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: _____ 5/18/00
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 Remarks	Check Captain - Capt. Ashraf In need of refresher course
4/24/92	Recurrent Check Remarks	Check Captain - Capt. Missiry F/O El Batouty preformed all drill & items correctly up to the required standard Needs to study more
4/16/93	Recurrent check Remarks	Check Captain - Capt. El Missiry 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 Remarks	Check Captain - Unknown 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 Remarks	Check Captain - Capt. Halim knows ETOPS procedures
7/05/94	Recurrent Check Remarks	Check Captain - Unknown 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	Check Captain - Capt. Sherif
	Remarks	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. C30-657

الإدارة العامة للتدريب الجوي
لقطاع العمليات

B267

PROFICIENCY CHECK FORM

Name: Ahmed Elhabashy	Code No. 2955	☑ Capt. ☐ F/O ☐ IP
Simulator Owned By: GE Capitals	Location: GATWICK	Simulator Level: ☐ A ☐ B ☐ C ☑ D
Flight Training Time: Time PF 04:30 / Time PNF 04:30	Date: 9-10-11/3/99	

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 L/G, 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.

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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

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	89176

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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 UG, 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.

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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 SEUIM	72275	
Training Result	Trainee's signature	G.M. Flight Training
Previous ☐ US ☐ S- ☐ S ☑ S+		
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

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B767

PROFICIENCY CHECK FORM

Name: أحمد [illegible]	Code No. 2955	☑ Capt. ☐ F/O ☐ IP
Simulator Owned By: Raythean	Location: GATWIC	Simulator Level
Flight Training Time: Time PF 04 30 / Time PNF 0430	Date: 21-22-4 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	✓
• 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)**	—
• 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 L/G, 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.*
*** *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		

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B767

PILOT'S RECURRENT TRAINING FORM

Name: HABASHY		Code No. 2955	☑ Capt. ☐ F/O ☐ F/E
Simulator Owned By LHE		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.

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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. 20/10/97	3. 20/10/97

Name*** ☐ CP ☑ IP	Code No.	Check Airman's signature
ALAA SADEK	8260	
Training Result	Trainee's signature	G.M Flight Training
Previous ☐ US ☐ S- ☐ S ☐ S+		
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 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

	NA	U: US	S: S-	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.

Flight Training Department

الإدارة العامة للتدريب الجوى

PILOTS CHECK FORM (cont'.)

Crew position : ☑ Capt. ☐ F/O

Name : EL-HABASHY

Code No. : 2955

Date : 16-3-1997

☑ Simulator ☐ A/C

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 : A. Zaky

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

Overall Performance

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

Trainee's Signature* : [signature]

G.M. Flight Training : [signature]

* 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

٥٢

PILOTS CHECK FORM

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

Name : AHMED EL HABASHY
Code No. : 2355
Date : 13-5-07

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	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.

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 : .....

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

Overall Performance

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

Trainee's Signature* : .....

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	
NOT PASSED	TRAINEE	CMFCFD.

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 :
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./F.O. [illegible]	DAY 1 : 21 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	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 ✓	INSTRUCTOR NOUR	G.M.F.C.T.
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.

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, Recommended

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. 161-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./F/O: EL-HABASHY	DAY 1 : 19/3/95	TIME : 1:30
INSTRUCTOR: HALIM	DAY 2 : 20/3/95	TIME : 1:30
TOTAL TIME: 4:30	DAY 3 : 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 A. Zaky	
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.

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.

TOP CONFIDENTIAL REPORT

EGYPTAIR

B.767-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./F/O: 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 A. Zaky	G.M.F.C.T.D.
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.

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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.

TOP CONFIDENTIAL REPORT

EGYPTAIR

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./E: ل/ احمد الحبشي	DAY 1 : 07/04/94	TIME : 0215
INSTRUCTOR: علاء هلال	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: علاء هلال 08/4/94	G.M.F.C.T.D.
NOT PASSED XXX	TRAINEE:	

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/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

* No Comandability slow in action ?

