AIRPORT NAMES

NORMAL PROCEDURES – Phase of Flight (ALL MODELS)

FLIGHT PLANNING	1	✓	TAXI-OUT & TAKEOFF	4	✓	DESCENT & APPROACH	7	C
PREFLIGHT	2	✓	CLIMB	5	✓	LANDING	8	✓
ENGINE START	3	✓	CRUISE	6	✓	TAXI-IN AND PARK	9	✓

IN THE BLOCK ADJACENT TO ITEM NUMBER, ENTER ONE OF FOLLOWING SYMBOLS

✓ PERFORMANCE SATISFACTORY C NUMBERED COMMENT ENTERED IN "COMMENTS" SECTION

COMMENTS

The flight was generally satisfactory. Landing was very good, with stable profile, airspeed and pitch/power control.

7. Was behind somewhat in planning and programming the CDU for an ILS

[redacted]

SIGNATURE - BOEING FLIGHT INSTRUCTOR

APPLICABLE PROCEDURE 6-2800-114

ADX 10358B REV. 10/72

THE BOEING COMPANY

RECORD OF CUSTOMER LINE FLYING ASSISTANCE

PART B

(See Reverse Side of PART A For Instructions)

CUSTOMER CREW MEMBER	AIRLINE NAME
A. HABASHI	EGYPT AIR

CREW POSITION: ☒ CAPTAIN ☐ FIRST OFFICER ☐ FLIGHT ENGINEER

AIRPLANE MODEL & SERIES: 707/720 727 737 747 (Circle One) 767-266

DATE TRIP ORIGINATED	BLOCK TIME	AIRPLANE REGISTRY	FLIGHT NO. OR DESIGNATOR
AUG 25, 1984	~~9+05~~ 4+50	SU-GAH	795 / 796

ROUTE: USE ICAO CODE OR AIRPORT NAMES	FROM	VIA	TO	TOTAL LANDINGS THIS TRIP
	HECA -	LEPO -	HECA	1

NORMAL PROCEDURES – Phase of Flight (ALL MODELS)

FLIGHT PLANNING	1	✓	TAXI-OUT & TAKEOFF	4	✓	DESCENT & APPROACH	7	✓
PREFLIGHT	2	✓	CLIMB	5	✓	LANDING	8	✓
ENGINE START	3	✓	CRUISE	6	✓	TAXI-IN AND PARK	9	✓

IN THE BLOCK ADJACENT TO ITEM NUMBER, ENTER ONE OF FOLLOWING SYMBOLS

☒ PERFORMANCE SATISFACTORY Ⓒ NUMBERED COMMENT ENTERED IN "COMMENTS" SECTION

COMMENTS

OK FLIGHT

LINE TRAINING COMPLETED F.O. duties HECA-LEPO

✓

[redacted]

SIGNATURE - BOEING FLIGHT INSTRUCTOR

APPLICABLE PROCEDURE 6-2600-114

ADX 10358B REV. 10/72

CS 42R

FLIGHT TRAINING RECORD SUMMARY

NAME AHMED M. EL-HABASHY CREW POSITION CAPTAIN AIRLINE EGYPTAIR TYPE 767-266

TRAINING	HOURS	DATE	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
ACADEMICS (EXAMINATION GRADE - 98)	62+-	7-13-84	SEATTLE, WASH.	[redacted]
FBS - A	22+-	7-13-84	SEATTLE, WASH	[redacted]
FBS - B	6+00	18July84	Seattle, WA	[redacted]
FFS	12+00	26July84	Seattle, WA	[redacted]
AIRPLANE	2+00	6AUG84	SEATTLE, WA	[redacted]
FLIGHT CHECK	**HOURS**	**DATE**	**LOCATION**	**SIGNATURE SIGNIFYING SATISFACTORY COMPLETION**
FFS	2+00	27JUL84	Seattle	[redacted]
AIRPLANE	2+10	7 AUG 84	SEATTLE	[redacted]

FBS-B - FFS - AIRPLANE

DATE	DUTY CODE	TYPE EQUIP	TODAY	TOTAL	NIGHT	INST	VIS	NO. OF LANDINGS: PRECISION APPROACHES	NONPRECISION APPROACHES	DAY: TOUCH & GO	DAY: FULL STOP	NIGHT: TOUCH & GO	NIGHT: FULL STOP	INSTRUCTOR CHECK AIRMAN
16 July 84	CTR	FBS-B	2+00	2+00				1	1					CURRY
17 July 84	CTR	FBS-B	2+00	4+00				1	1					CURRY
18 July 84	CTR	FBS-B	2+00	6+00				1	1					CURRY
19 July 84	CTR	FFS	2+00	2+00			2+00	3		3	1			CURRY
20 July 84	CTR	FFS	2+00	4+00			2+00	2	1	1	2			CURRY
21 July 84	CTR	FFS	2+00	6+00			2+00	1	1		2			CURRY
24 July 84	CTR	FFS	2+00	8+00			2+00	2			4			CURRY
25 July 84	CTR	FFS	2+00	10+00	2+00		2+00	2	2			2		CURRY
26 July 84	CTR	FFS	2+00	12+00			2+00	1	1		2			CURRY
27 JUL 84	CTY	FFS	1+60	14+00			2+00	1	1		2			DUNHAM
6 AUG 84	CTR	AP	2+00	2+00		+45		2		8	1			GROSVENOR
7 AUG 84	CTY	AP	2+10	4+10		+45		2		6	1			POLLARD

DOCUMENTS USED IN TRAINING: OPERATIONS MANUAL _____ ; NORMAL CHECKLIST _____ ;
NON-NORMAL CHECKLIST _____ ; TRAINING MANUAL _____ .

TRAINING RECORD -

NAME [illegible] EL-HARESHY CREW POSITION CAPT

AIRLINE EGYPTAIR TYPE — B-767-266

BRIEFING

TRAINING PLAN
OPERATING PHILOSOPHY

PREFLIGHT

DEMO

ENGINE START

DEMO

TAXI-OUT & TAKEOFF

DEMO

CLIMB AND CRUISE

DEMO

APPROACH & LANDING

DEMO

SUPPLEMENTAL NORMAL PROCEDURES

EICAS

NON-NORMAL PROCEDURES

SYSTEMS REVIEW

APU
EICAS
ELECTRICAL (NORMAL)

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR [illegible] TRAINEE [illegible] DATE [illegible]

07.01

FBS A LESSON 2

TRAINING RECORD -

NAME EL HABASHY

AIRLINE EGP

CREW POSITION C

TYPE 767 -266

BRIEFING

SCAN FLOW
NORMAL PROCEDURES

PREFLIGHT

NORMAL (FAMILIARIZATION)
LIGHTING

ENGINE START

NORMAL (FAMILIARIZATION)

TAXI-OUT & TAKEOFF

CLIMB AND CRUISE

APPROACH & LANDING

PARKING - (FAMILIARIZATION)

SUPPLEMENTAL NORMAL PROCEDURES

FUEL
POWER PLANT (STARTING)

NON-NORMAL PROCEDURES

SYSTEMS REVIEW

CDU FAMILIARIZATION
FUEL
POWER PLANT
HYDRAULICALLY POWERED SYSTEMS

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR TRAINEE DATE

07.01

TRAINING RECORD -

NAME EL HABASHY
AIRLINE EGP
CREW POSITION C
TYPE 767 - 266

BRIEFING

NORMAL PROCEDURES
AUTO PILOT
ADI AND HSI

PREFLIGHT

NORMAL PROCEDURES

ENGINE START

NORMAL PROCEDURES

TAXI-OUT & TAKEOFF

CLIMB AND CRUISE

APPROACH & LANDING

NORMAL PROCEDURES

SUPPLEMENTAL NORMAL PROCEDURES

AUTO PILOT
INERTIAL REFERENCE SYSTEM
AIR DATA COMPUTER
AUTO LAND STATUS ANNUNCIATOR

NON-NORMAL PROCEDURES

SYSTEMS REVIEW

ENVIRONMENTAL - PNEUMATICS & AIR CONDITION
FMC CDU - FAMILIARIZATION
AUTO PILOT - INTRODUCTION
AUTO THROTTLE - INTRODUCTION
FLIGHT INSTRUMENTS

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR [illegible] TRAINEE [illegible] DATE [illegible]

9504

07.01

TRAINING RECORD -

NAME EL HABASHY

AIRLINE EGP

CREW POSITION C

TYPE 767 -266

BRIEFING

FLAP - SPEED SCHEDULE

BUG SETTING

PREFLIGHT

NORMAL PROCEDURES

ENGINE START

NORMAL PROCEDURES

TAXI-OUT & TAKEOFF

NORMAL PROCEDURES

CLIMB AND CRUISE

NORMAL PROCEDURES

APPROACH & LANDING

NORMAL PROCEDURES

SUPPLEMENTAL NORMAL PROCEDURES

ILS TEST

NON-NORMAL PROCEDURES

SYSTEMS REVIEW

AUTO PILOT - MODES

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR [illegible] **TRAINEE** [illegible] **DATE** [illegible]

07.01

780/176

TRAINING RECORD -

NAME EL HABASHY

AIRLINE EGP

CREW POSITION C

TYPE 767 - 266

BRIEFING

FMS NAVIGATION
AUTO FLIGHT
FLIGHT INSTRUMENTS

PREFLIGHT

NORMAL PROCEDURES

ENGINE START

NORMAL PROCEDURES

TAXI-OUT & TAKEOFF

PARTIAL FMS - (NO V NAV)

CLIMB AND CRUISE

FMC CDU

APPROACH & LANDING

FMC CDU PAGES

SUPPLEMENTAL NORMAL PROCEDURES

STALL WARNING

NON-NORMAL PROCEDURES

SYSTEMS REVIEW

FMS LNAV/VNAV INTRODUCTION
CDU PAGES

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR **TRAINEE** **DATE**

07.01

79 of 176

TRAINING RECORD -

NAME EL HABASHY
AIRLINE EGP
CREW POSITION C
TYPE 767 - 266

BRIEFING
L NAV, V NAV NAVIGATION

PREFLIGHT
NORMAL PROCEDURES

ENGINE START
MANUAL OVERRIDE START

TAXI-OUT & TAKEOFF
FULL FMS NAVIGATION
WING ANTI ICE

CLIMB AND CRUISE
CDU PRACTICE

APPROACH & LANDING
NORMAL PROCEDURES

SUPPLEMENTAL NORMAL PROCEDURES
WINDOW/PROBE HEAT TEST
WING ANTI ICE TEST

NON-NORMAL PROCEDURES

SYSTEMS REVIEW

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR **TRAINEE** **DATE**

07.01

TRAINING RECORD -

NAME EL HABASHY
AIRLINE EGP
CREW POSITION C
TYPE 767 — 266

BRIEFING

FMS NAVIGATION
CDU NORMAL PROCEDURES

PREFLIGHT

*NORMAL PROCEDURES

ENGINE START

ABORTED START

TAXI-OUT & TAKEOFF

FULL FMS NAVIGATION

CLIMB AND CRUISE

CDU PRACTICE

APPROACH & LANDING

* NORMAL PROCEDURES

SUPPLEMENTAL NORMAL PROCEDURES

FIRE AND O/HEAT TESTS

NON-NORMAL PROCEDURES

ELECTRICAL SYSTEM
FUEL

SYSTEMS REVIEW

ELECTRICAL (NON NORMAL)

* PROFICIENCY

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR [illegible] TRAINEE [illegible] DATE [illegible]

07.01

TRAINING RECORD

NAME EL HABASHY CREW POSITION C

AIRLINE EGP TYPE 767 – 266

BRIEFING
FMS CDU (NO COMPANY ROUTE)

PREFLIGHT
EXTERNAL POWER AND AIR

ENGINE START
ABORTED START

TAXI-OUT & TAKEOFF
* NORMAL PROCEDURES

CLIMB AND CRUISE
CDU PRACTICE
* NORMAL PROCEDURES

APPROACH & LANDING
ALTITUDE RESTRICTION
* NORMAL PROCEDURES

SUPPLEMENTAL NORMAL PROCEDURES
FUEL

NON-NORMAL PROCEDURES
APU
POWER PLANT
FMC
PASSENGER EVACUATION

SYSTEMS REVIEW
POWER PLANT (NON NORMAL)

* PROFICIENCY

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR [illegible] TRAINEE [illegible] DATE [illegible]

07.01

NAME EL HABASHY

AIRLINE EGP

CREW POSITION

TYPE 767 – 266

BRIEFING

FMS NORMAL PROCEDURES

PREFLIGHT

NORMAL PROCEDURES

ENGINE START

ABORTED START

TAXI-OUT & TAKEOFF

WHEEL WELL FIRE

CLIMB AND CRUISE

HOLDING

SPEED SCHEDULES

APPROACH & LANDING

C SYSTEM INOP LANDING

ENGINE FIRE AFTER LANDING

EXTERNAL POWER

SUPPLEMENTAL NORMAL PROCEDURES

YAW DAMPER TEST

LANDING CONFIG TEST

TAKEOFF CONFIG TEST

NON-NORMAL PROCEDURES

IRS

HYDRAULIC SYSTEM

SYSTEMS REVIEW

HYDRAULICALLY POWERED SYSTEMS

FLIGHT CONTROLS (NON NORMAL)

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR

TRAINEE

DATE

9804

07.01

TRAINING RECORD -

NAME: EL HABASHY | CREW POSITION: C
AIRLINE: EGP | TYPE: 767 — 266

BRIEFING
- • FMS NORMAL PROCEDURES
- MISSED APPROACH
- HOLDING

PREFLIGHT
- NORMAL PROCEDURES

ENGINE START
- STARTER CUTOUT
- ENG ANTI ICE

TAXI-OUT & TAKEOFF
- WING ANTI ICE

CLIMB AND CRUISE
- NORMAL PROCEDURES

APPROACH & LANDING
- MISSED APPROACH - L NAV
- HOLDING

SUPPLEMENTAL NORMAL PROCEDURES
- EQUIPMENT COOLING TEST
- DUCT LEAK TEST

NON-NORMAL PROCEDURES
- ENVIRONMENTAL CONTROL
- HYDRAULICALLY POWERED SYSTEMS

SYSTEMS REVIEW
- ENVIRONMENTAL CONTROL
- HYDRAULICALLY POWERED SYSTEMS

* PROFICIENCY

REMARKS Identify items that were incomplete or require additional training.

All procedures proficient — Continue to practice
Study CDU operation in ops manual supplement.

INSTRUCTOR [redacted] TRAINEE DATE 7/12/84

07.01

CP

84-176

TRAINING RECORD -

NAME EL HABASHY CREW POSITION C

AIRLINE EGP TYPE 767 — 266

BRIEFING

FMS NORMAL PROCEDURES

APPROACH & LANDING

NORMAL PROCEDURES

PREFLIGHT

NORMAL PROCEDURES

SUPPLEMENTAL NORMAL PROCEDURES

OXYGEN SYSTEM TEST
GROUND PROX
FMS

ENGINE START

ABORTED START
ENG. ANTI ICE

NON-NORMAL PROCEDURES

CARGO FIRE

TAXI-OUT & TAKEOFF

TEMPORARY ALTITUDE RESTRICTION

CLIMB AND CRUISE

CHANGING SCHEDULES

REMARKS Identify items that were incomplete or require additional training.

CDU work proficient!

INSTRUCTOR [redacted] TRAINEE DATE 7/13/84

07.01

TRAINING RECORD FBS B LESSON 1

NAME Habashy, R. M. CREW POSITION Capt.

AIRLINE EGP TYPE ~~767~~ 266

BRIEFING

Review of Normal Procedures
USE OF FMS and TMS

PREFLIGHT

Normal Procedures
Panel Scan Philosophy
CDU Route Entry - By Legs
Review Route - HSI Plan Mode

ENGINE START

Normal Procedures

TAXI-OUT & TAKEOFF

Normal Procedures
TMS-Dearate Selections
FD to Mode/Rotation Technique
Noise Profile - Using AFDS/TMS
Flap Retraction Schedule & Maneuvering

CLIMB AND CRUISE

Normal Procedures
Area Departure
Use of L/V NAV
Linking Route Discontinuity
CDU - Changing Speed Schedule
Speed Intervention
Offset (Parallel) Routing
Direct to Waypoint
CDU - Arrival Procedure
HSI - Route Verification
Steep Turns
Approach to Stalls

APPROACH & LANDING

Normal Procedure
Use of L/V NAV
Area Arrival
Compute TOD Point
Waypoint Altitude Restriction
CAT III Approach - DH 50'
CAT II Approach (FD) 100'
~~ILS Manual~~ - Published Minimums
VOR AFDS/TMS
~~NDB Manual~~
Autoland Status Annunciator
Missed Approach (Automatic) - L/V Nav
Missed Approach (Automatic) - AFDS/TMS
Missed Approach (Manual) - FD
Missed Approach - Manual
Holding
HSI Display - MAP, ILS, VOR Modes
Flap Extension Schedule & Body Attitudes
ADI Annunciations
Raw Data Displays
Standard Callouts

TAXI-IN & PARK

Normal Procedures

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 16 July 84

*Signature indicates that trainee is aware of remarks

Sep 01/82 04.01

TRAINING RECORD FBS B LESSON 2

NAME Habashy, A.M. CREW POSITION Capt

AIRLINE EGP TYPE 767-266

BRIEFING

Operations in Icing Conditions
Constraints on Reduced Thrust with Adverse Runway Conditions

PREFLIGHT

Dispatch with One FMC Inop.
Contingency Routing Procedure
CDU Fix Page Data
Manual VOR Freq. & Course Selection
EFC Control of Symbology

ENGINE START

Review Engine Anti-Ice Procedure

TAXI-OUT & TAKEOFF

Reduced Thrust - Assumed Temp Method
Waypoint Altitude Restriction
Noise Abatement - AFDS/TMS
Area Departure with SID
Activate Contingency Routing

CLIMB AND CRUISE

Heading Select Mode Procedure
AFDS FLCH Mode Procedure
AFDS V/S Mode Procedure
Delete Waypoint Altitude Restriction
Change Cruise Speed Schedule
Determining ETA/FUEL Remaining Proc.
Entries for Cruise/Descent Winds
Flight Progress Data Check
Icing Procedures

APPROACH & LANDING

Icing Conditions - Engine & Wing
NDB AFDS/TMS
Construct NDB Approach - Using Fix Page
Autothrottle Disconnect (TMS Faults)
ILS AFDS/CWS 100'
Autobrake Fault
CAT III Approach - Full Stop
Autopilot Warning (AFDS Fault)
Crossing Altitude Restriction
LOC (BC)
Missed Approach - AFDS/TMS
Missed Approach (CWS) AFDS
Holding - CDU Procedure
HSI Display - Map
Standard Callouts

TAXI-IN & PARK

Icing Conditions

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 17 July 84

*Signature indicates that trainee is aware of remarks

Sep 01/82 04.02

TRAINING RECORD FBS B LESSON 3

NAME Habashy, A.M. CREW POSITION Capt

AIRLINE EGP TYPE 76F-266

BRIEFING

Window Heat Inoperative
Pilot Incapacitation
EICAS CRT Message Display Failure
Use Full FMS Enroute MWH

PREFLIGHT

Dispatch with an Air Conditioning Pack Inop - Use of MEL
Icing Condition Exist

TAXI-OUT & TAKEOFF

TMS Takeoff Procedure
~~EEC Off Procedure~~
Reduced Thrust - Derate 2

CLIMB AND CRUISE

Normal Procedures
Altitude Restriction
Top of Climb (T/C) - CDU Procedure
Changing Cruise Speed Schedule
Determine ETA & Distance from Fix - CDU Procedure
Entering Descent Forecast
Flight Progress Data Check

