NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

September 11, 2000

Human Performance

Human Performance Group Chairman's Factual Report

ADDENDUM #4

A. ACCIDENT

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

B. ADDENDA

A4-1. Memorandum for record regarding FBI Form FD-302 interview summaries in the NTSB's possession (1 page)

A4-2. Interview summaries of EgyptAir flight crew and cabin crew personnel conducted at Santa Monica, CA on November 2, 1999 by Preston Hicks, Regional Director, Southwest Regional Office – Aviation, NTSB (2 pages).

A4-3. Summary of telephone interview with EgyptAir Captain Hassan conducted on November 20, 1999 by Paul Miscencik, Division Chief, Operational Factors Division, Office of Aviation Safety, NTSB (2 pages).

A4-4. Summaries of interviews conducted at Los Angeles International Airport (LAX) of ramp personnel by NTSB aviation field investigators Howard Plagens and Rich Parker from the NTSB Southwest Regional Office – Aviation (4 pages).

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[1] All times are eastern standard time based on a 24-hour clock, unless otherwise noted.

A4.5. Summaries of interviews conducted at New York – John F. Kennedy International Airport (JFK) of ramp personnel by NTSB aviation field investigator Luke Schiada from the NTSB Northeast Regional Office – Aviation (12 pages).

MB
9/14/00

Submitted By:

Bartholomew Elias, Ph.D.
Human Performance Investigator

Date 9-11-2000

A4-1:
Memorandum for record regarding FBI Form FD-302 interview summaries in the NTSB's possession

National Transportation
Safety Board

Memorandum for Record

Date: August 22, 2000

From: Bartholomew Elias (AS-50)

Subject: FBI Form FD-302 Interview summaries regarding the crash of EgyptAir flight 990

The purpose of this memorandum is 1) to clarify the number of FBI FD-302 interview summaries related to the crash of EgyptAir flight 990 that the National Transportation Safety Board (NTSB) has in its possession, and 2) to explain the current exclusion of seven (7) of these FD-302s from the public docket. The NTSB currently has in its possession forty (40) FD-302 interview summaries related to the crash of EgyptAir flight 990. These FD-302s were provided by the Federal Bureau of Investigation (FBI) at various times during the investigation of the crash of EgyptAir flight 990. A letter from Dale L. Watson, Assistant Director, Counterterrorism Division, FBI dated July 13, 2000 and included in Addendum #3 of the Human Performance Factual Report states that the total number of FD-302s provided to the NTSB is thirty-nine (39). Apparently, this statement was made in error since the actual number of FD-302s that the NTSB currently possesses is forty (40). Of the forty (40) FD-302s in the NTSB's possession, thirty-three (33) were included in Addendum #3 of the Human Performance Factual Report. The remaining seven (7) FD-302s contain summaries of interviews of an EgyptAir captain seeking political asylum in the United Kingdom. These remaining seven (7) FD-302s were not included in Addendum #3 of the Human Performance Factual Report at the request of the FBI to not disclose the contents of these interviews outside of the NTSB.

A4-2:
Interview summaries of EgyptAir flight crew and cabin crew personnel conducted at Santa Monica, CA on November 2, 1999 by Preston Hicks, Regional Director, Southwest Regional Office – Aviation, NTSB
(2 pages)

11/2/99 Double Tree Suites Santa Monica, CA.
Met FBI agents from LA office & FAA inspector from SEA ACO to interview Egypt Air flight crew.
IAW FBI agent Double Tree maid found empty syringe on bathroom counter in room of Omar Heshan, room 540, following his checkout. No one else had occupied room
Reportedly he was 1st Officer on Egypt Air Flight 990 LAX > JFK & continued toward Cairo as extra crew.

11/2/99
Interview w/ Hussein Hassouna, purser on airplane from EWR to LAX on 10/30/99.
He has 28 years with Egypt Air, working as a purser since 1986 and has flown on the 767 for 10 years. He flies in 4 types of airplanes mostly Boeings.
Mr. Hassouna reported there were few anomalies with the airplane in the cabin. There was no smoke, no odors, no electrical problems, no temperature problems.
The entertainment system worked well except for one monitor, the right rear monitor, that needed vertical control repairs. There was a corrected discrepancy for the monitor, but it was still malfunctioning.
The lavatory #2 tank was full, because the airplane was not serviced in EWR, and two lavatories had to be blocked off.
The forward lavatory would get clogged occasionally on 767's, not on this trip, because passengers put napkins into toilet, & the flush motor CB would be pulled & re set, putting it back in service.