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: ~~50~~ [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
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.
NOT PASSED	TRAINEE	

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

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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 :	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 : 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

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT. ~~FO~~ [illegible]	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.
NOT PASSED	TRAINEE [illegible]	

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 :	0430
ACTUAL TIME :	0430
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	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 Satisfactory	INSTRUCTOR A. Zaky	O.M.F.C.T.D
NOT PASSED	TRAINEE	

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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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.

TOP CONFIDENTIAL REPORT

قطاع العمليات
الادارة العامه للتدريب الجوي

سكرتارية التدريب الجوي
صادر رقم ٤٦٤
التاريخ ٢٩/٨/١٩٩٢

امر تدريب رقم ٢٩ / ١٩٩٢

الهدف : فرق تنشيطيه على طراز البوينج ٧٦٧

المكان : مركز التدريب الفني التخصصي

المواعيد : اعتبارا من يوم الاحد ٨/٣٠ حتى الخميس ٩/٣ الساعه التاسعه صباحا

الاسماء :

— ك / احمد الحبشـــــــي

د / فخري توفـــــــيج

م / حمدي طـــــــه

صدر في ٢٦ / ٨ / ١٩٩٢

التوقيع : طيار /
الوظيفه : مدير عام الادارة العامه للتدريب
الاسم : محسن المصري

صورة الى :
سيد / رئيس القطاع / كبير الطيار
سيد / مدير عام الفرقه / الجدول
سيد / مدير عام مراكز التدريب

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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: EL MISSIRY 13/4.92	CHIEF PILOT
NOT PASSED	TRAINEE	G.M.F.C.T.D.

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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) 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	2:00	
INSTRUCTOR HALIM	DAY 2	9/10/91	TIME	2:00	
TOTAL TIME 06:00	DAY 3	10/10/91	TIME	2:00	

	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 & 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	G.M.F.C.T.D.
PASSED ✓	A. Zaky	
	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 ***

CT

EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 767 FLT SIMULATOR
RECCURENT & INST RATING CHECK

NAME : EL HABASHY	RANK: CAPT	CHK.PILOT: [illegible]
DATE : 21 / 5 / TIME: 1:00	DATE: 22/5/1991	TIME: 3:00
DATE : / / TIME:	TOTAL TIME: 4:00	

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: [illegible]
CLOUDS: [illegible]
RVR: [illegible]
R/N CONDITION
DRY

P.T.O

PLANE TIME

ACTUAL TIME

AMOUNT OF UNUSED TIME (IF THERE IS ANY)

TCH LOG.PAGE.NO .

* REPRESENTING COURSE IS GREATLY APPRECIATED.
* RAL DATA BOOKS SHOULD BE EMPHASIZED ON NEXT SIM.
* SLOW IN DECISION MAKING.

زمن تنفيذ ٨ ط

بطلاع الى جدول السيطرة

spot check.

EGYPTAIR

FLIGHT TRAINING MANAGEMENT

767

PILOTS LINE CHECK SPOT	APT	FRA	CAI	FROM : CAI FRA	
CPT. HABASHI	RW	07	05R		
CHECK CPT EL MISSIRY	W/V	100/10	030/08	TO : CAI	
DATE 30/5/91	VIS	6 Km	10 Km		
A/C TYPE B 767	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 2to 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

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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	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 unsatisfact

RECOMMENDATIONS

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

FINAL RESULT	✓	Satisfactory
		Unsatisfactory
Check CPT HALIM		Chief PILOT
A. Zaky		

Comments : —
Satisfactory

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(EGYPTAIR PRESS 398/81—82

EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 767 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	GLARE SHIELD USE. (LNAV- VNAV) ✓	+30	
10	WHEEL WELL FIRE & RESTORE ✓		HIGH ALT DRILLS
11	FLYING AT STEEP TURNS. ✓		
12	STALLS (GRD CONTACT , NO GRD C.) ✓		
13	CLIMB TO F 390- BENG 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	RAPID 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 A. Zaky

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

PILOTS LINE CHECK	APT			FROM :	CAI	
CPT: ل/ احمد الحبشي	RW				JFK	1230
CHECK CPT: علاء هلال	WW			TO :	LAX	605
[illegible]	VIS				JFK	520
[illegible] B 767	CLO			TIME :	CAI	1055