APPROACH & LANDING

AFDS/TMS & L/V Nav Modes
Area Arrival
Holding Entering/Exiting CDU Procedure
Holding AFDS/TMS L/V Nav Procedures
Icing Conditions
VOR - AFDS L/V Nav - Full Stop
~~VOR - Manual~~
~~EEC Failure & Thrust Management Proc.~~
CAT II Approach (FD) 100' Full Stop
~~Engine Shutdown - Engine Failure Procedure~~
~~Engine Inflight Start Procedure~~
CAT III Approach - Full Stop
Missed Approach - From VOR (Complete)
Standard Callouts

TAXI-IN & PARK

Normal After Landing Procedures
APU Fire Procedure
Passenger Evacuation Procedure

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 19 July 84

*Signature indicates that trainee is aware of remarks

Sep 01/82 04.03

TRAINING RECORD FFS LESSON 1

NAME Habesky CREW POSITION Capt

AIRLINE EGP TYPE 767 - 266

BRIEFING

Customer Airplane Differences
Simulator Fire Protection System
Simulator Safety Procedures
Ground Handling Characteristics

PREFLIGHT

Normal Procedures

ENGINE START

Normal Procedure-External Power

TAXI-OUT & TAKEOFF

Normal Procedures
Taxi & Steering Technique
Entering Waypoint Altitude Restriction
Reduced Thrust - Assumed Temperature Method
Noise Profile - Using AFDS/TMS

CLIMB AND CRUISE

Normal Procdures
Changing Climb Schedule
Deleting Waypoint Altitude Restriction
Time/Distance Crossing Radial
Flight Characteristics - Low Altitude
Steep Turns
Approach to Stalls

APPROACH & LANDING

Normal Procedures
AFDS/TMS & L/V Nav Mode
CAT III Approach - Full Stop
Autobrake Use
CAT II Approach (FD) 100'
ILS Manual
Missed Approach - Manual AFDS/TMS
Visual Traffic Pattern - VASI
HSI Display - Map
Touch/Stop and Go Landing
Landing - No Aids

TAXI-IN & PARK

Normal Procedures

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR [redacted] TRAINEE [redacted] DATE 19 Jul 82

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.01

TRAINING RECORD FFS LESSON 2

NAME Habashy CREW POSITION Capt

AIRLINE EGP TYPE F6F - 266

BRIEFING

Review Items in Phase of Flight

PREFLIGHT

Normal Procedures
Dispatch with Generator Inop
Use of MEL
CDU Fix Page - Displays Fixes/Radials
For Approaches

ENGINE START

Non-Normal Procedures
Hot/Hung/Starter Cutout/Starter Valve
Procedure

TAXI-OUT & TAKEOFF

Normal Procedures
Reduced Thrust - Assummd Temperature
FD - With Manual Thrust Control
FD - With TMS Control
Noise Profile - Using AFDS
Non-Normal Procedures
Engine Failure After V1
(Profile)
Wind Shear Technique

CLIMB AND CRUISE

Normal Procdures
Non-Normal Procedures

APPROACH & LANDING

Normal Procedures
Non-Normal Procedures
CAT II (FD) 100' - Full Stop

CAT II (FD) One Engine Inoperative
Fuel Configuration Message Procedure
Missed Approach (FD) - Engine Inoperative

CAT II (FD) - Full Stop

Construct VOR Approach - Using Fix Page
VOR AFDS/TMS
Circling Approach - AFDS/TMS
Rejected Landing

ILS Manual
ADI or HSI Fail Message
~~Use of 3rd Gyro - Standby Attitude~~
EFI Instrument Source Selector Switch Proc.
Visual Patterns
Approach to Stall - Ground Contact a Factor
Fuel Efficient Profile
Crosswind Landing Technique
Wind Shear Technique

ILS - One Engine Inop Profile
Visual Traffic Pattern - One Engine Inop
Profile

Status Annunciators

TAXI-IN AND LANDING

Normal Procedures
Transient Stop Procedures
IRS Realignment at Transient Stop

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 20 Jul 84

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.02

TRAINING RECORD FFS LESSON 3

NAME Hrbacky CREW POSITION Capt

AIRLINE EGP TYPE 76F – 266

BRIEFING

Review High Altitude Characteristics
Use of Prolonged Use of Oxygen
Effect of Cost Index on Performance Data

PREFLIGHT

Normal Procedures
Oxygen Mask - Donning and Communications Procedures

ENGINE START

Completed - Instruction Option

TAXI-OUT & TAKEOFF

Normal Procedures
Reduced Thrust - Assumed Temperature Method
FD with TMS Control
Engine Failure After V1 (Engine Fire)
Crosswind Technique
Rejected Takeoff Procedure

CLIMB AND CRUISE

Normal Procedures
Area Departure with SID
Max Rate of Climb
Temporary Altitude Restriction
Linking Route Discontinuity
Severe Turbulent Air Penetration Procedures - AFDS/TMS

CLIMB AND CRUISE (Continued)

Flight Characteristics - High Altitude (VMO Maneuvers)
~~Steep Climb Evaluation~~
Emergency Descent - Practice Manually
Rapid Depressurization
Emergency Descent - Use AFDS

APPROACH & LANDING

Normal Procedures
Use of AFDS/TMS & L/V Nav
Change Distination - CDU Procedure
Holding - AFDS/TMS & L/V Nav
VOR AFDS/TMS & L/V Nav
Circling Approach - AFDS/TMS
CAT II (FD) One Engine Inoperative 100'
Missed Approach - One Engine Inoperative
Visual Traffic Patterns
HSI Display to Maintain Track
One Engine Inoperative - Full Stop
Crosswind Landing Technique

TAXI-IN AND PARK

Normal Procedures
One Engine Inoperative Procedure
Brake Cooling Table

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 2 July 84

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.03

90 of 126

TRAINING RECORD FFS LESSON 4

NAME Habashy A.M. CREW POSITION Capt

AIRLINE EGP TYPE 767-266

BRIEFING

Airplane Handling Characteristics with Non-Normal Hydraulic and Flight Control Configurations
NAV Position - No IRS DME Update

PREFLIGHT

Normal Procedures
Contingency Routing - RTE 2
Entering Waypoints with Lat - Long Coordinates - RTE-2

ENGINE START

Completed

TAXI-OUT & TAKEOFF

Normal Procedures
Handling Characterisitcs - High/Low Thrust to Weight Ratios
Manual Flight - VFR Traffic Pattern
TMS with No FD
Noise Profile - Reduced Thrust

CLIMB AND CRUISE

Normal Procedures
Area Departure
Wheel Well Fire Procedure
Landing Gear - Speed Limitations
Use AFDS/TMS L/V Nav Modes
Direct to Waypoint
Airplane Characteristics - No Elevator Feel or Trim
Ram Air Turbine Unlocked
AFDS - With Non-Normal Hydraulic

APPROACH & LANDING

Non-Normal Procedures
Visual Traffic Pattern

Leading Edge Flap Asymmetry Procedure
Airspeed Bug & A/P Characteristics
Full Stop Landing

Trailing Edge Flap Asymmetry Procedure
Airspeed Bugs & A/P Characteristics and Body Attitudes at Touchdown
Full Stop Landing

Stabilizer Trim (Fault) - Manual Trim Use
Unscheduled Stabilizer Trim Procedure
Full Stop Landing

Hydraulic System(s) Pressure
L and C System
C SYS Inop Landing Preparation
Alternate Flap Operation
Alternate Gear Operation
Hydraulic Sys Non-Normal Procedures and Checklists
Crosswind Capability
AFDS/TMS & L/V Nav Modes
Area Arrival
Full Stop Landing

TAXI-IN AND PARK

Taxi with Hydraulic System(s) Inoperative
Normal Procedures

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR [redacted] TRAINEE [redacted] DATE 24.11.84

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.04

TRAINING RECORD FFS LESSON 5

NAME Habashy, A M. CREW POSITION Capt

AIRLINE EGF TYPE 767 -266

BRIEFING

Difference in IRS Position
When DME Update Has Occurred
When DME Update Has Not Occurred
Route Entry - Over Water/Remote Areas

PREFLIGHT

Normal Procedures

ENGINE START

Completed

TAXI-OUT & TAKEOFF

Normal Procedures
FD with TMSD Control
Heading Select
Rejected Procedure
Engine Failure After V1-AFDS/TMS
Contingency Routing
Wind Shear Technique

CLIMB AND CRUISE

Normal Procedures
AFDS/TMS L/V Nav
Generator Drive Procedure
APU - Inflight Limitations
Change Cruise Speed Schedule Long Range Cruise
Estimated Wind Entries for Cruise Waypoints/Entering Descent Forecast
Determining ETA and Fuel Remaining for Destination
IRS Fault Procedure
Linking Route Discontinuity
Flight Progress Data Check

APPROACH & LANDING

Normal Procedures
Use of AFDS/TMS L/V Nav
Area Arrival - Speed Intervention

NDB-FD (With Manual Thrust Control)
HSI Display - Map (Fix Page)
Circling Approach - Manually
Circling Approach Profile
Rejected Landing

VOR - Manual
Proceed Direct to Waypoint
Engine Fire, Severe Damage or Separation
One Engine Inoperative - Full Stop Landing

CAT III
One Engine Inoperative DH 100'
AFDS/TMS Procedures - One Engine Inop
One Engine Inoperative - Full Stop Landing
ILS - One Engine Inoperative Profile

R-NAV L/V NAV
Gear Disagree Message and Procedure
Missed Approach (Automatic) L/V Nav
Visual Traffic Pattern
Full Stop Landing
Non-Precision Approach - One Engine Inop Profile
Visual Traffic Pattern - One Engine Inop Profile

TAXI-IN AND PARK

Normal Procedures
ILS Realignment at Transient Stop

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 23,24,25,26

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.05

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TRAINING RECORD FFS LESSON 6

NAME Habashy
AIRLINE FCP
CREW POSITION Cap-T
TYPE 767 - 266

BRIEFING

Review Simulator Flight Check Maneuvers and Procedures

PREFLIGHT

Normal Procedures
Dispatcch With One Cabin Altitude Controller Inoperatiive - MEL Procedure

ENGINE START

Normal Procedures

TAXI-OUT & TAKEOFF

Normal Procedures
Reduced Thrust - Assumed Temp Method
FD with TMS Control L/V Nav
Engine Failure After V1-FD & TMS
Reduced Thrust - No AFDS/TMS
Rejected Takeoff Procedure

CLIMB AND CRUISE

Normal Procedures
Linking Route Discontinuity
Engine Anti-Ice Procedure
Severe Turbulent Air Penetration Procedures
Cabin Altitude Controller Fails
Cabin Automatic Inop Procedure
Cabin Altitude (Rapid Depressurization) Procedure
Emergency Descent
Steep Turns
Approach to Stalls

APPROACH & LANDING

Normal Procedures
Direct to Waypoint
AFDS/TMS L/V Nav

Holding AFDS/TMS L/V Nav
Exit Holding Pattern

CAT III Approach
Autobrake Use on Slick Runway
Full Stop Landing

CAT II Aproach (FD) DH 100'
One Engine Inoperative
Missed Approach (FD) One Engine Inop

Visual Traffic Pattern - One Engine Inop
Full Stop Landing

NDB - Manual
Circling Approach - Manually
Wind Shear - Technique
Rejected Landing
Visual Traffic Pattern
Full Stop Landing

TAXI-IN AND PARK

Normal Procedures

REMARKS Identify items that are incomplete or require additional training.

Capt HABASHY
TITLE NAME

has demonstrated satisfactory skill in all prescribed training maneuvers and procedures and is recommended for flight check.

INSTRUCTOR'S SIGNATURE

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 26 July 84

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.06

TRAINING RECORD FFS LESSON 7

NAME AHMED M. EL HABASHY CREW POSITION CAPT

AIRLINE EGP. TYPE 767 — 266

BRIEFING

Requirements for FAA Type Rating
Visual Simulator Practical Test
Option - Included by Inspector
or Check Authority

X*PREFLIGHT S

Normal Procedures

ENGINE START S

Normal Procedures

TAXI-OUT & TAKEOFF

Normal Procedures - *Reduced Thrust
Instrument
AFDS/TMS L/V Nav
Engine Failure After V1 S
Rejected Takeoff Procedure S
Crosswind

CLIMB AND CRUISE

Normal Procedures
X*Area Departure S
Emergency Descent S
X*Steep Turns S
X*Approach to Stalls S

APPROACH & LANDING

Normal Procedures
~~ADI or HSI Fail~~
X*Area Arrival S

X*Holding
Exit Holding Pattern S

~~CAT III Approach~~
~~Full Stop Landing~~

CAT II Approach S
One Engine Inoperative S
~~Full Stop Landing~~ MISSED APP. S

VOR Manual
Circling Approach - Manual S
Rejected Landing S
Visual Traffic Pattern S
Full Stop Landing S

Crosswind

TAXI-IN AND PARK

Normal Procedures S

SUPPLEMENTARY NORMAL PROCEDURES

NON-NORMAL PROCEDURES

Items that may be waived as indicated
X* FAR G1.157(c) & FAR 121.441(d)

REMARKS Identify items that are incomplete or require additional training.

SIMULATOR FLIGHT CHECK SATISFACTORILY COMPLETED.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 27 JUNE.

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.07

TRAINING RECORD AIRPLANE LESSON 1A/1B

NAME EL-HABASHY, A.M. CREW POSITION CAPT.

AIRLINE EGYPT AIR TYPE 767 —

BRIEFING

Dispatching & Flight Planning
Navigation & Communications Procedures - Training Area
Weight & Balance and Maintenance Procedures - Training Airplane

PREFLIGHT

Emergency Exits and Door Operation

Pilot Flying Accomplish Items for His Crew Position
Pilot NOT Flying Accomplishes Items for Crew Position Occupied by Instructor
IRS Realignment at Transient Stop
Contingency Routing - RTE 2

ENGINE START

Normal Procedures

TAXI-OUT & TAKEOFF

Normal Procedures
Reduced Thrust
Noise Profile -FD/TMS
Manual Flight
Takeoff Profile

CLIMB AND CRUISE

Normal Procedures
Manual Flight
AFDS/TMS
L/V Nav

APPROACH & LANDING

Normal Procedures
Area Arrival
AFDS/TMS & L/V Nav Modes

CAT III Approach
ILS Profile
Full Stop Landing
Touch/Stop and Go Landing Profile

Visual Traffic Patterns
Touch/Stop and Go Landing
Visual Traffic Pattern Profile

CAT II Approach (FD) DH 100'
Engine Failure Procedure
Missed Approach - One Engine Inoperative (FD)
ILS - One Engine Inop Profile
HSI Display - Map

CAT II Approach (FD) 100'
One Engine Inop - Full Stop Landing

TAXI-IN AND PARK

Normal Procedure

REMARKS Identify items that are incomplete or require additional training.

First Airplane Training Flight OK

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE Aug 6, 1984

*Signature indicates that trainee is aware of remarks

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TRAINING RECORD AIRPLANE LESSON 2A/2B

NAME EL HABASHY A.M. CREW POSITION CAPT.

AIRLINE EGYPT AIR TYPE 767 —

BRIEFING

Requirements for Airplane Practical Test Following Visual Simulator Flight Cehck

Option - Included by Inspector or Check Authority

PREFLIGHT

Normal Procedures

ENGINE START

Normal Procedures

TAXI-OUT & TAKEOFF

Normal Procedures

CLIMB AND CRUISE

Normal Procedures

APPROACH & LANDING

Normal Procedures

Visual Traffic Pattern
Touch & Go Landing

Visual Traffic Pattern
One Engine Inoperative - Landing

ILS Approach
Autoland Procedure
Full Stop Landing
HSI Display - Map

TAXI-IN AND PARK

Normal Procedures

SUPPLEMENTARY NORMAL PROCEDURES

NON-NORMAL PROCEDURES

REMARKS Identify items that are incomplete or require additional training.

CAPT HABASHY HAS DEMONSTRATED SATISFACTORY SKILL IN ALL PRESCRIBED TRAINING MANEUVERS AND PROCEDURES AND IS RECOMMENDED FOR FLIGHT CHECK

CAPTAIN EL HABASHY SATISFACTORILY COMPLETED 767 FLIGHT CHECK. READY FOR LINE TRAINING.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 7 AUG 91

*Signature indicates that trainee is aware of remarks

96/126

TRAINING RECORD - SUPPLEMENT

NAME _____ CREW POSITION _____

AIRLINE _____ TYPE _____

BRIEFING

PREFLIGHT

ENGINE START

TAXI-OUT & TAKEOFF

CLIMB AND CRUISE

APPROACH & LANDING

SUPPLEMENTAL NORMAL PROCEDURES

NON-NORMAL PROCEDURES

REMARKS Identify items that were incomplete or require additional training.

INSTRUCTOR TRAINEE* DATE

*Signature indicates that trainee is aware of remarks

EgyptAir Flight Training Records for F/O Gamiel El Batoty

PROFICIENCY CHECK FORM

Name: GAMIEL ELBATOTY		Code No.: 411	☐ Capt. ☑ F/O ☐ IP
Simulator Owned By: [illegible]	Location: FRA	Aircraft Type: B767-300	Simulator Level: ☐A ☐B ☐C ☑D
Flight Training Time:	Time PF: 0100	Time PNF: 0100	Date: (19-20) 6-99

This form is based on ECARS 121 Appendix F.