11/2/99 Double Tree Suites Santa Monica, CA.
Interview with Osama Saad, 1st officer on airplane EWR > LAX.

Mr. Saad had learned to fly through Egypt's flight institute, three years of training, & had only civil experience. He has been with Egypt Air about 8 years, from 1992 to present, has a commercial license, 767 type rating, 3,000 total hours, and about 1,500 hours in the 767. He had about 4 years experience in the 737-400
On Sat 10/30/99 he flew as 1st office EWR > LAX. He did not do a walk around inspection which is the responsibility of the engineer, a mechanic, who came from his usual station at JFK.
Mr. Saad looked at the flight discrepancy log which had no previous discrepancies. They have an MEL. Egypt Air uses a "B-snag" log, used to record deferred discrepancies. The log indicated the left engine thrust reverser was isolated, not working. The right reverser still worked & was used on landing in LAX.
He was not informed of any discrepancies from the walk around inspection.
He was questioned regarding each phase of the flight and reported no anomalies.
Mr. Saad report that on landing the Captain, pilot flying, used both thrust reverser handles to activate the reversers & only the right one operated, with the associated EICAS lights.

11/2/99 Double Tree Suites Santa Monica, CA.
Interview with Gamal Arram captain on airplane EWR > LAX.

Capt Arram noted the thrust reverser was deactiveated only he stated it was the right one that was inop. This was noted in the B-snag & the engineer informed him of such. He reported the airplane came from Cairo in that condition & he was unaware of the reason. He also reported that the left air conditioning pack Inop light on the EICAS panel had been transiently illuminating for about the last 2 months. Trouble shooting had not identified the problem. He did not recall if it flickered on this flight.
He reported the full aft lav holding tank. On landing a mechanic informed him of a low tire. Investigation revealed it was replaced along with the adjacent tire. # 7 & 8.
On landing he remembered the reverser was inop & only used the handle to deploy the left reverser.
He reported nothing else unusual, in fact said the airplane was almost perfect.

Hand written notes are attached & I'm available for any questions

Preston Hicks
SWR-A

A4-3:
Summary of telephone interview with EgyptAir Captain Hassan
conducted on November 20, 1999
by Paul Miscencik, Division Chief,
Operational Factors Division,
Office of Aviation Safety, NTSB
(2 pages)

On November 20, 1999, at approximately 1145 EST, Bob Hancock of the NY field office called me and told me that, one Captain Ismail Hassan of EgyptAir called and requested to speak with a member of the NTSB. Captain Hassan could be reached at (718) 726-2281

I called the number and Captain Hassan answered the phone. After I identified myself as a member of the NTSB, Captain Hassan stated the following:

- Captain Hassan flew the B767 from 1984 through 1997
- He was currently flying the B777 and was in the first group of EgyptAir pilots to be trained on the B777.
- Captain Hassan was in the same new-hire pilot group with Captain Habashy (sp?) He knew Habashy since 1959.
- Battouty (sp?) was hired about a year before Habashy and Hassan and Hassan was good friends with Battouty.
- Battouty never checked out as captain because he could not pass the written examination for the A.L.T. (Air Line Transport) license. Similar to the ATP here in the US.
- Based on a NY Times article dated 11/17/99 and the Newsweek article dated 11/22/99 (page 33) which depicts the left elevator commanding nose down and the right elevator commanding nose up, Hassan is convinced that Battouty collapsed between the captains seat and the center console, wedging in and forcing the captain's yoke forward.
- Hassan is convinced that Anwar never left the copilots's seat. When Battouty entered the cockpit he merely occupied the jumpseat.
- When the captain left to go to the toilet, Battouty stood up and collapsed from a heart attack or other seizure.
- Hassan said his father died much the same way collapsing and dying instantly and silently, without so much as a groan. Hassan said he and his mother turned away from his father for a second and when they turned back he was laying on the floor dead.
- He said he is convinced the same thing happened to Battouty.
- Battouty was not the kind of person who would ever commit suicide.
- Battouty had many plans after retirement.
- Battouty was well off and had no financial problems.
- Battouty's father was a mayor.
- Hassan believes Habashy shut down the engines because the split elevators were causing the airplane to "swirl" (When I asked him to explain he kept telling me to "picture it.")
- Hassan did not know Anwar.
- There is a very defined written procedure for crew changeover in the company procedures manual. Normally on a 10 hour flight, t6he primary crew would fly for

