

Exhibit 10D

Letter from Captain Mohsen El Missiry, dated 7/27/00,
Egyptian Delegation comments on
Flight Data Recorder Group Chairman's Factual Report

3 pages

July 27, 2000

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

Dear Mr. Phillips

Please find attached herewith, the Egyptian Delegation comments to be included in the docket with reference to the "Flight Data Recorder Group Chairman's Factual Report" dated May 11, 2000.

Sincerely,


Captain / Mohsen El Missiry
Chief of Egyptian Investigation Committee

①

ITEM 3

To be changed to

AT 1:49:52.98 EST, The Throttle Resolver Angle Engine 1 and 2 parameters values reduced from 59° to values of 36.69° and 35.95° respectively

Throttle Resolver Angle...

ITEM 4

To be changed to

At 1:49:52.98 EST, the Left and Right Elevator Position data, previously recorded at approximately neutral values, indicated increasing trailing-edge down (TED) values. From 1:49:54.98 EST to 1:50:04.98 EST, the Elevator positions were recorded at about -3° TED. The elevator position data decreased further, so that from 1:50:05.98 EST to 1:50:15.98 EST, the values were between -4° and -5° TED.

ITEM 11

To be changed to

Until 1:50:20.98 EST, the recorded elevator data (left and right position each sampled at 1 hertz) values were within $\pm 1^\circ$ related to each other for each second of data. However, beginning at 1:50:21.98 EST, elevator data diverted by differences greater than 1° . In addition, while the left elevator values for the remainder of the recorded data were trailing edge up (TEU), including a local maximum of 3.87° TEU at 1:50:29.98 EST, the right elevator values for the remainder of the recorded data were trailing edge down (TED), including a local minimum of -3.16° TED at 1:50:28.98 EST. However, the relative trend of the elevators, as indicated by the remainder of the accident flight data, was towards neutral position.

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ITEM 12

To be changed to

From about 1:50:17.98 EST both outboard aileron recorded data showed a movement to the upwards (TEU) with a difference $\pm 1^\circ$ related to each other up to 50:26:98. From 1:50:27.98 difference increase and reach a maximum of 4.57° at 1:50:30.98 with both outboard ailerons in the up position. In addition both inboard aileron parameter data indicate TEU values from 1:50:20.98 EST through the end of the accident flight data.

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