Enter (S / U or NA) indicating Satisfactory / Unsatisfactory completion of each item or Not Applicable

1. ORAL TEST (Operational Oriented Questions)		2. FLIGHT CHECK (cont'd)	
• Aeroplane systems	✓	*INFLIGHT MANEUVERS*	
• Aeroplane performance	✓	• Steep turns (Min. 180° - Max. 360°)	✓
• Normal and non-normal procedures[1]	✓	• Approach to stalls (Two may be waived):	✓
• ETOPS, North Atlantic or special routes	✓	*- Take-Off configuration*	✓
• Company flight operations manual	✓	*- Clean configuration*	✓
• Use of checklists	✓	*- Landing configuration*	✓
2. FLIGHT CHECK		*Note: One Stall must be performed with bank angle 25°.*	✓
PRE FLIGHT AND TAXIING		*LANDINGS*	
• Pre-flight and cockpit preparation	✓	• Normal Landing	✓
• Engine start	✓	• From ILS	✓
• Low visibility taxiing (150/200m RVR)[2]	✓	• Cross Wind	✓
TAKE-OFFS		• Visual approaches	✓
• Normal		• With 50% power plant failure	✓
• Low visibility takeoffs (150/200m RVR)[2]	✓	• (2 Eng.'s on one side for 4 Eng.'s aeroplanes)[3]	
- X- Wind with loss of visual cues at 100 Kt	✓	• From circling approach	✓
- Rejected T.O with an engine failure before V_1	✓	• Rejected at 50'	✓
- With simulated engine failure at V_1	✓	*NORMAL AND ABNORMAL PROCEDURES*	
INSTRUMENT PROCEDURES		• Anti icing and De-icing	✓
• Area departure	✓	• Hydraulics	✓
• Area arrival and Holding	✓	• Electrical	✓
• ILS approach (Coupled)	✓	• Pneumatic	✓
• Second ILS approach (Manual)	✓	• Gears	✓
• Missed approach	✓	• Flaps	✓
• Non-precision approach	✓	• Flight Controls	✓
• Second Non-precision approach	✓	• Nav/Comm. equipment	✓
• Circling approach	✓	*EMERGENCY PROCEDURES*	
• Engine failure missed approach	✓	• In-flight Fire and Smoke Control	✓
CAT II Approaches		• Decompression	✓
A minimum of 3 CAT II approaches is required for		• Emergency Descent	✓
CAT II recurrent		• Emergency Landing (Partial U/C, No Flaps, etc..)	✓
		• Emergency Evacuation	✓
SPECIAL TRAINING MANOEUVRES		*EMERGENCY PROCEDURES RELATED TO SPECIFIC TYPE*	

1. *Non-Normal Procedures: Are Abnormal, Additional, Alternate and Emergency Procedures*
2. *150/200m RVR for category C/D aircrafts respectively.*
3. *One direction may be waived.*

99 of CLE

PROFICIENCY CHECK FORM (cont'd)

This Training is an EgyptAir T.M requirement and should be covered during TRAINING DAY

RHS TRAINING FOR INSTRUCTORS	RHS TRAINING FOR CAPTAINS
• Error recovery	• Normal Take Off
Lateral offsets	• Manual ILS (CAT I minima)
Vertical offsets	• Minimum 3 Touch & Go
• Minimum 3 Touch and Go	*Note: Above manoeuvres are not required for instructors*

EVALUATION

Knowledge	US	S-	S	S+
Flight Operations Manual (FOM) and Relevant ECARs	☐	☐	☑	☐
A/C Systems, Limitations and Performance	☐	☐	☐	☑
Normal, Non-Normal Procedures[1]	☐	☐	☐	☑
EgyptAir Operations Specifications	☐	☐	☐	☑
Flying Skills	**US**	**S-**	**S**	**S+**
Compliance with SOP (Flight Operations Manual & FCOM)	☐	☐	☐	☑
Attitude flying and correct trim technique	☐	☐	☐	☑
Use of FMC, PMS, FMGS, etc....	☐	☐	☐	☑
Aeroplane configuration, Altitude & Speed Control	☐	☐	☐	☑
Flying accuracy & Smoothness	☐	☐	☐	☑
Management	**US**	**S-**	**S**	**S+**
Compliance with Flight Operations Manual (FOM)	☐	☐	☑	☐
Planning ahead and use of FMC, PMS, FMGS, etc...	☐	☐	☐	☑
Crew co-ordination and use of available resources	☐	☐	☐	☑
Adherence to clearances and safe heights	☐	☐	☐	☑
Situational awareness	☐	☐	☐	☐
Cabin crew safety briefing	☐	☐	☑	☐

Comments

Note: *Please write positive or negative comments only, remedial actions are strictly a training management business.*

good handling

Base Month (Through Last Day of) : Month JUN Year 99	License Valid (Through Last Day of) : Month JAN Year 2000	Next Event ☐ PC ☑ Recurrent Training
Date of Last 3 Takeoffs and Landings:[2]	1. 20/6/99 2. 20/6/99 3. 20/6/99	
Check Airman Name: NOUR	Code No.: F/C450	Check Airman's signature: [redacted]
Checking Result: Previous ☐ US ☐ S; Current ☐ US ☑ S	Trainee's signature: [redacted]	G.M Flight Training: [redacted]

1. *Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.*
2. *Trainee is responsible for the accuracy of this data, and he must sign the form.*

PROFICIENCY CHECK FORM B747

Name: Gamil Elbatouty	Code No. 00411	☐ Capt. ☑ F/O	☐ IP
Simulator Owned By: Raytheon	Location: Gatwick	Simulator Level	
Flight Training Time: Time PF 04 30 / Time PNF 04 30	Date: 15-16-17) 6-98	☐ A ☐ B ☐ C ☐ D	

This form is based on ECARS 121 Appendix F.

Write (S or U) indicating Satisfactory or Unsatisfactory completion of each item.

1. ORAL TEST *(Operational Oriented Questions)*

• Aeroplane Systems	S
• Aeroplane Performance	S
• Normal and Non-Normal Procedures*	S
• Appropriate Provisions of AFM	S
• Company Flight Operations Manual	S
• Use of Checklists	S

2. FLIGHT CHECK

PRE FLIGHT AND TAXING	
• Pre-flight and cockpit preparation	S
• Engine start	S
• Taxing	S
TAKE-OFFS	
• Normal	S
• Instrument (100' ceiling or 400 m RVR)	S
• Cross Wind	S
• With simulated Engine Failure	S
• Rejected	S
INSTRUMENT PROCEDURES	
• Area departure	S
• Area arrival and Holding	S
• ILS approach (Coupled)	S
• Second ILS approach (Manual)	S
• Missed approach	S
• Non-precision approach	S
• Second Non-precision approach	S
• Circling approach	S
• Engine failure missed approach	S

2. FLIGHT CHECK (cont'd)

INFLIGHT MANEUVERS	
• Steep Turns (Min. 180° - Max. 360°)[1]	S
• Approach to stalls (Two may be waived)[2]	S
Take-Off configuration	S
Clean configuration	S
Landing configuration	S
Note : One Stall must be performed with bank angle 25°.	
LANDINGS	
• Normal Landing	S
• From ILS	S
• Cross Wind	S
• Visual approaches	S
• With 50% power plant failure	S
(2 Engines on one side for 4 Engines aeroplanes)**	
• From circling approach	S
• Rejected at 50 Ft.	S
NORMAL AND ABNORMAL PROCEDURES***	
• Anti icing and De-icing	S
• Hydraulics	S
• Electrical	S
• Pneumatic	S
• Gears	S
• Flaps	S
• Flight Controls	S
• Nav/Comm. equipment	S
EMERGENCY PROCEDURES***	
• Inflight Fire and Smoke Control	S
• Decompression	S
• Emergency Descent	S
• Emergency Landing (Partial L/G, No Flaps, etc..)	S
• Emergency Evacuation	S

OTHER EMERGENCY PROCEDURES RELATED TO SPECIFIC TYPE :

* *Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.*
** *For Captains Only.*
*** *The applicant must demonstrate the proper use, and apply the correct procedures, of as many of the listed items.*
[1] *On direction may be waived* [2] *Two may be waived*

PROFICIENCY CHECK FORM (cont'd)

This Training is an EgyptAir T.M requirement and should be covered during TRAINING DAY

RHS TRAINING FOR INSTRUCTORS		RHS TRAINING FOR CAPTAINS	
• Error recovery		• Normal Take Off	
Lateral offsets		• Manual ILS (CAT I minima)	
Vertical offsets		• Non-precision approach and landing	
• Minimum 3 Touch and Go		• Simulated Engine failure - Take Off	
		• One Engine Out - Approach and Landing	

EVALUATION

Knowledge	US	S-	S	S+
Flight Operations Manual (FOM) and Relevant ECARs	☐	☐	☑	☐
A/C Systems, Limitations and Performance	☐	☐	☑	☐
Normal, Non-Normal Procedures*	☐	☐	☑	☐
EgyptAir Operations Specifications	☐	☐	☑	☐
Flying Skills	**US**	**S-**	**S**	**S+**
Compliance with SOP (Flight Operations Manual & FCOM)	☐	☐	☑	☐
Attitude flying and correct trim technique	☐	☐	☑	☐
Use of FMC, PMS, FMGS, etc....	☐	☐	☑	☐
Aeroplane configuration, Altitude & Speed Control	☐	☐	☑	☐
Flying accuracy & Smoothness	☐	☐	☐	☑
Management	**US**	**S-**	**S**	**S+**
Compliance with Flight Operations Manual (FOM)	☐	☐	☐	☑
Planning ahead and use of FMC, PMS, FMGS, etc.	☐	☐	☐	☑
Crew co-ordination and use of available resources	☐	☐	☐	☑
Adherence to clearances and safe heights	☐	☐	☑	☐
Situational awareness	☐	☐	☑	☐
Cabin crew safety briefing	☐	☐	☑	☐

Comments

Satisfactory good handling

Base Month (Through Last Day of) :	**License Valid** (Through Last Day of) :	**Next Event**
Month Jun Year 98	Month JAN Year 99	☐ PC ☑ Rec. Trg.

Date of Last 3 Take-offs & Landings:	1. 15/6/98	2. 16/6/98	3. 17/6/98

Check Airman Name	Code No.	Check Airman's signature
NOUR	7042	NOUR

Checking Result	Trainee's signature	G.M Flight Training
Previous ☐ US ☐ S	[redacted]	
Current ☐ US ☑ S		

الإداره العامة للتدريب الجوى
قطـاع العمليات

PILOT'S RECURRENT TRAINING FORM B V7V

Name: [illegible]	Code No.: 411	☐ Capt. ☑ F/O ☐ F/E	
Simulator Owned By: لوفتنزا	Location: FRA	Simulator Level: ☐ A ☐ B ☐ C ☑ D	
Flight Training Time	Time PF: 14 00	Time PNF: 04 00	Date: (1-2) 12 -1997

PART ONE : GROUND TRAINING SEGMENT

(✓) Indicates that item has been covered.

a) OPEN BOOK QUIZ (Q&A)*		b) Briefings	
• Airplane Systems	✓	• Use of Checklists	✓
• Airplane Performance	✓	• Review of Simulator training Scenario :	✓
• Normal and Non-normal procedures**	✓	- Normal and Non-normal procedures**	✓
• Appropriate Provisions of AFM	✓	- LOFT	✓
• Company Flight Operations and Route Manual	✓	- Windshear	✓
• EgyptAir Operations Specifications	✓	• CRM	✓

PART TWO : FLIGHT TRAINING SEGMENT

Scenario : ☐ A ☐ B ☐ C ☐ D

PRE FLIGHT AND TAXING		LANDINGS	
• Pre-flight and cockpit preparation	✓	• Normal Landing	✓
• Engine start	✓	• From ILS	✓
• Taxing	✓	• Cross Wind	✓
TAKE-OFFS		• Visual approaches	✓
• Normal	✓	• With 50% power plant failure	✓
• Instrument (100' ceiling)	✓	(2 Engines on one side for 4 Engines airplanes)***	✓
• Cross Wind	✓	• From circling approach	✓
• With simulated Engine Failure	✓	• In windshear conditions	✓
• Rejected	✓	• Rejected at 50 Ft.	✓
• Windshear during Take-Off	✓	**NORMAL AND NON-NORMAL PROCEDURES**	
INSTRUMENT PROCEDURES		• Anti icing and De-icing	✓
• Area departure	✓	• Hydraulics	✓
• Area arrival and Holding	✓	• Electrical	✓
• ILS approach (Coupled)	✓	• Pneumatic	✓
• Second ILS approach (Manual)	✓	• Gears	✓
• Missed approach	✓	• Flaps	✓
• Non-precision approach	✓	• Flight Controls	✓
• Second Non-precision approach	✓	• Nav/Comm. equipment	✓
• Circling approach	✓	**EMERGENCY PROCEDURES**	
• Engine failure missed approach	✓	• Inflight Fire and Smoke Control	✓
INFLIGHT MANEUVERS		• Decompression	✓
• Steep Turns (Min. 180° - Max. 360°)	✓	• Emergency Descent	✓
• Approach to stalls	✓	• Emergency Landing (Partial L/G, No Flaps, etc..)	✓
• Specific flight characteristics	✓	• Emergency Evacuation	✓

OTHER EMERGENCY PROCEDURES

* Q & A : Questions and Answers
** Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.
*** For Captains Only.

B767

PILOT'S RECURRENT TRAINING FORM (cont'd)

RHS TRAINING FOR INSTRUCTORS		RHS TRAINING FOR CAPTAINS	
• Error recovery		• Normal Take Off	
Lateral offsets		• Simulated Engine failure - Take Off	
Vertical offsets		• One Engine Out - Approach and Landing	
• Minimum 3 Touch and Go		• Minimum 3 Touch and Go's	

EVALUATION

Knowledge	US	S-	S	S+
Flight Operations Manual (FOM) and Relevant ECARs	☐	☐	☑	☐
A/C Systems, Limitations and Performance	☐	☐	☐	☑
Normal, Non-Normal Procedures*	☐	☐	☐	☑
EgyptAir Operations Specifications	☐	☐	☐	☑
Flying Skills	**US**	**S-**	**S**	**S+**
Compliance with SOP (Flight Operations Manual & FCOM)	☐	☐	☐	☑
Attitude flying and correct trim technique	☐	☐	☐	☑
Use of FMC, PMS, FMGS, etc..	☐	☐	☐	☑
Aeroplane configuration, Altitude & Speed Control	☐	☐	☐	☑
Flying accuracy & Smoothness	☐	☐	☐	☑
Management	**US**	**S-**	**S**	**S+**
Compliance with Flight Operations Manual (FOM)	☐	☐	☐	☑
Planning ahead and use of FMC, PMS, FMGS, etc..	☐	☐	☐	☑
Crew coordination and use of available resources	☐	☐	☐	☑
Adherence to clearances and safe heights	☐	☐	☐	☑
Situational awareness	☐	☐	☐	☑
Cabin crew safety briefing	☐	☐	☐	☑

Comments : smoth control & good handling

Base Month (Through Last Day of) :	License Valid (Through Last Day of) :	Next Event
Month DEC Year 97	Month JUL Year 98	☑ Proficiency Check

Date of Last 3 Take-offs & Landings**:	1. 1 / 12 / 97	2. 9 / 12 / 97	3. 8 / 12 / 97

Name*** ☐ CP ☐ IP	Code No.	Check Airman's signature
NOUR	2959	[redacted]
Training Result Previous ☐ US ☐ S- ☐ S ☐ S+ Current ☐ US ☐ S- ☑ S ☐ S+	Trainee's signature [redacted]	G.M Flight Training [redacted]

* Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.
** Trainee is responsible for the accuracy of this data, and he must sign the form.
*** CP: CheckAirman, IP : Instructor Pilot

EGYPTAIR

B.767-366/20

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

~~CAPT~~/FO: GAMIL EL BATOUTY	DAY 1 : 6 / 12 / 96	TIME : 1 : 30
INSTRUCTOR: HALIM	DAY 2 : 7 / 12 / 96	TIME : 1 : 30
TOTAL TIME: 4 : 30	DAY 3 : 8 / 12 / 96	TIME : 1 : 30

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	I			U	F
				KN	TQ	S		
FIRST DAY	1	COCKPIT PREPARATION	✓					
	2	ABORTED ENGINE STARTS	✓					
	3	ENGINE START & INDICATIONS CHECK	✓					
	4	TAXING	✓					
	5	REJECTED TAKEOFF	✓					
	6	NORMAL TAKEOFF	✓					
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓					
	8	AFDS MCP USE, VNAV-LNAV	✓					
	9	WHEEL WELL FIRE (RESTORE)	✓					
	10	FL 100 STEEP TURNS	✓					
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓					
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓					
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓					
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓					
	15	HYDRAULIC SYSTEMS FAILURE	✓					
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓					
	17	ILS APPROACH & LANDING	✓					
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓					
	19	NOISE ABATEMENT & CANCELATION	✓					
	20	MAXIMUM RATE CLIMB (VNAV)	✓					
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓					
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓					
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	=					
	24	ILS APPROACH HYDRAULIC GENERATOR (CAPT. ONLY)	✓					
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓					
	26	FL 350 ENGINE FAILURE SHUTDOWN, (DRIFT DOWN)	=					
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✓					
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓					
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓					
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓					
	31	TAKEOFF ENGINE FAILURE AT V1	✓					
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓					
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓					
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓					
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓					
	36	TAKEOFF ICING CONDITIONS	✓					
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓					
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓					
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓					
	40	ENGINE FAILURE ON FINAL APPROACH	✓					
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓					
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓					
	43	PASSENGER EVACUATION	✓					
	44	CREW COORDINATION	✓					

RESULTANT	SIGNATURES	CONFIRMATION
PASSED SATISFACTORY	INSTRUCTOR ~~A. Zaki~~	G.M.F.C.T.D.
NOT PASSED	TRAINEE G/ BLTOUTY	

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

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PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (If there is any) :
SIM. LOG. PAGE NO :

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

- COMMITTEE : CMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

.....

.....

.....

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
••• INSTRUCTOR SHOULD USE: S , SI , US ONLY :

••• TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

EGYPTAIR

B.767-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUCTION RATING

CAPT./FO: AHMED ELHABASHY	DAY1 : 18/9/95	TIME : 0200
INSTRUCTOR: S. MANSOUR	DAY2 : 19/9/95	TIME : 0200
TOTAL TIME: 04.00	DAY3: —	TIME : —

			S	S I		U	F
		SIMULATOR SYLLABUS & REMARKS FOR GRADING		KN	TQ	S	
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓		✓		
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓		✓		
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✓				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FAILURE-SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✓				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
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	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED PASSED	INSTRUCTOR [redacted]	G.M.F.C.T.D. [redacted]
NOT PASSED /	TRAINEE [redacted]	

90/9/CE

NOTE :

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PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (If there is any) :
SIM. LOG. PAGE NO :

REMARKS & GRADINGS

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SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
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• COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
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TOP CONFIDENTIAL REPORT

B767

PILOT'S RECURRENT TRAINING FORM (cont'd)

RHS TRAINING FOR INSTRUCTORS		RHS TRAINING FOR CAPTAINS	
• Error recovery		• Normal Take Off	
Lateral offsets		• Simulated Engine failure - Take Off	
Vertical offsets		• One Engine Out - Approach and Landing	
• Minimum 3 Touch and Go		• Minimum 3 Touch and Go's	

EVALUATION

Knowledge	US	S-	S	S+
Flight Operations Manual (FOM) and Relevant ECARs	☐	☐	☑	☐
A/C Systems, Limitations and Performance	☐	☐	☐	☑
Normal, Non-Normal Procedures*	☐	☐	☐	☑
EgyptAir Operations Specifications	☐	☐	☐	☑
Flying Skills	**US**	**S-**	**S**	**S+**
Compliance with SOP (Flight Operations Manual & FCOM)	☐	☐	☐	☑
Attitude flying and correct trim technique	☐	☐	☐	☑
Use of FMC, PMS, FMGS, etc...	☐	☐	☐	☑
Aeroplane configuration, Altitude & Speed Control	☐	☐	☐	☑
Flying accuracy & Smoothness	☐	☐	☐	☑
Management	**US**	**S-**	**S**	**S+**
Compliance with Flight Operations Manual (FOM)	☐	☐	☐	☑
Planning ahead and use of FMC, PMS, FMGS, etc...	☐	☐	☐	☑
Crew coordination and use of available resources	☐	☐	☐	☑
Adherence to clearances and safe heights	☐	☐	☐	☑
Situational awareness	☐	☐	☐	☑
Cabin crew safety briefing	☐	☐	☐	☑

Comments : smith control & good handling

Base Month (Through Last Day of) :	License Valid (Through Last Day of) :	Next Event
Month DEC Year 97	Month JUL Year 98	☑ Proficiency Check

Date of Last 3 Take-offs & Landings**:			
	1. 1 / 12 / 97	2. 9 / 12 / 97	3. 5 / 12 / 97

Name*** ☐ CP ☐ IP	Code No.	Check Airman's signature
NOUR	2959	[redacted]
Training Result	Trainee's signature	G.M Flight Training
Previous ☐ US ☐ S- ☐ S ☐ S+	[redacted]	
Current ☐ US ☐ S- ☑ S ☐ S+		

* Non-Normal Procedures : Are Abnormal, Additional, Alternate and Emergency Procedures.
** Trainee is responsible for the accuracy of this data, and he must sign the form.
*** CP: CheckAirman, IP : Instructor Pilot

Flight Training Department

الإدارة العامة للتدريب الجوي

PILOTS CHECK FORM

Crew position: ☐ Capt. ☑ F/O | ☑ Simulator ☐ A/C

Name: EL-BATOUTY
Code No.: 411
Date: 9.6.97
A/C Registration:
A/C Type: 767
Location: FRANKFURT

☑ Proficiency check* ☐ Line check** ☐ Route check ☐ Type rating check*** ☐ A/C base check

R/W	TG	GA	FS
Time: hrs 5	min 00		

Route	
Legs:	Time:

Time (PF)	Time (PNF)
4:00	4:00

		U	S		
A) KNOWLEDGE CHECK (Oral Test)	NA	US.	S-	S	S+
	☐	☐	☑	☐	☐
B) FLYING SKILLS					
1. Pre-flight and cockpit preparation	☐	☐	☐	☑	☐
2. Engine starting	☐	☐	☐	☑	☐
3. Taxing	☐	☐	☐	☑	☐
4. Take-off: Instrument	☐	☐	☐	☑	☐
5. Crosswind	☐	☐	☐	☑	☐
6. With Simulated Engine failure	☐	☐	☐	☑	☐
7. Rejected	☐	☐	☐	☑	☐
9. Area departure	☐	☐	☐	☑	☐
10 Area arrival and holding	☐	☐	☐	☑	☐
11. ILS approaches (manual and coupled)	☐	☐	☐	☑	☐
12. Non-precision approaches	☐	☐	☐	☑	☐
13. Circling	☐	☐	☐	☐	☐
14. Missed approach	☐	☐	☐	☑	☐
15. Engine (s) failure missed approach	☐	☐	☐	☑	☐
16 Air work (Steep turns - Stall - etc...)****	☐	☐	☐	☑	☐
17. Specific flight characteristics	☐	☐	☐	☑	☐
18. Landings: Normal and from ILS	☐	☐	☐	☑	☐
19. From circling approach	☐	☐	☐	☑	☐
20. Crosswind	☐	☐	☐	☑	☐
21. Abnormal configuration (Approach and Landing)	☐	☐	☐	☑	☐
22. With engine (s) failure	☐	☐	☐	☑	☐
23. Rejected	☐	☐	☐	☑	☐
24. Abnormal and emergency procedures ****	☐	☐	☑	☐	☐
C) MANAGEMENT					
1. Planning ahead	☐	☐	☐	☑	☐
2. Resource management and awareness.	☐	☐	☐	☑	☐
3. Adherence to clearance and safe heights	☐	☐	☐	☑	☐

* Training on first day and P.C on second day.
** Final or Annual line check.
*** May be substituted for P.C.
**** See detailed program for specific type.