the first three hours. They would then changeover with the relief crew flying the ne
5 hours. The primary crew would flay the last 2 hours and land.

- Hassan said that sometimes he makes a private deal with the relief captain he is flyin with and they just split the trip in half, with one crew taking off and the other landin However, this is contrary to company procedures.
- Crews are required to report to operations at least 45 minutes prior to departure. (seems a little short)
- Hassan does not want to get involved in the official investigation in Cairo. He will speak with the NTSB, but does not want to speak with Egyptian or EgyptAir officials. (It seemed like he was afraid of getting officially involved.)
- He said he would call whenever he got back to the US and gave me his mobile phone in Cairo; (012 313 89 22).
- He reiterated that it could not have been suicide but a collapse of Battouty on the control column. This was based on Habashy CVR statements in the newspaper.
- Hassan also stated that he had several compressor blade separations while on the B767 and that may have been contributory.

A4-4:
Summaries of interviews conducted at
Los Angeles International Airport (LAX) of ramp personnel
by NTSB aviation field investigators Howard Plagens and Rich Parker
from the NTSB Southwest Regional Office – Aviation
(4 pages)

National Tra
Office of Aviation
Southwest Regio
1515 W. 190th St
Gardena, Califor
(310) 380-5660
FAX: (310) 380-

12-23-99
To: P.D. Weston
From: Ben Berman

November 18,

To: Preston Hicks

From: Howard Plagens

Subject: Interview conducted at LAX on November 18, 1999, ref: Egypt Air 990

Hudson General (310) 505-0168

Mr. Carlos Miranda

Mr. Miranda has been employed by Hudson General for 20 years. He is a lead man and in charge of crews responsible for bringing airplanes into the gate, baggage unloading and loading, and pushback. He was not the lead for this flight. Mr. Hola was the lead and Mr. Aguilar was the supervisor. He came on scene after the airplane was at the gate and most of the baggage had been loaded. He did not notice anything unusual about the airplane. He did not notice any fluids leaking, inspection panels open, damage, or anything hanging from the airplane. He noted the front cargo door and the bulk cargo door on the belly in the aft section were closed when he arrived. He noticed two Delta mechanics working on the main wheels. He helped load the two removed wheels, using a loader, into the rear cargo door, then maneuvered the wheels into the bulk cargo area. He did not operate any of the doors. He did not notice any damage to the rear cargo door while he was working in that area. He noted that there was one pallet in the front left section of the cargo hold, two cargo containers on the left side in the middle of the hold, and a red pallet in the left rear section of the cargo hold in front of the net barrier. He left at 4 PM and the rear door was still open. He stated that the last act done by his company prior to pushback is a physical check of the locked doors by the supervisor.

Howard Plagens

National Transportation Safety Board
Office of Aviation Safety
Southwest Regional Office
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(310) 380-5660
FAX: (310) 380-5666

November 8, 1999

To: Preston Hicks

From: Howard Plagens

Subject: Interview conducted at LAX on November 3, 1999, ref: Egypt Air 990

Mercury Air Service Manager Seari Skiebour Office (310) 215-5793/ cell (310) 505-0069

An interview was completed with Barry Alhong, the operator who refueled the airplane after its landing at Los Angeles. He has been a fueler at LAX for 1 year and was qualified on tanker trucks. He was operating a tanker truck and carried fuel, Jet A, to the airplane. He waited for the airplane to arrive and noted that it was late. He said the fuel port was under the left wing. When the airplane approached and stopped at the gate, he did not notice anything unusual about the airplane. He did not see any fluids dripping, any wrinkled skin or damage, any doors or inspection panels open, or anything hanging from the airplane. He did not detect any unusual odors or hear any unusual sounds.