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		

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S standard SI should improve U unsatisfactory

RECOMMENDATIONS

- ☐ Technical check
- ☐ Simulator retester
- ☐ Others to be specified
- ☐ Addit. seat line check
- ☐ Flights under supervision

FINAL RESULT	✓ Satisfactory
	~~Unsatisfactory~~
Check CPT	Chief PILOT
[signature]	[signature]
9/12/10	

Comments : —

FIT TO FLY THE ROUTE

AS Capt.

[signature]

CT

EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 767 FLT SIMULATOR
RECCURENT & INST RATING CHECK

NAME : EL HABASHY	RANK: CAPT	CHK.PILOT: ELRAFEI
DATE : 5 / 3 / 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

WIND: X10 /
CLOUDS: 8/200'
RVR: 800 M
R/N CONDITION
WET/DRY

EGYPT AIR
FLT TRAINING
MANAGEMENT

B - 787 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME : AHMED EL HABASHY	RANK: CAPTAIN	CHK.PILOT: ELRAFE
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 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	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

INSTRUCTOR, S
SIGNATURE

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

SWISS AIR
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME: AHMED EL HABASHY	RANK: CAPT	CHK. PILOT: ALAA/ELRA FEI-
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 & 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 (GRD CONTACT, NO GRD C.)		✓
13- CLIMB TO F 390- 2ENG 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 & 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		

CAPT ALAA HAS INSTRUCTED CAPT EL HABASHY UNDER MY SUPERVISION

INSTRUCTOR'S REMARKS

PASS/ FAIL
SATISFACTORY SATISFACTORY

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

INSTRUCTOR'S SIGNATURE

474176

NAME: حبش	RANK: نائب	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 & 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

SIGNATURE

WIND:
CLOUDS:
RVR :
R/N CONDITION

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

480/176

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 & 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

SIGNATURE

WIND:
CLOUDS:
RVR :
R/W CONDITION

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

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SAUDIA
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECURRENT & INST. TRAINING CHECK

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

1- SAFETY DOOR & OXG.		PREFLIGHT
2- BEFORE STARTING SCAN		
3- CDU LOADING & CH. LIST		
4- TIO. STARTS & ABNORMALS	-35	
5- DATI.BEFORE T.O.CHECK LIST		DEPARTURE
6- REDUCED T/O.		
7- NORMAL T/O & NOISE ABATEMENT T/O		
8- NORMAL CLIMB-REST ANGLE(VNAV)		
9- CLEAR SHIELD USE. (LNAV-VNAV)	-30	
10- WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11- TO 100 FT STEEP TURNS.		
12- STALLS(GRD CONTACT.NO GRD E.)		
13- CLIMB TO F 390- ZERO FLAME OUT.		
14- STABILIZED AT F 330, DECOMPRESSION EMERGENCY DESCENT.	1-30	
15- END MALFUNCTIONS		LOW ALT DRILLS
16- HOLDING(MANUAL & LNAV).		
17- MANUAL EXTENSION OF FLAPS & V/S-ILS LANDING	2-00	
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- VAC EVACUATION	1-45	
24- SLECT FAILURES		LATCH DEFERRED
25- INST. FAILURES		
26- CARG FIRE-SMOKE REMOVAL		
27- ILS APP USING ST. BY HORIZON		