Flight Training Department

الإدارة العامة للتدريب الجوي

PILOTS CHECK FORM (cont'.)

Crew position: ☐ Capt. ☑ F/O | ☑ Simulator ☐ A/C

Name: EL-BATOUTY
Code No.: 6167
Date: 9/7/97

A/C Registration:
A/C Type: B767
Location: FRANKFURT

Character Evaluation

Attitude	:	☐ Indifferent - Makes Excuses	☑ Keen - Willing to Learn
Behaviour	:	☐ Careless	☑ Punctual - Disciplined
Conduct And Appearance	:	☑ Good	☐ Unsatisfactory

Base Month Through Last Day of	:	Month: JAN	Year: 97
Expiration Date Through Last Day of	:	Month: JAN	Year: 98
Next Event	:	☑ Training	☐ Checking
Last 3 Take-offs & Landings*:		1. 7-6-97	2. 8-6-97 3. 9-6-97

Check airman name: ALAA SADEK
Code No.: 8262
Signature:

Result	U	S		
	US	S-	S	S+
Previous Result	☐	☐	☐	☐
Check Result	☐	☐	☑	☐

Overall Performance

	S-	S	S+
Knowledge:	☑	☐	☐
Flying Skills:	☐	☑	☐
Management Skills:	☐	☑	☐

Trainee's Signature*: [redacted]

G.M. Flight Training: [redacted] 12/7/97

* Trainee is responsible for accuracy of this data, and he must sign the form.

Note: Further comments, if any, shall be detailed in the confidential report form and sealed to be submitted to G.M.F.T.

EGYPTAIR

B.767-366/2

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./FO: EL BATOTY	DAY 1 : 16 15 96	TIME : 0400	
INSTRUCTOR: SHERIF	DAY 2 : 17 15 96	TIME : 0400	
TOTAL TIME: 0800	DAY 3 : — — —	TIME :	

			S	S		U		F
		SIMULATOR SYLLABUS & REMARKS FOR GRADING		KN	TQ	S		
FIRST DAY	1	COCKPIT PREPARATION						
	2	ABORTED ENGINE STARTS C.F ENG	X					
	3	ENGINE START & INDICATIONS CHECK						
	4	TAXING						
	5	REJECTED TAKEOFF						
	6	NORMAL TAKEOFF						
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)						
	8	AFDS MCP USE. VNAV-LNAV						
	9	WHEEL WELL FIRE (RESTORE)						
	10	FL 100 STEEP TURNS						
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)						
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES						
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION						
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV						
	15	HYDRAULIC SYSTEMS FAILURE						
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION						
	17	ILS APPROACH & LANDING						
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION C.F ENG	X					
	19	NOISE ABATEMENT & CANCELATION	✓					
	20	MAXIMUM RATE CLIMB (VNAV)	✓					
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	X					
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓					
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION C.F ENG	X					
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✓					
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	X	✓				
	26	FL 350 ENGINE FAILURE SHUTDOWN, (DRIFT DOWN) C.F ENG	X					
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	X					
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	X					
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓					
	30	ONE ENGINE INOPERATIVE ILS & LANDING	X		✓			
	31	TAKEOFF ENGINE FAILURE AT V1	✓					
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓					
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓					
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓					
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	X					
	36	TAKEOFF ICING CONDITIONS	✓					
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓					
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓					
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓					
	40	ENGINE FAILURE ON FINAL APPROACH	✓					
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓					
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓					
	43	PASSENGER EVACUATION	✓					
	44	CREW COORDINATION	✓					

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR [redacted]	C.M.F.C.T.D. [redacted]
NOT PASSED	TRAINEE 17-5-96	

11/24/176

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PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (If there is any) :
SIM. LOG. PAGE NO :

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

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* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

C

RECOMMENDATIONS & COMMENTS

SHOULD IMPROVE HIS TECHNIQUES

.....

.....

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
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*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

EGYPTAIR B.767-366/2.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./FO: جميل البطوطي	DAY 1: 8 / 11 / 95	TIME: 0200
INSTRUCTOR: Nour	DAY 2: 9 / 11 / 95	TIME: 0200
TOTAL TIME: 0400	DAY 3: / /	TIME:

Day	No.	SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	SI KN	SI TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION					
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXIING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELLATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	—				
	22	FL 390 ETOPS ~~RAPID DEPRESSURIZATION, TO FL 270~~	—				
	23	~~FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION~~	—				
	24	ILS APPROACH ~~HYDRAULIC GENERATOR, (CAPT. ONLY)~~	—				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FAILURE SHUTDOWN, (DRIFT DOWN)	✓				
	27	~~ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)~~	—				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	—				
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
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	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
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	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT		SIGNATURES	CONFIRMATION
PASSED	✓	INSTRUCTOR Nour	
NOT PASSED		TRAINEE	G.M.F.C.T.D.

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SIM. LOG. PAGE NO :

REMARKS & GRADINGS

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SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TO	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

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B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

..... good handling .....

.....

.....

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
••• INSTRUCTOR SHOULD USE: S , SI , US ONLY :

••• TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

EGYPTAIR

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

B.767-366/266.

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

~~CAPT.~~/FO: EL BATOUTY	DAY 1 : 4 / 6 / 95	TIME : 0300
INSTRUCTOR: SHERIF	DAY 2 : 5 / 6 / 95	TIME : 0300
TOTAL TIME: 0900	DAY 3 : 6 / 6 / 95	TIME : 0300

			S	S I		U	F
		SIMULATOR SYLLABUS & REMARKS FOR GRADING		KN	TQ	S	
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24	ILS APPROACH HYDRAULIC GENERATOR (CAPT. ONLY)	X				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FAILURE SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	X				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR [redacted] 6/6/95	G.M.F.C.T.D. [redacted]
NOT PASSED	TRAINEE	

NOTE :

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

.....

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PLANNED TIME :	
ACTUAL TIME :	
UNUSED TIME (If there is any) :	
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

• COMMITTEE : CMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A—

RECOMMENDATIONS & COMMENTS

GOOD HANDLING

[redacted] 6/6/95

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
••• INSTRUCTOR SHOULD USE: S , SI , US ONLY :

••• TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

NOTE :

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PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (If there is any) :
SIM. LOG. PAGE NO :

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

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C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
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• COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A—

RECOMMENDATIONS & COMMENTS

GOOD HANDLING

[redacted] 6/6/95

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
••• INSTRUCTOR SHOULD USE: S , SI , US ONLY :

••• TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

EGYPTAIR

B.767-366/2.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

~~CAPT~~./FO: EL-BATOUTI	DAY 1 : 9 / 12 / 94	TIME : 1:30
INSTRUCTOR: HALIM	DAY 2 : 10 / 12 / 94	TIME : 1:30
TOTAL TIME: 4:30	DAY 3 : 11 / 12 / 94	TIME : 1:30

			S	S I		U		F
		SIMULATOR SYLLABUS & REMARKS FOR GRADING		KN	TQ	S		
FIRST DAY	1	COCKPIT PREPARATION	✓					
	2	ABORTED ENGINE STARTS	✓					
	3	ENGINE START & INDICATIONS CHECK	✓					
	4	TAXING	✓					
	5	REJECTED TAKEOFF	✓					
	6	NORMAL TAKEOFF	✓					
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓					
	8	AFDS MCP USE, VNAV-LNAV	✓					
	9	WHEEL WELL FIRE (RESTORE)	✓					
	10	FL 100 STEEP TURNS	✓					
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓					
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓					
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓					
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓					
	15	HYDRAULIC SYSTEMS FAILURE	✓					
	16	ALTERNATE FLAP OPERATION & GEAR EXTENSION	✓					
	17	ILS APPROACH & LANDING	✓					
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓					
	19	NOISE ABATEMENT & CANCELATION	✓					
	20	MAXIMUM RATE CLIMB (VNAV)	✓					
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓					
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓					
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓					
	24	ILS APPROACH HYDRAULIC GENERATOR (CAPT. ONLY)	✓					
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓					
	26	FL 350 ENGINE FAILURE SHUTDOWN, (DRIFT DOWN)	✓					
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✓					
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓					
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓					
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓					
	31	TAKEOFF ENGINE FAILURE AT V1	✓					
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓					
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓					
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓					
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓					
	36	TAKEOFF ICING CONDITIONS	✓					
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓					
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓					
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓					
	40	ENGINE FAILURE ON FINAL APPROACH	✓					
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓					
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓					
	43	PASSENGER EVACUATION	✓					
	44	CREW COORDINATION	✓					

RESULTANT	SIGNATURES	CONFIRMATION
PASSED SATISFACTORY	INSTRUCTOR [redacted]	G.M.F.C.T.D. [redacted]
NOT PASSED	~~TRAINEE~~ [redacted]	

NOTE :

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PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (If there is any) :
SIM. LOG. PAGE NO :

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

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B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
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* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

.....

.....

.....

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

EGYPTAIR

B.767-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUCTOR RATING

[redacted]/FO: ELBATOUTY	DAY 1 : 4/4/94	TIME : 1:30
INSTRUCTOR: ELNOGOUMY	DAY 2 : 5/4/94	TIME : 1:30
TOTAL TIME: 4:30	DAY 3 : 5/4/94	TIME : 1:30

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	SI KN	SI TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
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SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24	ILS APPROACH HYDRAULIC GENERATOR (CAPT. ONLY)	[redacted]				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FAILURE SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	[redacted]				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR					
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
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	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED SATISFACTORY	INSTRUCTOR [redacted]	G.M.F.C.T.D. [redacted]
~~NOT PASSED~~	TRAINEE [redacted]	

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.....

PLANNED TIME :	4:30
ACTUAL TIME :	4:30
UNUSED TIME (If there is any) :	
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TO	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

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• COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

F/O EMBATOUTY SHOWED A VERY GOOD PROGRESS THAN HIS LAST SIM. HE IMPROVED HIS PROCEDURES & SYS. KNOWLEDGE HE IS FIT TO FLY WITH NO RESTRICTION.

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
••• INSTRUCTOR SHOULD USE: S , SI , US ONLY :

••• TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

EGYPTAIR مصر للطيران

٧٥٢ ص
٩٤/٤/٢٤

السيد / رئيس قطاع العمليـــــات

تحيه طيبه وبعد ،

بالاحالة الي امر التدريب رقـــــــــــــــم ١٩٩٤/١٣١ (تخصصي)
والخـــاص بعقد فرقة تنشيطية للساده الطيارين علي طراز البوينج ٧٦٧-٢٠٠-٣٠٠
للساده الطيارين
في الفترة من ١٩٩٤/٤/١٦ الـــــي ١٩٩٤/٤/٢٠
فيما يلي بيان بمواظبة الساده / الطيارين

١ ـ ط مساعد / جميل البطوطي	حضر الفرقة بأكملها
٢ ـ ،، ،، / هادي ربيــع	،، ،، ،،
٣ ـ ،، ،، / مجدي السنهوري	،، ،، ،،
٤ ـ ،، ،، / عمرو فضلي	غياب يوم ١٩٩٤/٤/١٦

وتفضلوا بقبول فائق الاحتـــــرام ،،،

التوقيع :
الاســم : مهندس / حسن محمد عبـــــــــده
الوظيفة : مدير ادارة مركز التدريب الفني التخصصـــي

يعتمـــد ،،،

التوقيع :
الاســم : مهندس / محمد عبد الحميد حمــــــدي
الوظيفة : مدير عام مراكز التدريـــــب

تحريرا في ١٩٩٤/٤/٢١

EGYPTAIR مصر للطيران

السيد / رئيس قطاع العمليـــــات

٧٠٢
٩٤/٤/٢٢

تحيه طيبه وبعد ،

بالاحالة الي امر التدريب رقـــــــــــــــــــــــــــــــم ١٩٩٤/١٣١ (تخصصي)

والخـــاص بعقد فرقة تنشيطية للساده الطيارين علي طراز البوينج ٧٦٧-٢٠٠-٢٠٠

للساده الطيارين

في الفترة من ١٩٩٤/٤/١٦ الـــــي ١٩٩٤/٤/٢٠

فيما يلي بيان بمواظبة الساده / الطيارين

١ ـ ط مساعد / جميل البطوطي	حضر الفرقة بأكملها
٢ ـ ،، ،، / هادي ربيـــع	،، ،، ،،
٣ ـ ،، ،، / مجدي السنهوري	،، ،، ،،
٤ ـ ،، ،، / عمرو فضلي	غياب يوم ١٩٩٤/٤/١٦

وتفضلوا بقبول فائق الاحتـــــــرام ،،،

التوقيع :
الاسـم : مهندس / حسن محمد عبـــــــــــــــــــــده
الوظيفة : مدير ادارة مركز التدريب الفني التخصصـــــــي

يعتمـــد ،،،

التوقيع :
الاسـم : مهندس / محمد عبد الحميد حمـــــــــــــــدي
الوظيفة : مدير عام مراكز التدريـــــــــــــــــب

تحريرا في ١٩٩٤/٤/٢١

EGYPTAIR

ALL TYPES.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

✓ ROUTE CHECK
SPOT CHECK REPORT
ETOPS CHECK REPORT

~~CAPT~~./FO: EL-BATOUTY	A/C TYPE: B 767
INSTRUCTOR: HALIM	DATE: 19/6/1994

INFORMATION	T/O	LAND	T/O	LAND
A/P				
R/W				
W/V				
VIS				
CLOUDS				
R/W COND				

FLIGHT TIME		
FROM	CAI	6:15
TO	J.F.K	
FROM	J.F.K	5:45
TO	CAI	
TOTAL TIME		12:00

	FLIGHT DETAILS	S	SI KN	SI TQ	U S	F
	* FLIGHT PREPARATION					
1	CHECK IN TIME.	✓				
2	WEATHER STUDY.	✓				
3	FLIGHT NOTAMS.	✓				
4	FLIGHT PLANNING.	✓				
5	WEIGHT AND FUEL CALCULATION.	✓				
6	CREW BRIEFING.	✓				
	* PRE-FLIGHT					
7	COCKPIT PERPARATION & EXTERIOR INSPECTION.	✓				
8	USE OF (INS/PMS) – (IRS/FMC) – (FMGS)	✓				
9	AIRCRAFT PAPERS, LIBRARY & ROUTE MANUAL.	✓				
10	BEFORE START & AFTER START CHECKLIST.	✓				
	* TAXI & TAKE-OFF					
11	TAXI, TAKEOFF BREIFING & BEFORE TAKE-OFF CHECKLIST.	✓				
12	NOISE ABATEMENT PROCEDURE.	✓				
13	INITIAL CLIMB, DEPARTURE ROUTE & AFTER TAKE-OFF CHECKLIST.	✓				
14	ENROUTE CLIMB.	✓				
15	CRUISE.	✓				
16	SPEED & POWER CONTROL.	✓				
17	NAVIGATION (RADIO AIDS & FMA – FMC – FMGS).	✓				
18	COMMUNICATION (R/T PROCEDURES).	✓				
19	ALERTNESS TO TRAFFIC.	✓				
20	ATTENTION TO PASSENGERS.	✓				
	* DESCENT & APPROACH					
21	OBTAINING DESTINATION & ALTERNATE ACTUAL WEATHER.	✓				
22	APPROACH & LANDING BRIEFING.	✓				
23	DESCENT & APPROACH PROFILE & CHECKLIST.	✓				
24	TERMINAL AREA PROCEDURES & HOLDING.	✓				
25	LANDING CHECKLIST.	✓				
26	LANDING.	✓				
	* CHECK OF KNOWLEDGE					
27	USE OF ROUTE CHARTS.	✓				
28	USE OF APPROACH CHARTS.	✓				
29	WEATHER MINIMUM.	✓				
30	ENROUTE & DESTINATION ALTERNATE A/P	✓				
	* AIRCRAFT FLIGHT MANUALS					
31	AIRCRAFT LIMITATIONS	✓				
32	AIRCRAFT PERFORMANCE	✓				
	* GENERAL					
33	APPEARANCE DURING ON DUTY TIME	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED SATISFACTORY	INSTRUCTOR [signature]	CHIEF PILOT [signature]
	TRAINEE	C.M.F.C.T.D. [signature]

1750/176

AIRCRAFT SYSTEMS KNOWLEDGE CHECK

TWO QUESTIONS ONLY SHOULD BE ASKED FOR PILOT WHILE HE HAS NO DUTY (PNF), A/P ON, GOOD WEATHER, NO COMMUNICATIONS, OR ON GROUND BEFORE/AFTER FLIGHT, IN NEXT

SYSTEM	S	SI	US
1 ENGINES			
2 APU			
3 FUEL SYSTEM			
4 ELECTRICAL			
5 HYDRAULIC SYSTEM	✓		
6 AIR CONDITION & PRESSURIZATION	✓		
7 ICE & RAIN PROTECTION			
8 FLIGHT CONTROLS			
9 OXYGEN SYSTEM			
10 STALL PROTECTION			
11 WIND SCREEN, SIDE WINDOWS & DOORS			
12 ETOPS NORMAL & CONTINGENCIES			
13 OTHERS			

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE

• COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

[A]

RECOMMENDATIONS & COMMENTS

Knows the ETOPS procedures

GENERAL GRADING

PILOT RELATION, ATTITUDE, COORDINATION, CREW COOPERATION & APPEARANCE WHILE HANDLING WITH NEXT STAFF

STAFF	S	SI	US
GROUND EMPLOYEE			
GROUND STAFF			
DISPATCHERS			
STATION'S STAFF			
MAINTENANCE STAFF			
FLIGHT CREW			

GENERAL GRADING [ ]

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

بسم الله الرحمن الرحيم

تقرير الاختبار الشفوي للطيار/ جميل البطوطي

تم عمل اختبار شفوي للطيار/ جميل البطوطي يوم ٣/٧/١٩٩٤ معرفته وكامل مستواه الفني متقدماً جداً عما كان عليه في الفترة الماضية.

الطيار/ نجم الدين محمد ابراهيم البحيري
التوقيع / [signature]
٣/٧/١٩٩٤

[illegible]

الأخصائي شئون
[signature]

EGYPTHIR

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

B.767-366/266.