The hook up and fueling progressed normally. Refueling pressure was normal at 40 but he was unsure of the units. He felt the time to refuel, 10 to 15 minutes, was normal for the amount of fuel required. He said three tanks fill simultaneously, left, center, and right. He went to the skyway to notify the crew everything was satisfactory and how much fuel was dispensed. He said on this occasion he gave the information to a mechanic, because a private security guard denied him access to the airplane. He said this was the first time he had ever been denied access, but it was also his first time to fill an Egyptian Air airplane.

NATIONAL TRANSPORTATION SAFETY BOARD
Southwest Regional Office

MEMORANDUM

Date: 10 November, 1999

To: Preston Hicks

From: Rich Parker

Subject: Interviews Conducted at LAX on November 8, 1999, re: Egypt Air 990

Egypt Air
Mr. Tamer Hafez, Asst. Station Manager, Los Angeles, 310/215-3900

Mr. Hafez was interviewed by telephone. Mr. Hafez reported that he operated the jetway for flight 990 and observed the opening and closing of the L1 (passenger boarding) door. Mr. Hafez said that the cabin crew operated the door and had no apparent problem with it. It closed on the first attempt and the speed and smoothness of the closing appeared normal. He did not recall seeing any dents or other damage on the outside of the aircraft near the entry.

LSG Sky Chefs
Mr. Arturo Gutierrez, 310/646-9203

Mr. Gutierrez and his helper, Mr. Miguel Maradona, drove a single catering truck to the aircraft and loaded the catering via the R1 door (the door opposite the L1 passenger boarding door). At the aircraft, Mr. Gutierrez got out of the truck and went around via the jetway stairs to enter the aircraft and have someone open the R1 door. Mr. Maradona elevated the truck to the door height at the same time. An Egypt Air employee opened and later closed, the R1 door. They loaded 45 passenger meals in the aft galley, 15 crew meals in the forward galley, brought 2 cases of bottled water aboard and took trash off from the aft, mid and forward galleys. Mr. Gutierrez was standing on the platform of the catering truck when the R1 door was closed and recalled that the operation was normal. He did not recall seeing any dents or other damage on the outside of the aircraft near the entry nor did he recall seeing any tape on the number 2 engine pylon.

Hudson General
Mr. Felix Cruz, 310/646-1942

Mr. Cruz reported that he came to the aircraft with the late (afternoon) crew that took over the departure of the flight. When he arrived the front cargo door (right front) and the bulk cargo

door (left rear, aft) were already closed. Only the aft cargo door (right rear) was open and there was one (removed) wheel assembly being loaded. Mr. Cruz entered the aft cargo hold through the open door and, with another helper, rolled the wheel aft via the rear cargo bin into the bulk cargo bin. The other removed wheel was already there. A mechanic called to them that he needed to do something to the wheel before they erected the net which separates the aft and bulk cargo bins. At that time Mr. Cruz received a call on the radio regarding missing freight on the aircraft he had worked on prior to this one. He left and went to the freight room. When he returned, the Egypt Air aircraft was being pushed back and the aft cargo door was closed. He did not observe anything he thought unusual about the Egypt Air aircraft, no dents, no leaking fluids, no tape on the pylon.

Mr. Augustin Chaves

Mr. Chaves speaks only modest English and was interviewed with the Spanish language interpretive assistance of his supervisor, Mr. Juan Sandoval. Mr. Chaves also arrived with the afternoon crew and operated the loader to get the wheel assembly aboard the aircraft. Like Mr. Cruz he reported observing no discrepancies with the aircraft, no dents, no fluid leaks and no tape on the number 2 pylon. He reported observing the rear cargo door close normally.

