

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

May 26, 2000

**Systems Group Chairman's Factual Report Addendum Regarding Teardown
Of Two Escape Slide Actuator/Integrator Assemblies**

DCA-00-MA-006

B. ACCIDENT

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

C. SYSTEMS GROUP

Chairman: Scott Warren
NTSB
Washington, D.C.

Member: Hani S. Mahmoud
EgyptAir
Cairo, Egypt

Member: Steven P. McDonald
Boeing
Seattle, Washington

Member: Michael Marx
Consultant for Egyptian Civil Aviation Authority
Springfield, Virginia

Member: Rick Todd
OEA Aerospace, Inc.
Fairfield, California

D. SUMMARY

About 0150 eastern standard time (EST), on October 31, 1999, a Boeing 767-366ER, SU-GAP, operated by EgyptAir, as flight 990, crashed into the Atlantic Ocean about 60 miles south of Nantucket, MA. EgyptAir flight 990 was being operated under the provisions of Egyptian Civil Aviation Regulations Part 121 and United States Title 14 Code of Federal Regulations Part 129 as a scheduled, international flight from John F. Kennedy Airport (JFK), New York, New York to Cairo International Airport in Cairo, Egypt. The flight departed JFK about 0122 EST, with 4 flightcrew members, 10 flight attendants, and 203 passengers on board. There were no survivors. The airplane was destroyed by impact forces. Floating debris from the aircraft was recovered on the morning of October 31, 1999.

The systems group participated in the accident investigation by conducting tear down examinations of the escape slide actuator/integrator assemblies. The examinations took place on March 21, 2000, in Washington, D.C.

D. DETAILS OF THE INVESTIGATION

The Systems Group met on March 21, 2000, at the National Transportation Safety Board Headquarters building in Washington, D.C. The group performed external examinations and disassembled the escape slide actuator/integrator assemblies from the accident aircraft.

Actuator/integrator assembly number 1 was determined to be from the left side of the aircraft due to the unique orientation of its component parts. The serial number on the actuator body was S/N 325. The cartridge was removed from the actuator body and was found to be not fired. Figure 1 is a picture of the cartridge from this assembly.

Actuator/integrator assembly number 2 was determined to be from the right side of the aircraft due to the unique orientation of its component parts. The serial number on the actuator body was S/N 603. The cartridge was removed from the actuator body and was found to be not fired. Figure 2 is a picture of the cartridge from this assembly.



Scott Warren
Aerospace Engineer

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