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./FO: EL BATUTY	DAY1 : 25/3/94	TIME : 1:30
INSTRUCTOR: EL NEGOUNY	DAY2 : 26/3/94	TIME : 1:30
TOTAL TIME: 4:30	DAY3 : 27/3/94	TIME : 1:30

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	SI KN	SI TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF REPEATED			✓		
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV		✓			
	9	WHEEL WELL FIRE (RESTORE)		✓			
	10	FL 100 STEEP TURNS			✓		
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES		✓			
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV		✓			
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION		✓			
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE		✓			
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270		✓			
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION		✓			
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✗				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE REPEATED			✓		
	26	FL 350 ENGINE FAILURE SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✗				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✗				
THIRD DAY	29	TAKEOFF ENGINE FIRE REPEATED	✓		R		
	30	ONE ENGINE INOPERATIVE ILS & LANDING REPEATED			✓		
	31	TAKEOFF ENGINE FAILURE AT V1 REPEATED	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH REPEATED	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE REPEATED	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✗				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✗				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✗				
	40	ENGINE FAILURE ON FINAL APPROACH	✗				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✗				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✗				
	43	PASSENGER EVACUATION	✗				
	44	CREW COORDINATION			✓		

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR [redacted]	[redacted]
~~NOT PASSED~~	TRAINEE	G.M.F.C.T.D.

NOTE :

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

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PLANNED TIME :	4:30
ACTUAL TIME :	4:30
UNUSED TIME (If there is any) :	
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : CMFCTD + 2 FIXED INSTRUCTORS

* SHOULD HAVE A REFRESHIN COURSE IMMEDIATELY.

* TO BE AURALLY EXAMED BEFORE HIS NEXT SIM-BY ATR

* SHOULD FLY WITH A CHECKER OR TRAINER ON CROSS ATLANTIC FLIGHTS-

* SOME ITEMS HA BEEN COMPLETED TO REPETITION OF

TRAINEE GRADING

B/C

RECOMMENDATIONS & COMMENTS

SINGLE ENG. OPERATION. LAK OF USE OF RUDDER TRIM THAT AFFECTS HIS PERFORMANCE. SHOULD STUDY THE PROCEDUR

* NEXT SIM. SHOULD BE CARRIED OUT AFTER THREE MONTHS

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT. FO GAMIEL ELBATOTY	DAY 1 : 4 19 93	TIME : 0130
INSTRUCTOR: NOUR	DAY 2 : 5 19 93	TIME 0300
TOTAL TIME: 0430	DAY 3 : / /	TIME :

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	S KN	S TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓	✓			
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓	✓			
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓	✓			
	17	ILS APPROACH & LANDING	✓	✓			
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓	✓			
	19	NOISE ABATEMENT & CANCELATION	✓	✓			
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24	ILS APPROACH HYDRAULIC GENERATOR (CAPT. ONLY)	—	—			
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FIALURE-SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✓				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓	✓			
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓	✓			
	31	TAKEOFF ENGINE FAILURE AT V1	✓	✓			
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	—				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓	✓			
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓	✓			
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	—				
	44	CREW COORDINATION					

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR NOUR	G.M.F.C.T.D. [redacted]
NOT PASSED	TRAINEE	

[illegible] is normally due to hydraulic, electrical, [illegible] or any significant adverse situation affect on safety [illegible]

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (If there is any) :
SIM. LOG. PAGE NO :

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

APPEARANCE GRADING

S

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

1310/176

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT / FO: GAMIL EL BATOUTY	DAY 1 : 15 / 4 / 93	TIME : 01:30
INSTRUCTOR: EL MISSIRY	DAY 2 : 16 / 4 / 93	TIME : 01:30
TOTAL TIME: 03.00 HRS	DAY 3 : _ / _ / _	TIME : —

	SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	I KN	I TQ	U S	F
FIRST DAY	1 COCKPIT PREPARATION	✓				
	2 ABORTED ENGINE STARTS	✓	✓			
	3 ENGINE START & INDICATIONS CHECK	✓				
	4 TAXING	✓				
	5 REJECTED TAKEOFF	✓				
	6 NORMAL TAKEOFF	✓				
	7 NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓	✓			
	8 AFDS MCP USE, VNAV-LNAV	✓				
	9 WHEEL WELL FIRE (RESTORE)	✓				
	10 FL 100 STEEP TURNS	✓		✓		
	11 APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12 FL 370/390 LOSS OF THRUST ON BOTH ENGINES ID	✓				
	13 RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14 STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15 HYDRAULIC SYSTEMS FAILURE	✓	✓			
	16 ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17 ILS APPROACH & LANDING	✓				
SECOND DAY	18 REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19 NOISE ABATEMENT & CANCELATION	✓				
	20 MAXIMUM RATE CLIMB (VNAV)	✓	✓			
	21 FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22 FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓	✓			
	23 FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24 ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✓				
	25 TAKEOFF REVERSER UNLOCKED, & RESTORE	✓		✓		
	26 FL 350 ENGINE FIALURE.SHUTDOWN, (DRIFT DOWN)	✓				
	27 ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	—				
	28 TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29 TAKEOFF ENGINE FIRE	✓				
	30 ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31 TAKEOFF ENGINE FAILURE AT V1	✓				
	32 ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33 VOR-NDB ONE ENGINE (CAPT.) OR RESTORE ENGINE (F/O)	✓				
	34 TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35 ILS APPROACH RAW DATA & CIRCLING TO LAND SINGLE ENG.	✓				
	36 TAKEOFF ICING CONDITIONS	✓				
	37 ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38 TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39 ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40 ENGINE FAILURE ON FINAL APPROACH	✓				
	41 TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42 LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43 PASSENGER EVACUATION	✓				
	44 CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR [redacted].03	G.M.F.C.T.D. [redacted]
NOT PASSED	TRAINEE 16/4	

1324/176

- [illegible] maintaining altitude is normally due to hydraulic, electrical, [illegible] navigations failure or any significant adverse situation affect on safety of flight [illegible]

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

....

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PLANNED TIME :	0430 HRS
ACTUAL TIME :	03:00 "
UNUSED TIME (If there is any) :	—
SIM. LOG. PAGE NO :	—

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	B
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

B

RECOMMENDATIONS & COMMENTS

CO-PILOT.....G. EL BATOUTY...COMPLETED...SIM...PROGRAM...IN...3 HRS

— HIS TECH....KNOWLEDGE...IS...NOT...THAT...GOOD...AS...HIS

A/C HANDLING.........I RECOMMEND...REF...COURS...A.S.A.P....

APPEARANCE GRADING

S

[redacted] 10/4/94

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

GENERAL DEPARTMENT.
FLIGHT CREW TRAINING.

FLIGHT SIMULATOR.
INSTRUCTOR RATING.

CAPT/FO EL BATOTY	DAY 1 20/ 9/ 1992	TIME 04:00	
INSTRUCTOR SHERIF	DAY 222/ 9/ 1992	TIME 04:00	
TOTAL TIME 10	DAY 323/ 9/ 1992	TIME 02:00	

	SIMULATOR SYLLABUS & REMARKS FOR GRADING.	S	SI KNOWLEDGE	U S	F
FIRST DAY	1..COCKPIT PREPARATION.	✓			
	2..ABORTED ENGINE STARTS.	✓			
	3..ENGINE START & INDICATIONS CHECK.	✓			
	4..TAXING.	✓			
	5..REJECTED TAKEOFF.	✓			
	6..NORMAL TAKEOFF.	✓			
	7..NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV).	✓			
	8..AFDS MCP USE , VNAV-LNAV.	✓			
	9..WHEEL WELL FIRE. (RESTORE).	✓			
	10.FL 100 STEEP TURNS.	✓			
	11.APPROACH TO STALL & RECOVERY (GROUND CONTACT).	✓			
	12.FL 370/390 LOSS OF THRUST ON BOTH ENGINES.	✓			
	13.RESTORE AT FL 310,RAPID DEPRESSURIZATION.	✓			
	14.STABILIZE AT FL 100,HOLDING MANUAL & LNAV.	✓			
	15.HYDRAULIC SYSTEMS FAILURE.	✓			
	16.ALTERNATE:FLAP OPERATION & GEAR EXTENSION.	✓			
	17.ILS APPROACH & LANDING.	✓			
SECOND DAY	18.REDUCED THRUST TAKEOFF & CANCELATION.	✓			
	19.NOISE ABATEMENT & CANCELATION.	✓			
	20.MAXIMUM RATE CLIMB (VNAV).	✓			
	21.FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE.	✓			
	22.FL 390 ETOPS RAPID DEPRESSURIZATION,TO FL 270.	✓			
	23.FL 390 ETOPS ENGINE FAILURE/SHUTDOWN,DIVERSION.	✓			
	24.ILS APPROACH HYDRAULIC GENERATOR,(CAPT ONLY).	✗			
	25.TAKEOFF REVERSER UNLOCKED, & RESTORE.	✓			
	26.FL 350 ENGINE FAILURE/SHUTDOWN,(DRIFT DOWN).	✓			
	27.ONE ENGINE ILS APPROACH RAW DATA (CAPT ONLY).	✗			
	28.TAKEOFF WIND SHEAR & APPROACH WIND SHEAR.	✓			
THIRD DAY	29.TAKEOFF ENGINE FIRE.	✓			
	30.ONE ENGINE INOPERATIVE ILS & LANDING.	✓			
	31.TAKEOFF ENGINE FAILURE AT V1.	✓			
	32.ONE ENGINE INOPERATIVE ILS MISSED APPROACH.	✓			
	33.ONE ENGINE VOR-NDB(CAPT) OR RESTORE ENGINE (F/O)	✓			
	34.TAKEOFF ENGINE FLAME OUT & RESTORE.	✓			
	35.ILS APPROACH RAW DATA & CIRCLING TO LAND.	✓			
	36.TAKEOFF ICING CONDITIONS.	✓			
	37.ILS APPROACH AFDS CMP MALFUNCTIONS.	✓			
	38.TAKEOFF FLAP MALFUNCTION DURING RETRACTION.	✗			
	39.ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING.	✗			
	40.ENGINE FAILURE ON FINAL APPROACH.	✓			
	41.TAKEOFF LANDING GEAR MALFUNCTION.	✓			
	42.LANDING GEAR DISAGREE ILS APPROACH & LANDING.	✗			
	43.PASSENGER EVACUATION.	✓			
	44.CREW COORDINATION.	✓			

RESULTANT ✓	SIGNATURES [redacted]	CONFIRMATION
PASSED ✓	INSTRUCTOR 23-9-92	G.M.F.C.T.D.
NOT PASSED	TRAINEE	

134 of 176

A) DIVERSION DURING ETOPS MAINTAINING ALTITUDE IS NORMALLY DUE TO HYDRAULIC, ELECTRICAL, INSTRUMENTS, NAVIGATIONS FAILURE OR ANY SIGNIFICANT ADVERSE SITUATION EFFECTING ON SAFETY IF FLIGHT CONTINUED.

B) MOST OF THE APPROACHES SHOULD BE CARRIED OUT AT ENROUTE ALTERNATE AIRPORTS, NORTH ATLANTIC, NEW DESTINATIONS & JFK. WHEN EVER THEY ARE AVAILABLE AND PRACTICABLE.

C) INSTRUCTOR HAS NO RIGHT TO EXCEED THE SIMULATOR SYLLABUS. TO BE PRECISE WITH GRADING FOR ALL TRAINEES.

D) INSTRUCTOR HAS THE RIGHT TO GO AHEAD IN NEXT DAY PROGRAM IF TRAINEE HAD FINISH TODAY DUTY SYLLABUS SATISFACTORY AND EARLY.

E) IN CASE OF EARLY AND SATISFACTORY FOR TODAY SYLLABUS THE TRAINEE HAS THE RIGHT TO ASK HIS INSTRUCTOR FOR A SPECIAL DETAILS, BUT IT SHOULD BE WRITTEN HERE WITHOUT ANY GRADINGS.

PLANNED TIME :	12 co
ACTUAL TIME :	10
UNUSED TIME (IF THERE IS ANY):	2
SIM. LOG. PAGE NO:	DUE TO SIM O/S

27-ST-1992

REMARKS & GRADINGS.

S	SATISFACTORY.	A
SI	SHOULD IMPROVE:	
KN	SHOULD IMPROVE HIS KNOWLEDGE.	B
TQ	SHOULD IMPROVE HIS TECHNIQUES.	C
US	UNSATISFACTORY. (NOT PASSED).	D
F	UNSUCCESSFUL. (NOT PASSED).	E

A...INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B...INSTRUCTOR SHOULD WRITE A RECOMMENDATIONS.
C...INSTRUCTOR SHOULD WRITE A RECOMMENDATIONS.
D...TRAINEE SHOULD REPEAT THE SIMULATOR.
E...TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.
*COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS.

TRAINEE GRADING:

A

RECOMMENDATIONS:

APPEARANCE GRADING:

TRAINEE APPEARANCE DURING ON DUTY TIME:
***INSTRUCTOR SHOULD USE : S , SI , US . ONLY.

S

*** TRAINEE SHOULD SIGN IN CASE OF (NOT PASSED).
*** COPY TO CHIEF PILOT OF B-767.

*** TOP CONFIDENTIAL REPORT ***

EGYPTAIR

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./FO: GAMIL EL BATOUTY	DAY1 : 23 / 4 / 92	TIME : 02:00 HR
INSTRUCTOR: EL MISSIRY	DAY2 : 24 / 4 / 92	TIME : 02:00 "
TOTAL TIME: 0600	DAY3: 25 / 4 / 92	TIME : 02:00 "

			S	SI		U	F
		SIMULATOR SYLLABUS & REMARKS FOR GRADING		KN	TQ	S	
FIRST DAY	1	COCKPIT PREPARATION	✓				
	2	ABORTED ENGINE STARTS	✓				
	3	ENGINE START & INDICATIONS CHECK	✓				
	4	TAXING	✓				
	5	REJECTED TAKEOFF	✓				
	6	NORMAL TAKEOFF	✓				
	7	NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV)	✓				
	8	AFDS MCP USE, VNAV-LNAV	✓				
	9	WHEEL WELL FIRE (RESTORE)	✓				
	10	FL 100 STEEP TURNS	✓				
	11	APPROACH TO STALL & RECOVERY (GROUND CONTACT)	✓				
	12	FL 370/390 LOSS OF THRUST ON BOTH ENGINES	✓				
	13	RESTORE AT FL 310, RAPID DEPRESSURIZATION	✓				
	14	STABILIZE AT FL 100, HOLDING MANUAL & LNAV	✓				
	15	HYDRAULIC SYSTEMS FAILURE	✓				
	16	ALTERNATE: FLAP OPERATION & GEAR EXTENSION	✓				
	17	ILS APPROACH & LANDING	✓				
SECOND DAY	18	REDUCED THRUST TAKEOFF & CANCELLATION	✓				
	19	NOISE ABATEMENT & CANCELATION	✓				
	20	MAXIMUM RATE CLIMB (VNAV)	✓				
	21	FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE	✓				
	22	FL 390 ETOPS RAPID DEPRESSURIZATION, TO FL 270	✓				
	23	FL 390 ETOPS ENGINE FAILURE/SHUTDOWN, DIVERSION	✓				
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✓				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	✓				
	26	FL 350 ENGINE FAILURE.SHUTDOWN, (DRIFT DOWN)	✓				
	27	ONE ENGINE ILS APPROACH RAW DATA (CAPT. ONLY)	✓				
	28	TAKEOFF WIND SHEAR & APPROACH WIND SHEAR	✓				
THIRD DAY	29	TAKEOFF ENGINE FIRE	✓				
	30	ONE ENGINE INOPERATIVE ILS & LANDING	✓				
	31	TAKEOFF ENGINE FAILURE AT V1	✓				
	32	ONE ENGINE INOPERATIVE ILS MISSED APPROACH	✓				
	33	~~VOR-NDB-ONE ENGINE (CAPT.)~~ OR RESTORE ENGINE (F/O)	✓				
	34	TAKEOFF ENGINE FLAME OUT & RESTORE	✓				
	35	ILS APPROACH RAW DATA & CIRCLING TO LAND	✓				
	36	TAKEOFF ICING CONDITIONS	✓				
	37	ILS APPROACH AFDS MCP MALFUNCTIONS	✓				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	✓				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	✓				
	40	ENGINE FAILURE ON FINAL APPROACH	✓				
	41	TAKEOFF LANDING GEAR MALFUNCTION	✓				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	✓				
	43	PASSENGER EVACUATION	✓				
	44	CREW COORDINATION	✓				

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR [redacted] 92	CHIEF PILOT
NOT PASSED	TRAINEE	G.M.F.C.T.D. [redacted]

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NOTE :

A) Diversion during ETOPS maintaining altitude is normally due to hydraulic, electrical, instruments, navigations failure or any significant adverse situation effect on safety if flight continued.

B) Most of the approaches should be carried out at enroute alternate airports, North Atlantic, new destinations & JFK. Whenever they are available and practicable.

C) Instructor has no right to exceed the simulator syllabus, to be precise with grading for all trainees.

D) Instructor has the right to go ahead in next day program if trainee had finish today duty syllabus satisfactorily and early.

E) In case of early and satisfactory for today syllabus the trainee has the right to ask his instructor for a special details, but it should be written here without any gradings.

(1) ONE ENG. ILS RAW DATA

(2) X WIND 40 KTS T/O & LANDING (3) 2 ENG A/E LAND

PLANNED TIME :	06.00 HRS
ACTUAL TIME :	06:00 "
UNUSED TIME (If there is any) :	NIL
SIM. LOG. PAGE NO :	

REMARKS & GRADINGS

S	SATISFACTORY	PASSED	A
SI/KN	SHOULD IMPROVE HIS KNOWLEDGE	PASSED	(B)
SI/TQ	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
F	UNSUCCESSFUL	NOT PASSED	E

A INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B INSTRUCTOR SHOULD WRITE RECOMMENDATION.
C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
E TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.

* COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

B

RECOMMENDATIONS & COMMENTS

DRILLS &

* F/O EL BATOUTY PERFORMED ALL ABOVE ITEMES CORRECTLY UP TO THE REQUIRED STANDARD

* NEEDS TO STUDY MORE

APPEARANCE GRADING

S

[redacted] 92

TRAINEE APPEARANCE DURING ON DUTY TIME:
*** INSTRUCTOR SHOULD USE: S , SI , US ONLY :

*** TRAINEE SHOULD SIGN IN CASE OF NOT PASSED IN THE FRONT PAGE.

TOP CONFIDENTIAL REPORT

FLIGHT OPERATION.
GENERAL DEPARTMENT.
FLIGHT CREW TRAINING.

RECURRENT CHECK.
FLIGHT SIMULATOR.
INSTRUMENT RATING.