A4.5:
Summaries of interviews conducted at
New York – John F. Kennedy International Airport (JFK)
of ramp personnel by NTSB aviation field investigator Luke Schiada
from the NTSB Northeast Regional Office – Aviation
(12 pages)

National Transportation Safety Board

Interview Memorandum

Date: November 6, 1999

Person Interviewed: Giuseppi Bica

Interviewed By: **Luke Schiada, NTSB**
Connie Ingram, FAA-AEA-720
Kevin Frazer, NYPD-JTT

Subject: DCA00MA006, EgyptAir Flight 990, October 31, 1999

Mr. Bica was employed by DynAir Services Inc., as a Ramp Service Agent, at the John F. Kennedy International Airport. During the interview, Mr. Bica stated:

He had been employed by DynAir for 2 years, and currently holds the position of Ramp Supervisor. On October 30, 1999, he was scheduled to work from 1430 to 2330 Eastern Daylight Time (EDT).

EgyptAir Flight 990 arrived at about 0100 EDT, and Mr. Bica marshaled the airplane into gate 11. After engine shut down, he observed ramp personnel open the cargo doors, and remove some empty "cans" from the rear cargo compartment. The loading sheet for the airplane called for moving a cargo pallet from the 21 or 22P position to the 11P position. In the forward cargo area, he observed 2 pallets in the 21 and 22P positions, and one pallet an "LD9 type", in the 12P position. Five "AKE, LD9" type baggage containers were loaded into the rear baggage area, and the crew container was loaded in the door way, which filled the rear cargo area. He then went to get a pushback tractor and tow bar. When he returned, he set the tow bar and tractor on the airplane, and waited for "Mateo," who was the ramp agent in charge of pushbacks that night. He observed the pushback and called the airplane "off the blocks," about 0100 Eastern Standard Time. Mateo operated the pushback tractor while "Eric," a mechanic, talked to the crew. He then proceeded inside.

National Transportation Safety Board

Interview Memorandum

According to Mr. Bica, the following ramp employees worked on EgyptAir Flight 990, that evening:

Danny Mateo
Bernie Moore
Ahitophel Brown
Lenox Harding
Clifton Duhaney
Plus two other individuals, whose names he could not remember.

Mr. Bica stated he did not see anyone he did not recognize or anything unusual while he was working on Flight 990.

Luke Schiada
Air Safety Investigator

National Transportation Safety Board

Interview Memorandum

Date: November 7, 1999 **Time: About 2200**

Person Interviewed: Eric Brathwaite

Interviewed By: **Luke Schiada, NTSB**
Curtis King, PAPD-NY/NJ

Subject: DCA00MA006, EgyptAir Flight 990, October 31, 1999

Mr. Brathwaite was employed by DynAir Services Inc., as a line mechanic, at the John F. Kennedy International Airport. During the interview, Mr. Brathwaite stated:

He had been employed by DynAir since June 1998, and was working on the evening of October 30, 1999. His regularly scheduled shift was from 2000 to 0000.

Mr. Brathwaite stated EgyptAir flight 990 arrived in the gate area at about 0100. He was in a van, waiting for the airplane, and upon it's arrival, he drove and parked on the right side of the airplane. He then "pinned" the nose gear, and proceed up the jetway to meet Mr. Mohsen, a maintenance technician for EgyptAir. The two of them, then proceeded to conduct a walk around inspection of the airplane. Mr. Brathwaite stated there were no discrepancies noted during the walk around inspection, and he then returned to the van to wait until the airplane was ready for pushback. Mr. Brathwaite did not look at the airplane's technical log, and could not remember the last time any maintenance had been performed on the airplane. He stated his function was to work as a liaison between the EgyptAir mechanics, and other maintenance facilities at the airport. Additionally, as a rated Airframe and Powerplant mechanic, he could assist the EgyptAir mechanics. He does not sign the airplane's technical log.

While waiting in the van, Mr. Brathwaite observed ramp personnel loading the airplane, as well as airplane cleaning, catering, and re-fueling personnel.

Mr. Brathwaite stated he did not see anyone he did not recognize or anything unusual while he was working on flight 990.

Mr. Brathwaite stated he did not see anything, or anyone unusual; however, he did observe three aircraft cleaners that he did not recognize. He noted to himself that due to the time, a shift change may have occurred.