INSTRUCTOR'S REMARKS
PASS/ FAIL
satisfactory

INSTRUCTOR'S
SIGNATURE

WIND:
CLOUDS:
RVR:
R/W CONDITION

SAUDI AIR
FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECURRENT & INSTRUMENTATING CHECK

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

1- SAFETY EQUIP & CKG.		PREFLIGHT
2- BEFORE STARTING SCAN		
3- CDU LOADING & CK. LIST		
4- FIRE, STARTS & ABNORMALS	+25	
5- TAXI BEFORE T.O. CHECK LIST		DEPARTURE
6- REJECTED T/O.		
7- NORMAL T/O & NOISE ABATEMENT T/O		
8- NORMAL CLIMB-REDC ANGLE (VNAV)		
9- CLEAR SHIELD UCD. LNAV-VNAV)	-30	
10- WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11- FL 200 IT STEEP TURNS.		
12- STALLS (ONE CONTACT, NO DRP C.		
13- CLIMB TO F 390- ENG FLAME OUT.		
14- STABILIZE at F 310. DECOMPRESSION EMERGENCY DESCENT.	1-10	
15- RVD MAINTENANCE		L. ALT DRILLS
16- HOLDING MANUAL & LNAV		
17- MANUAL BRIDGE IF FLAPS & L -115 LANDING	1-00	
18- VOR-ADF APPROACHES	-30	APPROACHES
19- ILS RAP DATA (CIRCLING & LANDING	-45	
20- T/O ENG FLAME OUT ILS LANDING	1-10	
21- T/O ENG FIRE & ILS CLOSED APP	1-15	
22- ILS STYLE ENG OUT RAP DATA DATA LNAV	1-30	
23- RAP EVACUATION	1-45	
24- SLECT FAILURES		OPTION EXERCISES
25- INST. FAILURES		
26- CARG FIRE-SMOKE REMOVAL		
27- ILS APP USING ST. BY HORIZON		

INSTRUCTOR'S REMARKS
PASS/ FAIL
SATISFACTORY

INSTRUCTOR'S
SIGNATURE

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

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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 & ORG.		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-DEPT ANGLE (WNAV)		
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- ZERO 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-LOW 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

PASS/ ~~FAIL~~

SATISFACTORY

INSTRUCTOR'S SIGNATURE

A. Zaky

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
W Swears	4

(EGYPTAIR PRESS 398/81—82/1000)

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FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME: حبش	RANK: قائد	CHK. PILOT: طارم
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 (VEAV) ✓		
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 EXERCISES
25- INST. FAILURES ✓		
26- CARG FIRE-SMOKE REMOVAL		
27- ILS APP USING ST. BY HORIZON		
INSTRUCTOR'S REMARKS PASS/ ~~FAIL~~ Satisfactory. INSTRUCTOR'S SIGNATURE		WIND: CLOUDS: RVR : R/W CONDITION

54 4176 ٨٧/٢/٧

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: 02 00	DATE- / /	TIME: -
DATE: 7/7/86 TIME: 02 00	TOTAL TIME: 0400	

1- SAFETY 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- 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 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~~

RECCURNT & INST. RATING CHECK COMPLETED SATISFACTORIN NORMAL STANDARD.

7-7-1986.

INSTRUCTOR'S SIGNATURE

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

17/7/86

EGYPT 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 & 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- ZERO FLAME OUT.		
14- SLAPLIDE at F 310, DECOMPRESSION EMERGENCY DESCENT.	1+30	
15- HYD MALFUNCTION		ON ALT DRILLS
16- HOLDING(MANUAL & LNAV).		
17- MANUAL EXTENSION OF FLAPS & U/C-DIF 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

PASS/ [redacted]

SATISFACTORY

INSTRUCTOR'S SIGNATURE A. Zaky

WIND:
CLOUDS:
RVR :
R/W CONDITION

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12/C/1

FLT TRAINING
MANAGEMENT

B 767 FLT SIMULATOR
RECCURENT & INST. RATING CHECK

NAME: EL HABASHY	RANK: CAPT	CHK. PILOT: EL RAFFI
DATE: 13/7/85 TIME: 0200	DATE 13/7/85	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-DESC ANGLE (VNAV)		
9- GLARE SHIELD USE. (LNAV-VNAV)	+30	
10- WHEEL WELL FIRE & RESTORE		HIGH ALT DRILLS
11- FL 100 FT SCREP TURNS.		
12- STALLS (GRD CONTACT, NO GRD C.)		✓
13- CLIMB TO F 390- ENG FLAME OUT.		
14- SLAPDOWN 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+25	
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/ FAIL
SATISFACTORY