~~CAPT~~/FO BATOUTY	DAY 1 8/10/91	TIME 4:00
INSTRUCTOR HALIM	DAY 2 9/10/91	TIME 4:00
TOTAL TIME 05:00	DAY 3 10/10/91	TIME 4:00

		SI		U	
	SIMULATOR SYLLABUS & REMARKS FOR GRADING.	S	KN	TQ	S	F
FIRST DAY	1..COCKPIT PREPARATION.	✓				
	2..ABORTED ENGINE STARTS.	✓				
	3..ENGINE START & INDICATIONS CHECK.	✓				
	4..TAXING.	✓				
	5..REJECTED TAKEOFF.	✓				
	6..NORMAL TAKEOFF.	✓				
	7..NORMAL CLIMB & MAXIMUM ANGLE CLIMB (VNAV).	✓				
	8..AFDS MCP USE , VNAV-LNAV.	✓				
	9..WHEEL WELL FIRE. (RESTORE).	✓				
	10.FL 100 STEEP TURNS.	✓				
	11.APPROACH TO STALL & RECOVERY (GROUND CONTACT).	✓				
	12.FL 370/390 LOSS OF THRUST ON BOTH ENGINES.	✓				
	13.RESTORE AT FL 310,RAPID DEPRESSURIZATION.	✓				
	14.STABILIZE AT FL 100,HOLDING MANUAL & LNAV.	✓				
	15.HYDRAULIC SYSTEMS FAILURE.	✓				
	16.ALTERNATE:FLAP OPERATION & GEAR EXTENSION.	✓				
	17.ILS APPROACH & LANDING.	✓				
SECOND DAY	18.REDUCED THRUST TAKEOFF & CANCELATION.	✓				
	19.NOISE ABATEMENT & CANCELATION.	✓				
	20.MAXIMUM RATE CLIMB (VNAV).	✓				
	21.FL 390 ETOPS DIVERSION MAINTAINING ALTITUDE.	✓				
	22.FL 390 ETOPS RAPID DEPRESSURIZATION,TO FL 270.	✓				
	23.FL 390 ETOPS ENGINE FAILURE/SHUTDOWN,DIVERSION.	✓				
	24.ILS APPROACH HYDRAULIC GENERATOR,(CAPT ONLY).	—				
	25.TAKEOFF REVERSER UNLOCKED, & RESTORE.	✓				
	26.FL 350 ENGINE FAILURE/SHUTDOWN,(DRIFT DOWN).	✓				
	27.ONE ENGINE ILS APPROACH RAW DATA (CAPT ONLY).	—				
	28.TAKEOFF WIND SHEAR & APPROACH WIND SHEAR.	✓				
THIRD DAY	29.TAKEOFF ENGINE FIRE.	✓				
	30.ONE ENGINE INOPERATIVE ILS & LANDING.	✓				
	31.TAKEOFF ENGINE FAILURE AT V1.	✓				
	32.ONE ENGINE INOPERATIVE ILS MISSED APPROACH.	✓				
	33.ONE ENGINE VOR-NDB(CAPT) OR RESTORE ENGINE (F/O)	✓				
	34.TAKEOFF ENGINE FLAME OUT & RESTORE.	✓				
	35.ILS APPROACH RAW DATA & CIRCLING TO LAND.	✓				
	36.TAKEOFF ICING CONDITIONS.	✓				
	37.ILS APPROACH AFDS CMP MALFUNCTIONS.	✓				
	38.TAKEOFF FLAP MALFUNCTION DURING RETRACTION.	✓				
	39.ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING.	✓				
	40.ENGINE FAILURE ON FINAL APPROACH.	✓				
	41.TAKEOFF LANDING GEAR MALFUNCTION.	✓				
	42.LANDING GEAR DISAGREE ILS APPROACH & LANDING.	✓				
	43.PASSENGER EVACUATION.	✓				
	44.CREW COORDINATION.	✓				

RESULTANT SATISFACTORY	SIGNATURES	CONFIRMATION
	INSTRUCTOR HALIM	
PASSED ✓	[redacted]	G.M.F.C.T.D.
	TRAINEE	[redacted]
~~NOT PASSED~~		

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NOTE :

A) DIVERSION DURING ETOPS MAINTAINING ALTITUDE IS NORMALLY DUE TO HYDRAULIC, ELECTRICAL, INSTRUMENTS, NAVIGATIONS FAILURE OR ANY SIGNIFICANT ADVERSE SITUATION EFFECTING ON SAFETY IF FLIGHT CONTINUED.

B) MOST OF THE APPROACHES SHOULD BE CARRIED OUT AT ENROUTE ALTERNATE AIRPORTS, NORTH ATLANTIC, NEW DESTINATIONS & JFK. WHEN EVER THEY ARE AVAILABLE AND PRACTICABLE.

C) INSTRUCTOR HAS NO RIGHT TO EXCEED THE SIMULATOR SYLLABUS, TO BE PRECISE WITH GRADING FOR ALL TRAINEES.

D) INSTRUCTOR HAS THE RIGHT TO GO AHEAD IN NEXT DAY PROGRAM IF TRAINEE HAD FINISH TODAY DUTY SYLLABUS SATISFACTORY AND EARLY.

E) IN CASE OF EARLY AND SATISFACTORY FOR TODAY SYLLABUS THE TRAINEE HAS THE RIGHT TO ASK HIS INSTRUCTOR FOR A SPECIAL DETAILS , BUT IT SHOULD BE WRITTEN HERE WITHOUT ANY GRADINGS.

PLANNED TIME :
ACTUAL TIME :
UNUSED TIME (IF THERE IS ANY):
SIM. LOG. PAGE NO:

REMARKS & GRADINGS.

S	SATISFACTORY.	A
SI	SHOULD IMPROVE:	
KN	SHOULD IMPROVE HIS KNOWLEDGE.	B
TQ	SHOULD IMPROVE HIS TECHNIQUES.	C
US	UNSATISFACTORY. (NOT PASSED).	D
F	UNSUCCESSFUL. (NOT PASSED).	E

A...INSTRUCTOR HAS THE RIGHT TO ADD ANY COMMENTS.
B...INSTRUCTOR SHOULD WRITE A RECOMMENDATIONS.
C...INSTRUCTOR SHOULD WRITE A RECOMMENDATIONS.
D...TRAINEE SHOULD REPEAT THE SIMULATOR.
E...TRAINEE AND HIS REPORT SHOULD HAVE A COMMITTEE.
*COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS.

TRAINEE GRADING:

RECOMMENDATIONS:

APPEARANCE GRADING:

TRAINEE APPEARANCE DURING ON DUTY TIME:
***INSTRUCTOR SHOULD USE : S , SI , US . ONLY.

*** TRAINEE SHOULD SIGN IN CASE OF (NOT PASSED).
*** COPY TO CHIEF PILOT OF B-767.

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*** TOP CONFIDENTIAL REPORT ***

EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 767 FLT SIMULATOR
RECCURENT & INST RATING CHECK

NAME : Batouti	RANK: F/O	CHK.PILOT: HALIM
DATE : 14 / 5 /91 TIME: 4:00	DATE: / /	TIME:
DATE : 16 / 5 /91 TIME: 4:00	TOTAL TIME: 8:00	

1	SAFTY EQUIP & OXG. ✓	PREFLIGHT
2	BEFORE STARTING SCAN ✓	
3	CDU LOADING & CH. LIST ✓	
4	ENG. STANTS & ABNORMALS ✓ +15	
5	TAXI, BEFORE T.O.CHECK LIST ✓	DEPARTURE
6	REGECTED T/O. ✓	
7	NORMAL T/O & NOISE NORMAL ABATEMENT T/O ✓	
8	NORMAL CLIMB- BEST ANGLB (VNAV) ✓	
9	GLARE SHIELD USE. (LNAV- VNAV) ✓ +30	
10	WHEEL WELL FIRE & RESTORE ✓	HIGH ALT DRILLS
11	FL 100 FT STEEP TURNS. ✓	
12	STALLS (GRD CONTACT , & NO GRD C.) ✓	
13	CLIMB TO F 390- 2ENG FLAME OUT. ✓	
14	SLABILZE AT F 310 , DECOMPRESSION ✓	
	EMERGENCY DESCENT ✓ 1+30	
15	HYD MALFUNCTIONS ✓	LOW ALT DRILLS
16	HOLDING (MANUAL & LNAV) ✓	
17	MANUAL EXTENSION OF FLAPS & U/C-ILS ✓	
	LANDING ✓ 2+00	
18	VOR - ADF APPROACHES ✓ +30	APPROACHES
19	ILS RAW DATA & CIRCLING & LANDING ✓ +45	
20	T/O ENG FLAME OUT ILS LANDING ✓ 1+00	
21	T/O ENG FIRE & ILS MISSED APP ✓ 1+15	
22	ILS SINGLE ENG RAW DATA (CAPT ONLY) 1+30	
23	PAX EVACUATION ✓ 1+45	
24	ELECT FAILURES ✓	OPTION EXERCISE
25	INST. FAILURES ✓	
26	CARG FIRE - SMOKE REMOVAL	
27	ILS APP USING ST. BY HORIZON	

INSTRUCTOR,S REMARKS
PASS / ~~FAIL~~
Satisfactory.

INSTRUCTOR, S SIGNATURE [redacted]

WIND:
CLOUDS:
RVR:
R/N CONDITION

21/10/91

PLANE TIME

ACTUAL TIME

AMOUNT OF UNUSED TIME (IF THERE IS ANY)

TCH LOG.PAGE.NO .

EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 757 FLT SIMULATOR
RECCURENT & INST RATING CHECK

NAME : EL BATOUTY	RANK: F/O	CHK.PILOT: ASHRAF
DATE : 11 / 11 / 90 TIME: 2.00	DATE: 12/11/90	TIME: 1.30
DATE : / / TIME:	TOTAL TIME: 3.30 h	

1	SAFETY EQUIP & OXG. ✓		PREFLIGHT
2	BEFORE STARTING SCAN ✓		
3	CDU LOADING & CH. LIST ✓		MET
4	ENG. STARTS & ABNORMALS ✓	+15	
5	TAXI.BEFORE T.O.CHECK LIST ✓		DEPARTURE
6	REJECTED T/O. ✓		
7	NORMAL T/O & NOISE ABATEMENT T/O ✓		MET
8	NORMAL CLIMB- BEST ANGLE (VNAV) ✓		
9	SLOPE SHIELD USE. (LNAV- VNAV) ✓	+30	
10	WHEEL WELL FIRE & RESTORE ✓		HIGH ALT DRILLS
11	[illegible] RT STEER TURNS. ✓		
12	STALLS (GRD CONTACT , NO GRD C.) ✓		MET
13	CLIMB TO F 310- BEND FLAME OUT. ✓		
14	STABILIZE AT F 310 , DECOMPRESSION ✓		
	EMERGENCY DESCENT ✓	1+30	
15	HYD MALFUNCTIONS ✓		LOW ALT DRILLS
16	HOLDING (MANUAL & LNAV)		MET
17	MANUAL EXTENSION OF FLAPS & U/C-ILS ✓		
	LANDING ✓	2+00	
18	VOR - ADF APPROACHES ✓	+30	APPROACHES
19	ILS RAW DATA & CIRCLING & LANDING	+45	
20	T/O ENG FLAME OUT ILS LANDING ✓	1+00	MET
21	T/O ENG FIRE & ILS MISSED APP ✓	1+15	
22	ILS SINGLE ENG RAW DATA (CAPT ONLY)	1+30	
23	[illegible] EVACUATION ✓	1+45	
24	ELECT FAILURES ✓		OPTION EXERCISE
25	INST. FAILURES ✓		
26	CARG FIRE - SMOKE REMOVAL ✓		MET
27	ILS APP USING ST. BY HORIZON		

INSTRUCTOR,S REMARKS
PASS / FAIL

SATISFACTORY

INSTRUCTOR, S SIGN [redacted]

WIND: 240/10
CLOUDS: 8/8
VR: 1000m
P/N CONDITION
WET/DRY

Cold weather operation reviewed.

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PLANE TIME	4,00
ACTUAL TIME	3.30
AMOUNT OF UNUSED TIME (IF THERE IS ANY)	
TCH LOG.PAGE.NO .	30 min

x In need of Refreshing course.

EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 767 FLT SIMULATOR
RECCURENT & INST RATING CHECK

NAME : [redacted]	RANK: [redacted]	CHK.PILOT: [redacted]
DATE : 18 / 4 /90 TIME: 0200	DATE: / /	TIME:
DATE : 18 / 4 /90 TIME: 0200	TOTAL TIME: 0400	

1	SAFETY EQUIP & OXG.		PREFLIGHT
2	BEFORE STARTING SCAN		
3	CDU LOADING & CH. LIST		
4	ENG. STARTS & ABNORMALS	+15	
5	TAXI,BEFORE T.O.CHECK LIST		DEPARTURE
6	REJECTED T/O.		
7	NORMAL T/O & NOISE ABATEMENT T/O		
8	NORMAL CLIMB- BEST ANGLE (VNAV)		
9	GLARE SHIELD USE. (LNAV- VNAV)	+30	
11	WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
12	FL 100 FT STEEP TURNS.		
13	STALLS (GRD CONTACT . NO GRD C.)		
14	CLIMB TO F 370- ENG FLAME OUT.		
	STABILIZE AT F 310 , DECOMPRESSION		
	EMERGENCY DESCENT	1+30	
15	HYD MALFUNCTIONS		LOW ALT DRILLS
16	HOLDING (MANUAL & LNAV)		
17	MANUAL EXTENSION OF FLAPS & U/C-ILS		
	LANDING	2+00	
18	VOR - ADF APPROACHES	+30	APPROACHES
19	ILS RAW DATA & CIRCLING & LANDING	+45	
20	T/O ENG FLAME OUT ILS LANDING	1+00	
21	T/O ENG FIRE & ILS MISSED APP	1+15	
22	ILS SINGLE ENG RAW DATA (CAPT ONLY)	1+30	
23	PAX EVACUATION	1+45	
24	ELECT FAILURES		OPTION EXERCISE
25	INST. FAILURES		
26	CARG FIRE - SMOKE REMOVAL		
27	ILS APP USING ST. BY HORIZON		

INSTRUCTOR,S REMARKS
PASS / ~~FAIL~~

Passed Satisfactory

INSTRUCTOR, S [redacted]

WIND:
CLOUDS:
VR:
P/U CONDITION

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PLANE TIME

ACTUAL TIME 0400

AMOUNT OF UNUSED TIME (IF THERE IS ANY)

TCH LOG.PAGE.NO .

BOEING

COMMERCIAL AIRPLANE COMPANY

FLIGHT CREW TRAINING RECORD

NAME	AIRLINE/COMPANY
GAMIL EL BATOTY	EGYPT AIR

CREW POSITION	CLASS NO.	AIRPLANE MODEL AND SERIES
FIRST OFFICER	EGP 767-2 #7	767-200 & 300

GROUND TRAINING	HOURS	COMPLETION DATE MO/DA/YR	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
ACADEMICS (EXAM GRADE 97%)	68+00	08/08/89	SEATTLE, WA	[redacted]
CPT	+			
FMS/AT	+			
FBS	24+00	08/17/89	SEATTLE, WA	[redacted]
	+			

FLIGHT TRAINING	HOURS	COMPLETION DATE MO/DA/YR	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
IT (Inst. Trainer)	+			
FBS	6+00	08/11/89	SEATTLE, WA	[redacted]
FFS	28+00	08/17/89	TOKYO	[redacted]
AIRPLANE	00+55	10/3/89	LUXOR	[redacted]
	+			

FLIGHT CHECK	HOURS	COMPLETION DATE MO/DA/YR	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
FFS	+	08/25/89	TOKYO	[redacted]
AIRPLANE	+	10/3/89	LUXOR	[redacted]

DOCUMENTS USED IN TRAINING: OPERATIONS MANUAL D632T001-17PMS

TRAINING MANUAL FCT 767(TM) NORMAL CHECKLIST 767-2CC

FLIGHT CREW TRAINING MANUAL FCT 767(TM) NON-NORMAL CHECKLIST 767-NC

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BOEING

COMMERCIAL AIRPLANE COMPANY

FLIGHT CREW TRAINING RECORD

NAME	AIRLINE/COMPANY
GAMIL EL BATOTY	EGYPT AIR
CREW POSITION	**AIRPLANE MODEL AND SERIES**
FIRST OFFICER	767 - 200 & 300

FIXED BASE SIMULATOR

DATE MO/DA/YR	DUTY CODE	BLOCK TIME	APPROACH ILS	APPROACH NP	PRINT NAME INSTRUCTOR OR CHECK AIRMAN
8/9/89	FOTR	2+00	3	1	WILLIAM D. TAFS JR
8/10/89	FOTR	2+00	4	1	WILLIAM D. TAFS, JR
8/11/89	FOTR	2+00	3	—	WILLIAM D. TAFS, JR
		+			
		+			
		+			
		+			
		+			
	TOTALS	6+00	10	2	

FULL FLIGHT SIMULATOR

DATE MO/DA/YR	DUTY CODE	BLOCK TIME	APPROACH ILS	APPROACH NP	LANDINGS DAY T&G	LANDINGS DAY FS	LANDINGS NIGHT T&G	LANDINGS NIGHT FS	PRINT NAME INSTRUCTOR OR CHECK AIRMAN
08/17/89	F/O	4 +00	2	2	2	2			M.ELNOGOUMY
08/18/89	F/O	4 +00	4	2	1	3			N. ELNOGOUMY
08/19/89	F/O	4 +00	3	2			-1	3	N. ELNOGOUMY
08/22/89	F/O	4 +00	2	1			1	3	N. ELNOGOUMY
08/23/89	F/O	4 +00	2	2				4	N. ELNOGOUMY
08/24/89	F/O	4 +00	3	1				4	N. ELNOGOUMY
08/25/89	F/O	4 +00	2	1		4			SHERIF GALAL
		+							
		+							
		+							
		+							
		+							
		+							
		+							
		+							
	TOTALS	+							

AIRPLANE

DATE MO/DA/YR	DUTY CODE	TIME BLOCK	TIME NIGHT	TIME INST.	APP. ILS	APP. NP	LANDINGS DAY T&G	LANDINGS DAY FS	LANDINGS NIGHT T&G	LANDINGS NIGHT FS	PRINT NAME INSTRUCTOR OR CHECK AIRMAN
10/3/89	F/O	00 +55	+	+			6				N. ELNOGOUMY
		+	+	+							
		+	+	+							
		+	+	+							
		+	+	+							
		+	+	+							
	TOTALS	+	+	+							

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FLIGHT TRAINING RECORD SU..ARY

NAME: AL-DIN HUSSEIN FAHMY GAMIL ELBATTOUTY CREW POSITION: F/O AIRLINE: EGYPTAIR TYPE: B767

TRAINING	HOURS	DATE	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
ACADEMICS (EXAMINATION GRADE -)				
FHS - A				
FHS - B				
FFS	14+14 PNF	17/8/89	TOKYO	[redacted]
AIRPLANE	00:55	3/10/89	LUXOR	
FLIGHT CHECK	**HOURS**	**DATE**	**LOCATION**	**SIGNATURE SIGNIFYING SATISFACTORY COMPLETION**
FFS		25/8/89	TOKYO	[redacted]
AIRPLANE	•	3/10/89	LUXOR	

~~FHS-B~~ - FFS - AIRPLANE

DATE	DUTY CODE	TYPE EQUIP	TODAY	TOTAL	NIGHT	INST	VIS	PRECISION APPROACHES	NON-PRECISION APPROACHES	NO. OF LANDINGS DAY TOUCH & GO	DAY FULL STOP	NIGHT TOUCH & GO	NIGHT FULL STOP	INSTRUCTOR CHECK AIRMAN
17/8/89	F/O	B767	4:00	4:00	•	1:30	00:30	2	2	2	2			N. ELNOGOUMY
18/8/89	F/O	B767	4:00	8:00	•	1:30	00:30	4	2	1	3			N. ELNOGOUMY
19/8/89	F/O	B767	4:00	12:00	00:30	1:30	•	3	2			1	3	N. ELNOGOUMY
22/8/89	F/O	B767	4:00	16:00	00:30	1:30	•	2	1			1	3	N. ELNOGOUMY
23/8/89	F/O	B767	4:00	20:00	00:30	1:30	•	3	2				4	N. ELNOGOUMY
24/8/89	F/O	B767	4:00	24:00	00:30	1:30	•	3	1				4	N. ELNOGOUMY
25/8/89	F/O	B767	4:00	28:00	•	1:30	00:30	2	1		4			SHERIF GALAL
			•	•	•	•	•							
3/10/89	F/O	AIRPLANE	00:55	00:55	•	•	00:55					6		N. ELNOGOUMY
			•	•	•	•	•							
			•	•	•	•	•							
			•	•	•	•	•							
			•	•	•	•	•							
			•	•	•	•	•							
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DOCUMENTS USED IN TRAINING: OPERATIONS MANUAL D632T001-17MS; NORMAL CHECKLIST 767-266

NON-NORMAL CHECKLIST 767-NC; TRAINING MANUAL FCT 767(TM)

TRAINING RECORD FBS B LESSON 1

NAME _____ CREW POSITION _____

AIRLINE _____ TYPE _____

BRIEFING

- Review of Normal Procedures
- USE OF FMS and TMS

PREFLIGHT

- Normal Procedures
- Panel Scan Philosophy
- CDU Route Entry - By Legs
- Review Route - HSI Plan Mode