After waiting about 45 minutes, Mr. Brathwaite observed that the airplane was ready for pushback and exited the van. He plugged a headset into the audio panel near the

Airplane's nose gear, and informed the Captain that all the airplane's doors were closed and the airplane was ready for pushback. The airplane "blocked off" about 0155.

Mr. Brathwaite stated that all communications with the airplane were normal and the Captain sounded "fine." He noted the after the airplane was pushed back, the Captain seemed to take longer then normal to respond to him, like he was doing something else.

Mr. Brathwaite disconnected the headset from the airplane, and removed the towbar. He waved the airplane off, returned to the tug, and proceeded inside.

Luke Schiada
Air Safety Investigator

National Transportation Safety Board

Interview Memorandum

Date: November 6, 1999

Person Interviewed: Ahitophel Brown

Interviewed By: **Luke Schiada, NTSB**
Connie Ingram, FAA-AEA-720
Kevin Frazer, NYPD-JTT

Subject: DCA00MA006, EgyptAir Flight 990, October 31, 1999

Mr. Brown was employed by DynAir Services Inc., as a Ramp Service Agent, at the John F. Kennedy International Airport. During the interview, Mr. Brown stated:

He had been employed by DynAir for 17 years. On October 30, 1999, he was scheduled to work from 1600 to 0030 Eastern Daylight Time (EDT),.

When EgyptAir Flight 990 arrived, Mr. Brown assisted in the loading of the airplane. He stated that the airplane arrived with two "positions" already occupied in the forward cargo area, and two pallets were added to the forward cargo area. He then proceeded to the "Belly 5" area of the airplane and helped place loose baggage onto a belt loader. He then went up to the jetway and picked up an additionally 4 or 5 other bags, which were placed in Belly 5. He then proceeded inside, to the Dynair locker room. He did not observe the pushback.

According to Mr. Brown, the following ramp employees worked on EgyptAir Flight 990, that evening:

Chas Edwards
Bernie Moore
Lenox Harding
Clifton Duhaney
Stephen Green
Joe Bica

National Transportation Safety Board

Interview Memorandum

Mr. Brown stated he did not see anyone he did not recognize or anything unusual while he was working on Flight 990.

Luke Schiada
Air Safety Investigator

National Transportation Safety Board

Interview Memorandum

Date: November 6, 1999

Person Interviewed: Clifton Duhaney

Interviewed By: Luke Schiada, NTSB
Connie Ingram, FAA-AEA-720
Kevin Frazer, NYPD-JTT

Subject: DCA00MA006, EgyptAir Flight 990, October 31, 1999

Mr. Duhaney was employed by DynAir Services Inc., as a Ramp Service Agent, at the John F. Kennedy International Airport. During the interview, Mr. Duhaney stated:

He had been employed by DynAir for about 4 years. On October 30, 1999, he was scheduled to work from 1300 to 2330 Eastern Daylight Time (EDT).

Mr. Duhaney saw the airplane arrive at about 0100 EDT. He "chocked" the airplane and opened the forward cargo door. He observed 1 pallet of cargo already loaded in the forward cargo area. He then assumed the position of FMC Operator at the forward cargo door, and loaded an additional 2 pallets of cargo and 1 pallet of baggage, which took about 25 minutes. The cargo was being placed on the FMC by J. Bica, his supervisor.

Mr. Duhaney then proceeded to the "Belly 5" area of the airplane, where he worked with Lenox Harding, a fellow ramp agent, inside Belly 5, loading loose cargo and about 25 to 30 loose bags. He noticed two tires already in the Belly 5 area, and had seen tires there before. He finished loading the Belly 5 compartment at about 0100 Eastern Standard Time. He then proceeded inside, to the Dynair locker room and went home. He did not close the forward cargo door, or the belly 5 door.

According to Mr. Duhaney, the following persons worked on EgyptAir Flight 990, that evening:

Joe Bica
Bernie Moore
Chas Edwards
Ahitophel Brown
Lenox Harding
Stephen Greene

National Transportation Safety Board

Interview Memorandum

Mr. Duhaney stated he did not see anyone he did not recognize or anything unusual while he was working on Flight 990.