INSTRUCTOR'S
SIGNATURE

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

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AD / V / 17

EGYPTAIR

FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK Route	CPT	CAI	BKK	FROM CAI	0230
CPT. EL HABASHY		05 L	21 R	BKK	1315
CHECK CPT GALAL	W/V	010/06	200/03	TO	
DATE 28-6-85	VIS	10	10		
A/C TYPE 767	CLD	NIL	3/8 3500'	TIME	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)	i		
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	i		
Initial approach procedure	✓		
Landing technique	✓		

CHECK OF KNOWLEDGE	S	SI	U
ROUTE MANUAL	✓		
Reading of route charts	✓		
Reading of approach charts	✓		
Weather [illegible]	✓		
AIRCRAFT FLIGHT MANUAL			
Limitations	✓		
Performance	✓		
[illegible]			
[illegible]			
[illegible]			
[illegible]	✓		
[illegible]	✓		
[illegible]			
[illegible]			
[illegible]			
Automatic landing			
[illegible]			
[illegible]			
Skill proficiency			

S [illegible] SI [illegible] U [illegible]

RECOMMENDATIONS

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Other [illegible]
- ☐ [illegible] check
- ☐ [illegible] under supervision

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

Comments : —

HE is FIT TO FLY This ROUTE AS CAPT. in Cat 4.

[signature]
١٠/٧/١٢

Egypt'Air Press 294 82-83 1000

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	CL	TO	
DATE 3.7.85	VIS	10K	3K		
A C TYPE 767	CLO	4/8 WOOD	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 notams	✓		
AIRCRAFT FLIGHT MANUAL [illegible]	✓		
Limitations	✓		
Performance			
SYSTEM [illegible]			
[illegible]			
Apu	✓		
Engines	✓		
Fuel system			
[illegible]			
Hydraulic system			
[illegible]			
[illegible]			
Air conditioning			
Oxygen system			
Flying Controls			
Stall protection			

S [illegible] SI [illegible] U [illegible]

RECOMMENDATIONS

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

FINAL RESULT	✓	Satisfactory
		Unsatisfactory
Check CPT		Chief PILOT

Comments : —

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

EgyptAir Press 294/82-83/1000

PILOTS LINE CHECK ROUTE	APT	HNL	NRT	FROM HNL NRT	
CPT/FO EL HABACHY	RW	06	16		
CHECK CPT GALAL	WIND	CL	320/05	TO	
DATE 3.7.35	VIS	10 km	10 km		
A/C TYPE 767	CLO	NIL	3/1 SCT	TIME	0410

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]	✓		
[illegible]	✓		
Apu	✓		
[illegible]	✓		
Fuel system	✓		
[illegible]			
Hydraulic system			
[illegible]			
[illegible]			
Air conditioning			
Oxygen system			
Flying Controls			
Stall protection			

S satisfactory SI [illegible] U unsatisfactory

RECOMMENDATIONS

- ☐ Technical check
- ☐ Simulator refresher
- ☐ Others to be specified
- ☐ Main [illegible] 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)

PILOTS LINE CHECK ROUTE	APT	NRT	MNL	FROM NRT	07 20
CPT.F/O EL HABASHY	RW	16	24	MNL	11 35
CHECK CPT GALAL	W/V	250/07	180/09	TO	
DATE 6.7.85	VIS	10K	7000M		
A/C TYPE 767	CLO	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]			
Apu	✓		
[illegible]			
[illegible]			
[illegible]	✓		
[illegible]			
[illegible]			
[illegible]			
Air conditioning			
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
- ☐ Flight under supervision

FINAL RESULT	✓	Satisfactory
	☐	Unsatisfactory
Check CPT		Chief PILOT

Comments : —

HE IS FIT TO FLY THIS ROUTE AS CAPT. in G.A.