ENGINE START

- Normal Procedures

TAXI-OUT & TAKEOFF

- Normal Procedures
- TMS-Dearate Selections
- FD to Mode/Rotation Technique
- Noise Profile - Using AFDS/TMS
- Flap Retraction Schedule & Maneuvering

CLIMB AND CRUISE

- Normal Procedures
- Area Departure
- Use of L/V NAV
- Linking Route Discontinuity
- CDU - Changing Speed Schedule
- Speed Intervention
- Offset (Parallel) Routing
- Direct to Waypoint
- CDU - Arrival Procedure
- HSI - Route Verification
- Steep Turns
- Approach to Stalls

APPROACH & LANDING

- Normal Procedure
- Use of L/V NAV
- Area Arrival
- Compute TOD Point
- Waypoint Altitude Restriction
- CAT III Approach - DH 50'
- CAT II Approach (FD) 100'
- ILS Manual - Published Minimums
- VOR AFDS/TMS
- NDB Manual
- Autoland Status Annunciator
- Missed Approach (Automatic) - L/V Nav
- Missed Approach (Automatic) - AFDS/TMS
- Missed Approach (Manual) - FD
- Missed Approach - Manual
- Holding
- HSI Display - MAP, ILS, VOR Modes
- Flap Extension Schedule & Body Attitudes
- ADI Annunciations
- Raw Data Displays
- Standard Callouts

TAXI-IN & PARK

- Normal Procedures

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR TRAINEE* DATE

*Signature indicates that trainee is aware of remi

TRAINING RECORD FBS B LESSON 2

NAME _____ CREW POSITION _____

AIRLINE _____ TYPE _____

BRIEFING

Operations in Icing Conditions
Constraints on Reduced Thrust with Adverse Runway Conditions

PREFLIGHT

Dispatch with One FMC Inop.
Contingency Routing Procedure
CDU Fix Page Data
Manual VOR Freq. & Course Selection
EFC Control of Symbology

ENGINE START

Review Engine Anti-Ice Procedure

TAXI-OUT & TAKEOFF

Reduced Thrust - Assumed Temp Method
Waypoint Altitude Restriction
Noise Abatement - AFDS/TMS
Area Departure with SID
Activate Contingency Routing

CLIMB AND CRUISE

Heading Select Mode Procedure
AFDS FLCH Mode Procedure
AFDS V/S Mode Procedure
Delete Waypoint Altitude Restriction
Change Cruise Speed Schedule
Determining ETA/FUEL Remaining Proc.
Entries for Cruise/Descent Winds
Flight Progress Data Check
Icing Procedures

APPROACH & LANDING

Icing Conditions - Engine & Wing
NDB AFDS/TMS
Construct NDB Approach - Using Fix Page
Autothrottle Disconnect (TMS Faults)
ILS AFDS/CWS 100'
Autobrake Fault
CAT III Approach - Full Stop
Autopilot Warning (AFDS Fault)
Crossing Altitude Restriction
LOC (BC)
Missed Approach - AFDS/TMS
Missed Approach (CWS) AFDS
Holding - CDU Procedure
HSI Display - Map
Standard Callouts

TAXI-IN & PARK

Icing Conditions

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR TRAINEE* DATE

*Signature indicates that trainee is aware of remark

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TRAINING RECORD FBS B LESSON 3

NAME _____ CREW POSITION _____

AIRLINE _____ TYPE _____

BRIEFING

Window Heat Inoperative
Pilot Incapacitation
EICAS CRT Message Display Failure
Use Full FMS Enroute MWH

PREFLIGHT

Dispatch with an Air Conditioning Pack Inop - Use of MEL
Icing Condition Exist

TAXI-OUT & TAKEOFF

TMS Takeoff Procedure
EEC OFF Procedure
Reduced Thrust - Derate 2

CLIMB AND CRUISE

Normal Procedures
Altitude Restriction
Top of Climb (T/C) - CDU Procedure
Changing Cruise Speed Schedule
Determine ETA & Distance from Fix - CDU Procedure
Entering Descent Forecast
Flight Progress Data Check

APPROACH & LANDING

AFDS/TMS & L/V Nav Modes
Area Arrival
Holding Entering/Exiting CDU Procedure
Holding AFDS/TMS L/V Nav Procedures
Icing Conditions
VOR - AFDS L/V Nav - Full Stop
VOR - Manual
EEC Failure & Thrust Management Proc.
CAT II Approach (FD) 100' Full Stop
Engine Shutdown - Engine Failure Procedure
Engine Inflight Start Procedure
CAT III Approach - Full Stop
Missed Approach - From VOR (Complete)
Standard Callouts

TAXI-IN & PARK

Normal After Landing Procedures
APU Fire Procedure
Passenger Evacuation Procedure

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR TRAINEE* DATE

*Signature indicates that trainee is aware of remarks

TRAINING RECORD FFS LESSON 1

NAME *GAMIL ELBATTOTI*　　CREW POSITION *F/O*

AIRLINE *EGYPT AIR*　　TYPE *B767 - 266*

BRIEFING

- Customer Airplane Differences
- Simulator Fire Protection System
- Simulator Safety Procedures
- Ground Handling Characteristics

PREFLIGHT

- Normal Procedures

ENGINE START

- Normal Procedure-External Power

TAXI-OUT & TAKEOFF

- Normal Procedures
- Taxi & Steering Technique
- Entering Waypoint Altitude Restriction
- Reduced Thrust - Assumed Temperature Method
- Noise Profile - Using AFDS/TMS

CLIMB AND CRUISE

- Normal Procdures
- Changing Climb Schedule
- Deleting Waypoint Altitude Restriction
- Time/Distance Crossing Radial
- Flight Characteristics - Low Altitude
- Steep Turns
- Approach to Stalls

APPROACH & LANDING

- Normal Procedures
- AFDS/TMS & L/V Nav Mode
- CAT III Approach - Full Stop
- Autobrake Use
- CAT II Approach (FD) 100'
- ILS Manual
- Missed Approach - Manual AFDS/TMS
- Visual Traffic Pattern - VASI
- HSI Display - Map
- Touch/Stop and Go Landing
- Landing - No Aids

TAXI-IN & PARK

- Normal Procedures

REMARKS Identify items that are incomplete or require additional training.

Performed preflight, normal & abnormal eng. starts satisfactorily. Taxi & T.O., was shown the A/C characteristics on high & [illegible] lower speeds. Slow in scanning in steep turns, also slow in stall recovery and finds some difficulty following the patterns. Visual, touch & go demonstrated. Slow & unsure as a pilot not flying in performing the CDU work required.

INSTRUCTOR [redacted]　　TRAINEE* [redacted]　　DATE *17/8/1989*

*Signature indicates that trainee is aware of remarks.

TRAINING RECORD FFS LESSON 2

NAME GAMIL EL BATTOUTY
AIRLINE EGYPT AIR
CREW POSITION F/O
TYPE B767 — 266

BRIEFING

Review Items in Phase of Flight

PREFLIGHT

Normal Procedures
Dispatch with Generator Inop
Use of MEL
CDU Fix Page - Displays Fixes/Radials For Approaches

ENGINE START

Non-Normal Procedures
Hot/Hung/Starter Cutout/Starter Valve Procedure

TAXI-OUT & TAKEOFF

Normal Procedures
Reduced Thrust - Assummd Temperature
FD - With Manual Thrust Control
FD - With TMS Control
Noise Profile - Using AFDS
Non-Normal Procedures
Engine Failure After V1 (Profile)
Wind Shear Technique

CLIMB AND CRUISE

Normal Procdures
Non-Normal Procedures

APPROACH & LANDING

Normal Procedures
Non-Normal Procedures
CAT II (FD) 100' - Full Stop

CAT II (FD) One Engine Inoperative
Fuel Configuration Message Procedure
Missed Approach (FD) - Engine Inoperative

CAT II (FD) - Full Stop

Construct VOR Approach - Using Fix Page
VOR AFDS/TMS
Circling Approach - AFDS/TMS
Rejected Landing

ILS Manual
ADI or HSI Fail Message
Use of 3rd Gyro - Standby Attitude
EFI Instrument Source Selector Switch Proc.
Visual Patterns
Approach to Stall - Ground Contact a Factor
Fuel Efficient Profile
Crosswind Landing Technique
Wind Shear Technique

ILS - One Engine Inop Profile
Visual Traffic Pattern - One Engine Inop Profile

Status Annunciators

TAXI-IN AND LANDING

Normal Procedures
Transient Stop Procedures
IRS Realignment at Transient Stop

REMARKS Identify items that are incomplete or require additional training.

Preflight, normal starts & abnormal starts, Taxi & T.O Satisfactory
Slow following F/O commands, still slow in scanning.
Engine failures practised for T.O & landings. Precision & Non precision
Apb's carried out with single eng. & Still needs practising
Still very slow performing C&D procedures. Flight improvement from previous flight.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 18/8/1989

*Signature indicates that trainee is aware of remarks

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05.02

TRAINING RECORD FFS LESSON 3

NAME GAMIL EL BATTIKY
AIRLINE EGYPT AIR

CREW POSITION F/O
TYPE B767 — 266

BRIEFING

Review High Altitude Characteristics
Use of Prolonged Use of Oxygen
Effect of Cost Index on Performance Data

PREFLIGHT

Normal Procedures
Oxygen Mask - Donning and Communications Procedures

ENGINE START

Completed - Instruction Option

TAXI-OUT & TAKEOFF

Normal Procedures
Reduced Thrust - Assumed Temperature Method
FD with TMS Control
Engine Failure After V1 (Engine Fire)
Crosswind Technique
Rejected Takeoff Procedure

CLIMB AND CRUISE

Normal Procedures
Area Departure with SID
Max Rate of Climb
Temporary Altitude Restriction
Linking Route Discontinuity
Severe Turbulent Air Penetration Procedures - AFDS/TMS

CLIMB AND CRUISE (Continued)

Flight Characteristics - High Altitude (VMO Maneuvers)
Steep Climb Evaluation
Emergency Descent - Practice Manually
Rapid Depressurization
Emergency Descent - Use AFDS

APPROACH & LANDING

Normal Procedures
Use of AFDS/TMS & L/V Nav
Change Distination - CDU Procedure
Holding - AFDS/TMS & L/V Nav
VOR AFDS/TMS & L/V Nav
Circling Approach - AFDS/TMS
CAT II (FD) One Engine Inoperative 100'
Missed Approach - One Engine Inoperative
Visual Traffic Patterns
HSI Display to Maintain Track
One Engine Inoperative - Full Stop
Crosswind Landing Technique

TAXI-IN AND PARK

Normal Procedures
One Engine Inoperative Procedure
Brake Cooling Table

REMARKS Identify items that are incomplete or require additional training.

Improved in performing the procedures compared to previous flights. Rapid decompression & Emergency descend was demonstrated and was performed but needs more practice.
Showed positive improvement in PNF duties but still slow.

INSTRUCTOR [redacted] TRAINEE [redacted] DATE 19/8/1989

*Signature indicates that trainee is aware of remarks

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TRAINING RECORD FFS LESSON 4

NAME GAMIL ELBATTIKY CREW POSITION F/O

AIRLINE EGYPT AIR TYPE B767 — 266

BRIEFING

Airplane Handling Characteristics with Non-Normal Hydraulic and Flight Control Configurations
NAV Position - No IRS DME Update

PREFLIGHT

Normal Procedures
Contingency Routing - RTE 2
Entering Waypoints with Lat - Long Coordinates - RTE-2

ENGINE START

Completed

TAXI-OUT & TAKEOFF

Normal Procedures
Handling Characterisitcs - High/Low Thrust to Weight Ratios
Manual Flight - VFR Traffic Pattern
TMS with No FD
Noise Profile - Reduced Thrust

CLIMB AND CRUISE

Normal Procedures
Area Departure
Wheel Well Fire Procedure
Landing Gear - Speed Limitations
Use AFDS/TMS L/V Nav Modes
Direct to Waypoint
Airplane Characteristics - No Elevator Feel or Trim
Ram Air Turbine Unlocked
AFDS - With Non-Normal Hydraulic

APPROACH & LANDING

Non-Normal Procedures
Visual Traffic Pattern

Leading Edge Flap Asymmetry Procedure
Airspeed Bug & A/P Characteristics
Full Stop Landing

Trailing Edge Flap Asymmetry Procedure
Airspeed Bugs & A/P Characteristics and Body Attitudes at Touchdown
Full Stop Landing

Stabilizer Trim (Fault) - Manual Trim Use
Unscheduled Stabilizer Trim Procedure
Full Stop Landing

Hydraulic System(s) Pressure
L and C System
C SYS Inop Landing Preparation
Alternate Flap Operation
Alternate Gear Operation
Hydraulic Sys Non-Normal Procedures and Checklists
Crosswind Capability
AFDS/TMS & L/V Nav Modes
Area Arrival
Full Stop Landing

TAXI-IN AND PARK

Taxi with Hydraulic System(s) Inoperative
Normal Procedures

REMARKS Identify items that are incomplete or require additional training.

Better improvement in A/C handling. Showed a good progress in following patterns procedures. Performed circuling apep. & Non standard flaps & Hydraulic sys. proceedures.
Better Studying of CDU Pages but still slow in performing but showed a good enthusiasm to perform better.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 22/8/1989

*Signature indicates that trainee is aware of remarks

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TRAINING RECORD FFS LESSON 5

NAME GAMIL EL BATTITI — CREW POSITION F/O

AIRLINE EGYPT AIR — TYPE B767-266

BRIEFING

- Difference in IRS Position
  - When DME Update Has Occurred
  - When DME Update Has Not Occurred
- Route Entry - Over Water/Remote Areas

PREFLIGHT

- Normal Procedures

ENGINE START

- Completed

TAXI-OUT & TAKEOFF

- Normal Procedures
- FD with TMSD Control
- Heading Select
- Rejected Procedure
- Engine Failure After V1-AFDS/TMS
- Contingency Routing
- Wind Shear Technique

CLIMB AND CRUISE

- Normal Procedures
- AFDS/TMS L/V Nav
- Generator Drive Procedure
- APU - Inflight Limitations
- Change Cruise Speed Schedule Long Range Cruise
- Estimated Wind Entries for Cruise Waypoints/Entering Descent Forecast
- Determining ETA and Fuel Remaining for Destination
- IRS Fault Procedure
- Linking Route Discontinuity
- Flight Progress Data Check

APPROACH & LANDING

- Normal Procedures
- Use of AFDS/TMS L/V Nav
- Area Arrival - Speed Intervention

- NDB-FD (With Manual Thrust Control)
- HSI Display - Map (Fix Page)
- Circling Approach - Manually
- Circling Approach Profile
- Rejected Landing

- VOR - Manual
- Proceed Direct to Waypoint
- Engine Fire, Severe Damage or Separation
- One Engine Inoperative - Full Stop Landing

- CAT III
- One Engine Inoperative DH 100'
- AFDS/TMS Procedures - One Engine Inop
- One Engine Inoperative - Full Stop Landing
- ILS - One Engine Inoperative Profile

- R-NAV L/V NAV
- Gear Disagree Message and Procedure
- Missed Approach (Automatic) L/V Nav
- Visual Traffic Pattern
- Full Stop Landing
- Non-Precision Approach - One Engine Inop Profile
- Visual Traffic Pattern - One Engine Inop Profile

TAXI-IN AND PARK

- Normal Procedures
- ILS Realignment at Transient Stop

REMARKS Identify items that are incomplete or require additional training.

Most of the procedures as a pilot flying was done satisfactorally. But still slow as a Capt in performing the CDU.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 23/8/1994

*Signature indicates that trainee is aware of remarks

TRAINING RECORD FFS LESSON 6

NAME GAMIL ELBATTITY CREW POSITION F/O

AIRLINE EGYPT AIR TYPE B767 — 266

BRIEFING

Review Simulator Flight Check Maneuvers and Procedures

PREFLIGHT

Normal Procedures
Dispatch With One Cabin Altitude Controller Inoperative - MEL Procedure

ENGINE START

Normal Procedures

TAXI-OUT & TAKEOFF

Normal Procedures
Reduced Thrust - Assumed Temp Method
FD with TMS Control L/V Nav
Engine Failure After V1-FD & TMS
Reduced Thrust - No AFDS/TMS
Rejected Takeoff Procedure

CLIMB AND CRUISE

Normal Procedures
Linking Route Discontinuity
Engine Anti-Ice Procedure
Severe Turbulent Air Penetration Procedures
Cabin Altitude Controller Fails
Cabin Automatic Inop Procedure
Cabin Altitude (Rapid Depressurization) Procedure
Emergency Descent
Steep Turns
Approach to Stalls

APPROACH & LANDING

Normal Procedures
Direct to Waypoint
AFDS/TMS L/V Nav

Holding AFDS/TMS L/V Nav
Exit Holding Pattern

CAT III Approach
Autobrake Use on Slick Runway
Full Stop Landing

CAT II Aproach (FD) DH 100'
One Engine Inoperative
Missed Approach (FD) One Engine Inop

Visual Traffic Pattern - One Engine Inop
Full Stop Landing

NDB - Manual
Circling Approach - Manually
Wind Shear - Technique
Rejected Landing
Visual Traffic Pattern
Full Stop Landing

TAXI-IN AND PARK

Normal Procedures

REMARKS Identify items that are incomplete or require additional training.

Performed all phases of flights & all patterns in a satisfactory standard. Still needed little practise on CAT II. → is ready for Check ride.

INSTRUCTOR [redacted] TRAINEE* [redacted] DATE 24/8/1989

*Signature indicates that trainee is aware of remarks

TRAINING RECORD FFS LESSON 7

NAME GAMIL ELBATTITY

AIRLINE EGYPTAIR

CREW POSITION F/O

TYPE B767 - 266

BRIEFING

Requirements for FAA Type Rating
Visual Simulator Practical Test
Option - Included by Inspector
or Check Authority

X*PREFLIGHT

Normal Procedures

ENGINE START

Normal Procedures

TAXI-OUT & TAKEOFF

Normal Procedures - *Reduced Thrust
Instrument
AFDS/TMS L/V Nav
Engine Failure After V1
Rejected Takeoff Procedure
Crosswind

CLIMB AND CRUISE

Normal Procedures
X*Area Departure
Emergency Descent
X*Steep Turns
X*Approach to Stalls

APPROACH & LANDING

Normal Procedures
ADI or HSI Fail
X*Area Arrival

X*Holding
Exit Holding Pattern

CAT III Approach
Full Stop Landing

CAT II Approach
One Engine Inoperative
Full Stop Landing

VOR Manual
Circling Approach - Manual
Rejected Landing
Visual Traffic Pattern
Full Stop Landing

Crosswind

TAXI-IN AND PARK

Normal Procedures

SUPPLEMENTARY NORMAL PROCEDURES

NON-NORMAL PROCEDURES

Items that may be waived as indicated
X* FAR 61.157(c) & FAR 121.441(d)

REMARKS Identify items that are incomplete or require additional training.

PERFORMED ALL PHASES OF NORMAL & ABNORMAL PATTERNS SATISFACTORY NEEDS MORE PRACTICE ON CBT DURING TRAINING. IS READY FOR FULL FLIGHT TRAINING.