Luke Schiada
Air Safety Investigator

National Transportation Safety Board

Interview Memorandum

Date: November 6, 1999

Person Interviewed: Chas Edwards

Interviewed By: **Luke Schiada, NTSB**
Connie Ingram, FAA-AEA-720
Kevin Frazer, NYPD-JTT

Subject: DCA00MA006, EgyptAir Flight 990, October 31, 1999

Mr. Edwards was employed by DynAir Services Inc., as a Ramp Service Agent, at the John F. Kennedy International Airport. During the interview, Mr. Edwards stated:

He had been employed by DynAir for 4 years, and had volunteered to work as a "Ramp Lead," on the evening October 30, 1999, which was one of his scheduled days off.

When EgyptAir Flight 990 arrived at the gate, Mr. Edwards took 4 empty "cans," which were loaded in the rear cargo area, and transported them, via tug, to the hard stand. He then drove back to the airplane and connected the tug to the baggage carts near the "Belly 5" area. He then help other ramp personnel place bags, which were loaded into Belly 5, onto a belt loader. He then went up to the jetway and brought down two additional bags which were placed into Belly 5. He finished loading the airplane at about 0156 Eastern Daylight Time, and "punched out" at about 0159.

Mr. Edwards stated he did not see anyone he did not recognize or anything unusual while he was working on Flight 990.

Luke Schiada
Air Safety Investigator

National Transportation Safety Board

Interview Memorandum

Date: November 6, 1999

Person Interviewed: Danny Mateo

Interviewed By: **Luke Schiada, NTSB**
Connie Ingram, FAA-AEA-720
Kevin Frazer, NYPD-JTT

Subject: DCA00MA006, EgyptAir Flight 990, October 31, 1999

Mr. Mateo was employed by DynAir Services Inc., as a Ramp Agent, at the John F. Kennedy International Airport. During the interview, Mr. Mateo stated:

He had been employed by DynAir for about a year, and was working on the evening of October 30, 1999, as a pushback agent.

Mr. Mateo was working a South African Airways flight at another gate, and came over to EgyptAir Flight 990, about 10 to 15 minutes before pushback. When he arrived the tow-bar, and tractor were already in place. He waited for ramp personnel to finish loading baggage into the "belly 5" compartment and then commenced a "normal" pushback, with a mechanic communicating with the flight crew via a headset. He could not remember the mechanic's name, but stated the two of them disconnected the tow-bar, and the airplane then departed.

Mr. Mateo stated he did not see anyone he did not recognize or anything unusual while he was working on flight 990.

Luke Schiada
Air Safety Investigator

National Transportation Safety Board

Interview Memorandum

Date: November 7, 1999 **Time: About 2230**

Person Interviewed: Bernard Moore

Interviewed By: **Luke Schiada, NTSB**
Curtis King, PAPD-NY/NJ

Subject: DCA00MA006, EgyptAir Flight 990, October 31, 1999

Mr. Moore was employed by DynAir Services Inc., as a ramp agent at the John F. Kennedy International Airport. During the interview, Mr. Moore stated:

He had been employed by DynAir for the past 18 years, and was working as a Ramp Crew Chief on the evening of October 30, 1999. His regularly scheduled shift was from 1600 to 0030.

Mr. Moore stated EgyptAir Flight 990 arrived in the gate area at about 0100. He observed one pallet of cargo already loaded in the forward cargo area, and two additional pallets of cargo were added to the forward cargo area. Four empty "cans" were off loaded from the rear cargo area, and 5 "AKE, LD3" containers were loaded into the rear cargo area. Additionally, the crew container was loaded in the doorway of the rear cargo area.

Mr. Moore then proceeded to the "Belly 5" cargo area, to assist other ramp personnel with the loading of loose baggage. He stated that there were no bags brought down from the "jetway." After all the loose baggage was loaded, he parked the belt loader and went inside. He did not see the airplane pushback.

According to Mr. Moore, the following persons worked with him on EgyptAir Flight 990, that evening:

Lenox Harding
Chas Edwards
Ahitophel Brown
Clifton Duhaney

Mr. Moore stated he did not see anyone he did not recognize or anything unusual while he was working on Flight 990.

Luke Schiada
Air Safety Investigator