PILOTS LINE CHECK ROUTE	APT	MNL	BKK	FROM MNL	1250
CPT/FO ELHABASHY	RA	24	21R	BKK	1600
CHECK CPT CALAL	W.V	CL	250/07	TO	
DATE 6.7.35	VIS	10 12	10 12		
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	✓		
SYSTEM DESCRIPTION MANUAL	✓		
Airframe			
Apu			
Engines			
Fuel system			
Electrical system	✓		
Hydraulic system	✓		
Ice protection			
Windscreen & Side windows			
Air conditioning			
Oxygen system			
Flying Controls			
Stall protection			

S standard SI should improve U unsatisfactory

RECOMMENDATION

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

FINAL RESULT	✓	Satisfactory
		Unsatisfactory
Check CPT		Chief PILOT

Comments : —

HE is FIT To FLY This ROUTE AS CAPT. in Gill.

(EgyptAir Press 294/82-83/1000)

PILOTS LINE CHECK Route	APT	BKK	CAI	FROM BKK / CAI	
CPT.F/O EL HABASHY	RA	21R	05R		
CHECK CPT CALAL	W.V	160/10	010/05	TO	
DATE 11.7.95	VIS	10k	4k		
A.C TYPE 767	CLO	Nil	3/8 2500	TIME	09

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]			
APU			
Engines	✓		
Fuel system			
Electrical system	✓		
Hydraulic [illegible]			
Ice protection			
Windscreen & side windows			
Automanoeuvring			
Oxygen system			
Flying Controls			
Stall protection			

S standard SI Should [illegible] U unsatisfactory

[illegible]

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

Comments : —

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

FINAL RESULT	✓ Satisfactory / Unsatisfactory
[illegible]	Chief PILOT

EgyptAir Press 294/82-83 1000

B761

EGYPTAIR

FLIGHT TRAINING MANAGEMET

BOEING 737 SIMULATOR

PERIODIC CHECK, INSTRUMENT RATING AND CAT II CHECK

PILOT : EL HABASHY INSTRUCTOR : EL RAFEI DATE : 30/3/85 31/3 & 1/4

EXERCISE	ASSESSMENT	EXERCISE	ASSESSMENT
1 *PRE-FLIGHT* Check Lists Start Up APU Ground Source Abnormal Start CSD 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 RUDDER	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~~ 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 I/F* Heights Speeds Headings Slip & ksid	4
		7 *OTHER EXERCISES* Smoke Evacuation Pass. & Cgo Version VG, Nav, Compass failures PAX EVACTION	4

INSTRUCTOR'S REMARKS : PASS/FAIL

SATISFACTORY

INSTRUCTOR'S SIGNATURE : .....

WEATHER CONDITIONS

Wind : VAR/16

Motion : .....

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 ٨٠/٥٩٠/١٠٠٠)

١٥/٤/٢٠

EGYPTAIR

FLIGHT TRAINING MANAGEMENT

PILOTS LINE CHECK	APT	HKNA		FROM : HKNA	
CPT/FO HABASHI	RW				
CHECK CPT HA FURNFAUX	W/V	NIL		TO : HECA	
DATE 8-3-85	VIS	10+			
A/C TYPE B707	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

FINAL RESULT	✓ Satisfactory
	☐ Unsatisfactory
Check CPT	Chief PILOT

Comments : —

SATISFACTORY FLIGHT.

(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: [X] CAPTAIN [ ] FIRST OFFICER [ ] FLIGHT ENGINEER

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

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

M CR

SIGNATURE - BOEING FLIGHT INSTRUCTOR: William H Swears

Copy Transmitted To Airline: [ ] Not Desired [X] YES

By: (SIGNATURE) William H Swears

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: EL-HABASHY	AIRLINE NAME: EGYPT AIR
CREW POSITION: [X] CAPTAIN [ ] FIRST OFFICER [ ] FLIGHT ENGINEER	AIRPLANE MODEL & SERIES: 707/720 727 737 747 (Circle One) 767-266
DATE TRIP ORIGINATED: 8/17/84 — BLOCK TIME: 2+10	AIRPLANE REGISTRY: SU-GAI — FLIGHT NO. OR DESIGNATOR: MS 2546
ROUTE: FROM OEJN — VIA — TO HECA (USE ICAO CODE OR AIRPORT NAMES)	TOTAL LANDINGS THIS TRIP: 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 [C] NUMBERED COMMENT ENTERED IN "COMMENTS" SECTION