INSTRUCTOR [redacted] TRAINEE [redacted] DATE 25/8/1989

*Signature indicates that trainee is aware of remarks

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TRAINING RECORD AIRPLANE LESSON 1A/1B

NAME GAMIL E-RATOTY CREW POSITION F/O

AIRLINE EGYPT AIR TYPE B767

BRIEFING

Dispatching & Flight Planning
Navigation & Communications Procedures - Training Area
Weight & Balance and Maintenance Procedures - Training Airplane

PREFLIGHT

Emergency Exits and Door Operation

Pilot Flying Accomplish Items for His Crew Position
Pilot NOT Flying Accomplishes Items for Crew Position Occupied by Instructor
IRS Realignment at Transient Stop
Contingency Routing - RTE 2

ENGINE START

Normal Procedures

TAXI-OUT & TAKEOFF

Normal Procedures
Reduced Thrust
Noise Profile -FD/TMS
Manual Flight
Takeoff Profile

CLIMB AND CRUISE

Normal Procedures
Manual Flight
AFDS/TMS
L/V Nav

APPROACH & LANDING

Normal Procedures
Area Arrival
AFDS/TMS & L/V Nav Modes

CAT III Approach
ILS Profile
Full Stop Landing
Touch/Stop and Go Landing Profile

Visual Traffic Patterns
Touch/Stop and Go Landing
Visual Traffic Pattern Profile

CAT II Approach (FD) DH 100'
Engine Failure Procedure
Missed Approach - One Engine Inoperative (FD)
ILS - One Engine Inop Profile
HSI Display - Map

CAT II Approach (FD) 100'
One Engine Inop - Full Stop Landing

TAXI-IN AND PARK

Normal Procedure

REMARKS Identify items that are incomplete or require additional training.

BASE TRAINING CARRIED OUT SATISFACTORY.
HE IS READY FOR LINE TRAINING.

INSTRUCTOR [redacted] TRAINEE* DATE 3/10/1984

*Signature indicates that trainee is aware of remarks.

TRAINING RECORD AIRPLANE LESSON 2A/2B

NAME _____ CREW POSITION _____

AIRLINE _____ TYPE _____

BRIEFING

Requirements for Airplane Practical Test Following Visual Simulator Flight Cehck

Option - Included by Inspector or Check Authority

PREFLIGHT

Normal Procedures

ENGINE START

Normal Procedures

TAXI-OUT & TAKEOFF

Normal Procedures

CLIMB AND CRUISE

Normal Procedures

APPROACH & LANDING

Normal Procedures

Visual Traffic Pattern
Touch & Go Landing

Visual Traffic Pattern
One Engine Inoperative - Landing

ILS Approach
Autoland Procedure
Full Stop Landing
HSI Display - Map

TAXI-IN AND PARK

Normal Procedures

SUPPLEMENTARY NORMAL PROCEDURES

_____
_____
_____

NON-NORMAL PROCEDURES

_____
_____
_____

REMARKS Identify items that are incomplete or require additional training.

INSTRUCTOR TRAINEE* DATE

*Signature indicates that trainee is aware of remarks

BOEING

COMMERCIAL AIRPLANE COMPANY

FLIGHT CREW TRAINING RECORD

NAME	AIRLINE/COMPANY
GAMIL EL BATOTY	EGYPT AIR

CREW POSITION	CLASS NO.	AIRPLANE MODEL AND SERIES
FIRST OFFICER	EGP 767-2 #7	767-200 & 300

GROUND TRAINING	HOURS	COMPLETION DATE MO/DA/YR	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
ACADEMICS (EXAM GRADE 97%)	68+00	08/08/89	SEATTLE, WA	[redacted]
CPT	+			
FMS/AT	+			
FBS	24+00	08/07/89	SEATTLE, WA	[redacted]
	+			

FLIGHT TRAINING	HOURS	COMPLETION DATE MO/DA/YR	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
IT (Inst. Trainer)	+			
FBS	6+00	08/11/89	SEATTLE, WA	[redacted]
FFS	28+00	08/17/89	TOKYO	[redacted]
AIRPLANE	00+55	10/3/89	LUXOR	[redacted]
	+			

FLIGHT CHECK	HOURS	COMPLETION DATE MO/DA/YR	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
FFS	+	08/25/89	TOKYO	[redacted]
AIRPLANE	+	10/3/89	LUXOR	[redacted]

DOCUMENTS USED IN TRAINING:

OPERATIONS MANUAL DX32T001-1FMS

TRAINING MANUAL FCT 767(TM) NORMAL CHECKLIST 767-2CC

FLIGHT CREW TRAINING MANUAL FCT 767(TM) NON-NORMAL CHECKLIST 767-NC

TRAINING RECORD FBS A - LESSON 1

NAME GAMIL EL BATOTY CREW POSITION FIRST OFFICER
AIRLINE EGYPT AIR TYPE 767 — 366

Briefing
Training Plan
Operating Philosophy

Approach & Landing
Demo

Preflight
Demo

Taxi-in & Park
Demo

Engine Start
Demo

Supplemental Normal Procedures
EICAS

Taxi-out & Takeoff
Demo

Systems Review
APU
EICAS
Electrical (Normal)
Lighting

Climb & Cruise
Demo

REMARKS
Complete. Very limited understanding of English.
Other pilot (Ashraf Aly) acting as translator.

INSTRUCTOR [redacted] DATE 7/24/89

TRAINING RECORD FBS A - LESSON 2

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 — 366

Briefing

Scan Flow
Normal Procedures

Preflight

Normal Procedures (Familiarization)

Engine Start

Normal Procedures (Familiarization)

Taxi-out & Takeoff

Climb & Cruise

Approach & Landing

Taxi-in & Park

Normal Procedures (Familiarization)

Supplemental Normal Procedures

Fuel
Power Plant (Starting)

Systems Review

CDU Familiarization
Fuel
Power Plant
Pneumatics
Air Conditioning

REMARKS

INSTRUCTOR [redacted] DATE 7/25/89

TRAINING RECORD FBS A - LESSON 3

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 — 366

Briefing

Normal Procedures
Autopilot
ADI and HSI

Preflight

Normal Procedures

Engine Start

Normal Procedures

Taxi-out & Takeoff

Climb & Cruise

Approach & Landing

Taxi-in & Park

Normal Procedures

Supplemental Normal Procedures

Autopilot
Inertial Reference System
Air Data Computer
Autoland Status Annunciator

Systems Review

FMC CDU - Familiarization
Autopilot - Introduction
Autothrottle - Introduction
Flight Instruments

REMARKS

Having great difficulty in memorizing procedures.

INSTRUCTOR [redacted]	DATE 7/26/89

TRAINING RECORD FBS A - LESSON 4

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 — 366

Briefing

Flap - Speed Schedule
Bug Setting
Navigation Route

Preflight

Normal Procedures

Engine Start

Normal Procedures

Taxi-out & Takeoff

Normal Procedures

Climb & Cruise

Normal Procedures

Approach & Landing

Normal Procedures

Taxi-in & Park

Normal Procedures

Supplemental Normal Procedures

Systems Review

Autopilot - Modes

REMARKS

Unable to perform any procedures (pre-flight, post-flight, CDU/FMC) without help.

INSTRUCTOR [redacted]	DATE 7/27/89

TRAINING RECORD FBS A - LESSON 5

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 — 366

Briefing

- FMS Navigation
- Auto Flight
- Flight Instruments

Preflight

- Normal Procedures

Engine Start

- Normal Procedures

Taxi-out & Takeoff

- Normal Procedures
- Partial FMS L-NAV Only

Climb & Cruise

- Normal Procedures
- CDU Practice

Approach & Landing

- Normal Procedures

Taxi-in & Park

- Normal Procedures

Systems Review

- FMS L-NAV Introduction
- CDU Pages

REMARKS

Unable to perform any procedures without help.
Having great difficulty with English.

INSTRUCTOR R.A. [illegible]	DATE 7/28/89

TRAINING RECORD FBS A - LESSON 6

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 - 366

Briefing

- L-NAV, V-NAV Navigation
- Route Changes
- Use of Anti-Ice

Preflight

- Normal Procedures

Engine Start

- Normal Procedures
- Manual Override Start

Taxi-out & Takeoff

- Normal Procedures
- Full FMS Navigation
- Wing Anti-Ice

Climb & Cruise

- Normal Procedures
- CDU Practice

Approach & Landing

- Normal Procedures

Taxi-in & Park

- Normal Procedures

Supplemental Normal Procedures

REMARKS

Unable to perform any procedures without help. Slight improvement in pre-flight and post-flight procedures.

INSTRUCTOR [redacted]	DATE 7/31/89

TRAINING RECORD FBS A - LESSON 7

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 — 366

Briefing

FMS Navigation
CDU Normal Procedures

Preflight

Normal Procedures

Engine Start

Normal Procedures
Aborted Start

Taxi-out & Takeoff

Normal Procedures
Full FMS Navigation

Climb & Cruise

Normal Procedures
CDU Practice

Approach & Landing

Normal Procedures

Taxi-in & Park

Normal Procedures

Supplemental Normal Procedures

Non-Normal Procedures

Electrical System

Systems Review

Electrical (Non-Normal)

REMARKS

Improving slowly. Excellent attitude and effort.
Pre-flight procedures satisfactory. Still making numerous misstakes in post-flight procedures, and inflight procedures.
Still needs help on all cdu procedures.

INSTRUCTOR [redacted]	DATE 8/1/89

TRAINING RECORD FBS A - LESSON 8

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 - 366

Briefing

FMS CDU (No Company Route)

Preflight

Normal Procedures
External Power and Air

Engine Start

Normal Procedures
Aborted Start

Taxi-out & Takeoff

Normal Procedures

Climb & Cruise

Normal Procedures
CDU Practice

Approach & Landing

Normal Procedures
Altitude Restriction

Taxi-in & Park

APU Fire
Passenger Evacuation

Supplemental Normal Procedures

Fuel

Non-Normal Procedures

Power Plant
FMC

Systems Review

Power Plant (Non-Normal)

REMARKS

No apparent improvement from lesson 7.

INSTRUCTOR [redacted]	DATE 8/2/89

TRAINING RECORD FBS A - LESSON 9

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 — 366

Briefing

- FMS Normal Procedures
- Manual Flap & Gear Extension

Preflight

- Normal Procedures

Engine Start

- Normal Procedures
- Aborted Start

Taxi-out & Takeoff

- Normal Procedures
- Wheel Well Fire

Climb & Cruise

- Normal Procedures
- Holding
- Speed Schedules

Approach & Landing

- Hydraulic System Inop Landing
- Alternate Gear & Flap Extension

Taxi-in & Park

- Engine Fire After Landing
- External Power

Supplemental Normal Procedures

Non-Normal Procedures

- IRS
- Hydraulic System

Systems Review

- Hydraulically Powered Systems
- Flight Controls (Non-Normal)

REMARKS

Slight improvement in all areas. Pre and post-flight procedures satisfactory.

Still needs direction / translation in all areas of FMC/CDU procedures except POS INIT, ROUTE and PERF INIT pages.

Unable to perform approach procedures without help.

INSTRUCTOR [redacted]	DATE 8/3/99

TRAINING RECORD FBS A - LESSON 10

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 - 366

Briefing

- FMS Normal Procedures
- Missed Approach
- Holding

Preflight

- Normal Procedures

Engine Start

- Normal Procedures
- Starter Cutout
- Engine Anti-Ice

Taxi-out & Takeoff

- Normal Procedures
- Wing Anti-Ice

Climb & Cruise

- Normal Procedures

Approach & Landing

- Normal Procedures
- Missed Approach - L NAV
- Holding

Supplemental Normal Procedures

- Inflight Diversion

Non-Normal Procedures

- Environmental Control
- Flight Controls

Systems Review

- Environmental Control
- Flight Controls

REMARKS

Pre-Flight and post-flight procedures continue to improve. Virtually no improvement in other areas.

Extra 2 hour simulator session conducted on Sat. Aug. 5th. Significant improvement in every area. All emphasis was on CDU and approach procedures. 8/5/89.
R. Abbott

INSTRUCTOR ~~R.A. Smith~~	DATE 8/4/89

TRAINING RECORD FBS A - LESSON 11

NAME GAMIL EL BATOTY CREW POSITION F/O

AIRLINE EGP TYPE 767 - 366

Briefing

- FMS Navigation Route
- Normal Procedures

Preflight

- Normal Procedures

Engine Start

- Normal Procedures
- Aborted Start
- Engine Anti-Ice

Taxi-out & Takeoff

- Normal Procedures
- Temporary Altitude Restriction

Climb & Cruise

- Normal Procedures
- Changing Schedules

Approach & Landing

- Normal Procedures
- Engine Anti-Ice

Taxi-in & Park

- Normal Procedures

Supplemental Normal Procedures

Non-Normal Procedures

- Cargo Fire

REMARKS

Was unable to perform any CDU/FMC procedures without help. When pilot flying, did not perform approach procedures, did not arm the approach or descend to G/S capture altitude when cleared for the approach. Behind the airplane during entire flight.

INSTRUCTOR R.A. [illegible]	DATE 8/7/89

TRAINING RECORD FBS B - LESSON 1

NAME GAMIL EL BATOTY
CREW POSITION FIRST OFFICER
AIRLINE EGYPT AIR
TYPE 767 -366

Briefing

✓ Use of AFDS/TMS/FMS

Preflight

✓ Review Route and Weather
✓ Takeoff Data
✓ Derated Thrust
✓ Panel Scan
✓ CDU Practice
✓ Cost Index Effects
✓ Compare Map vs Actual Position

Engine Start

✓ Review Start Characteristics
✓ HOT START
NO STARTER CUTOUT

Taxi-out & Takeoff

✓ Use of AFDS for Takeoff and Departure
✓ Rotation and Initial Climb
✓ Maneuvering Speeds/Flap Retraction Schedule

Climb & Cruise

✓ L-NAV/V-NAV Use
✓ Area Departure
✓ Speed Intervention
✓ Altitude Range Arc
✓ ADI Mode Annunciations
✓ V-NAV Cruise Climb/Descent
✓ HSI - Route Verification
✓ Speed Intervention
✓ Change Cost Index
✓ Top of Descent Advisory

Approach & Landing

✓ V-NAV
✓ Altitude Range Arc
✓ Speed Intervention
✓ Maneuvering Speeds/Flap Extension Schedule
✓ ILS 32R (3)
✓ Procedure Turn Expansion
✓ Multiple Autopilot - Arming Engaged
✓ LOC/GS Capture

Missed Approach - Automatic Go-Around
✓ L-NAV/HDG SEL Use
✓ Reversion to Single Autopilot
✓ Flap Retraction/Speed Schedule
✓ Altitude Capture

✓ Holding
✓ Holding Pattern Expansion
✓ Exit Holding/Next Hold

✓ VOR 32R
✓ Use of Autopilot
✓ Manual VOR Tuning/HSI Display
✓ Use of Heading Select
✓ Use of L-NAV
✓ MAP/VOR Display Requirements
✓ Full Stop Landing

Taxi-in & Park

✓ Normal Procedures

REMARKS

F.O. EL BATOTY STILL REQUIRES HELP IN PERFORMING ANY FMC CDU PROCEDURES. WHEN PERFORMING BASIC AUTOPILOT FUNCTIONS HE SEEMS HESITANT AND VERY SLOW TO RECOGNIZE CHANGES. DURING ALL APPROACHES HE WAS SLOW TO BRIEF AND CALL FOR CHECKLISTS. CAPT EL NEGOMEI OBSERVED TRAINING.

INSTRUCTOR	DATE
William D. Tafs, Jr.	8/9/89

1734/126

TRAINING RECORD FBS B - LESSON 2

NAME GAMIL EL BATOTY
CREW POSITION FIRST OFFICER
AIRLINE EGYPT AIR
TYPE 767 -366

Briefing

✓ Continued concentrated CDU practice aimed at achieving reasonable student proficiency with CDU entries and manipulation of data. Re-enforcement of precision and non-precision approach procedures using the autoflight system.

Preflight

✓ Review Route & Weather
✓ Normal Procedures
✓ CDU Practice
  Route Discontinuity
  LEGS Page - Sequencing/Deletion
  Direct To/Intercept Leg To
✓ CDU Page for Departure
✓ Derated Thrust (50°C)

Engine Start

✓ Normal Procedures
✓ Aborted Start
✓ HOT START

Taxi-out & Takeoff

✓ Normal Procedures
✓ Noise Abatement
✓ Maneuvering Speeds/Flap Retraction Schedule
✓ AFDS
✓ Low Altitude Level Off (2,000 Feet AGL)

Climb & Cruise

✓ V-NAV
✓ CDU Climb Speed Change
✓ Cruise Climb
✓ Change Cruise Speed Then Back to ECON
✓ Cruise Descent
✓ Direct To - Area Arrival With Transition. Select VOR Approach

Approach & Landing

✓ FLCH
✓ Use of FIX Page to Determine Crossing Radial and Entry as Waypoint on Legs Page
✓ Hold at IAF
✓ Exit Hold
✓ VOR Approach
  ✓ AFDS, L-NAV
  ✓ MAP/VOR Display Requirements
  ✓ Altitude Select Use
  ✓ MDA Level Off
  ✓ Go-Around Procedure
  ✓ Maneuvering Speeds/Flap Retraction
  ✓ MCP Use - L-NAV/HDG SEL/V-NAV
✓ ILS AFDS 32R (4)
  ✓ CDU Approach Entry
  ✓ Intercept Leg
  ✓ Heading Select Use During Vectoring
  ✓ Autoland

✓ Taxi-in & Park
  ✓ Normal Procedures

REMARKS — Normal Procedures

F.O. EL BATOTY SHOWED SOME IMPROVEMENT TODAY, STILL SLOW TO MAKE ANY CHANGES IN FMC CDU AND BASIC AUTOPILOT CHANGES. CAPT EL NEGAMI EGYPT AIR INSTRUCTOR CAPTAIN HAS OBSERVED TRAINING AND HAS HELPED THE PAST TWO DAYS. I BELEVE MOST OF THE PROBLEMS ARE ENGLISH TRANSLATION PROBLEMS.

INSTRUCTOR William D. Tafs, JR	DATE 8/10/89

TRAINING RECORD FBS B - LESSON 3

NAME GAMIL EL BATOTY
CREW POSITION FIRST OFFICER
AIRLINE EGYPT AIR
TYPE 767 -366

Briefing

- ✓ Autoflight Climb, Cruise and Descent
- ✓ CDU Route Entry and Modification

Preflight

- ✓ Review Route and Weather
- ✓ Review Takeoff Data
- ✓ Enter Present Position Using IRS Mode Panel
- ✓ Load and Activate RTE 1
- ✓ Load RTE 2
- ✓ Derated Thrust

Engine Start

- ✓ Normal Procedures
- ✓ HOT START

Taxi-out & Takeoff

- ✓ Normal Procedures
- ✓ AFDS

Climb & Cruise

- ✓ Normal Procedures
- ✓ L-NAV/V-NAV
- ✓ Top of Climb/Descent
- ✓ Route Discontinuity

Approach & Landing (Yakima)

- ✓ ILS 27 AFDS
- Heading Select Through Procedure Turn
- Full Stop Landing
- Quick Alignment IRS, Activate RTE 2, enter New Cruise Altitude

Takeoff

- ✓ AFDS
- ✓ Flaps 20
- ✓ Review Takeoff Data
- ✓ Area Departure (Yakima Four)
- ✓ Sequencing of Legs

Climb, Cruise & Descent

- ✓ L-NAV/V-NAV
- ✓ Area Arrival, Transition

Approach & Landing (Moses Lake)

- ✓ ILS Approach
  - AFDS
  - Missed Approach
- ✓ Cleared to New Destination
- ✓ Change Destination on Active RTE

Climb & Cruise (Diversion)

- ✓ FLCH Climb
- ✓ 340K Cruise
- ✓ ADI Mode Annunciations
- ✓ Offset Route
- ✓ FLCH Descent

Approach & Landing (Boeing Field)

- ✓ Duval 3 Arrival
- ✓ ILS 13R Autoland
- ✓ Full Stop Landing

Taxi-in & Park

- ✓ Normal Procedures

REMARKS

F.O. EL BATOTY MADE SIGNIFICANT PROGRESS TODAY STILL NEEDS MORE WORK ON USE OF BASIC AUTOFLIGHT SYSTEM. CAPTAIN EL NOGOMY WILL CONTINUE TRAINING IN FFS IN JAPAN. ALL PROCEDURES GOOD TODAY.

INSTRUCTOR	DATE
William D. Tafs Jr	8/11/89

END