COMMENTS

Satisfactory first flight

SIGNATURE - BOEING FLIGHT INSTRUCTOR

W Swlam

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: El-Habashy, A	AIRLINE NAME: Egypt Air (EGP)
CREW POSITION: [X] 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: DEAN	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 [C] 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 VOR-DME only

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: El-Habashy, A	AIRLINE NAME: Egypt Air (EGP)
CREW POSITION: [X] 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 / VIA / TO — USE ICAO CODE OR AIRPORT NAMES: HECA / OEJN	TOTAL LANDINGS THIS TRIP: 1

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

Morgan S Barbour

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: EL-HABASHY, A	AIRLINE NAME: EGYPT AIR (EGP)
CREW POSITION: [X] 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 / VIA / TO (USE ICAO CODE OR AIRPORT NAMES): ORBS / HECA	TOTAL LANDINGS THIS TRIP: 1

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 FIX 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.

Morgan S Barbour

SIGNATURE - BOEING FLIGHT INSTRUCTOR

APPLICABLE PROCEDURE 6-2600-114

ADX 1035BB 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: El-Habashy, A.	AIRLINE NAME: Egypt Air (EGP)
CREW POSITION: [X] 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 / VIA / TO — USE ICAO CODE OR AIRPORT NAMES: OEJN → HECA	TOTAL LANDINGS THIS TRIP: 1

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

Morgan S. Barbour

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: A. HABASHI	AIRLINE NAME: 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	~~[illegible]~~ 4+50	SU-GAH	795 / 796

ROUTE: FROM	VIA	TO	TOTAL LANDINGS THIS TRIP
USE ICAO CODE OR AIRPORT NAMES: 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 C NUMBERED COMMENT ENTERED IN "COMMENTS" SECTION

COMMENTS

OK FLIGHT

LINE TRAINING COMPLETED F.O. duties HECA-LEPO

V Gromeier

SIGNATURE - BOEING FLIGHT INSTRUCTOR

APPLICABLE PROCEDURE 6-2600-114

ADX 10358B REV. 10/72

FLIGHT TRAINING RECORD SUMMARY

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

CS 42R

TRAINING	HOURS	DATE	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
ACADEMICS (EXAMINATION GRADE - 98)	62:-	7-13-84	SEATTLE, WASH.	Douglas Clyde
FBS - A	22:-	7-13-84	SEATTLE, WASH	Douglas Clyde
FBS - B	6:00	18 July 84	Seattle, WA	RW Curry
FFS	12:00	26 July 84	Seattle, WA	RW Curry
AIRPLANE	2:00	6 AUG 84	SEATTLE, WA	[illegible]

FLIGHT CHECK	HOURS	DATE	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
FFS	2:00	27 JUL 84	Seattle	[illegible]
AIRPLANE	2:10	7 AUG 84	SEATTLE	[illegible]

FBS-B - FFS - AIRPLANE

DATE	DUTY CODE	TYPE EQUIP	TODAY	TOTAL	NIGHT	INST	VIS	PRECISION APPROACHES	NONPRECISION APPROACHES	NO. OF LANDINGS DAY TOUCH & GO	NO. OF LANDINGS DAY FULL STOP	NO. OF LANDINGS NIGHT TOUCH & GO	NO. OF LANDINGS 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		3			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	2:00	14:00	•	•	2:00	1	1		2			DUNHAM
			•	•	•	•	•							
6 AUG 84	CTR	A/P	2:00	2:00	•	:45	•	2		8	1			GROSVENOR
7 AUG 84	CTY	A/P	2:10	4:10	•	:45	•	2		6	1			POLLARD
			•	•	•	•	•							
				•	•	•	•							

DOCUMENTS USED IN TRAINING: OPERATIONS MANUAL _____ ; NORMAL CHECKLIST _____ ;

NON-NORMAL CHECKLIST _____ ; TRAINING MANUAL _____ .

73 of 126

TRAINING RECORD -

NAME [illegible] EL-HARRASH

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

CREW POSITION C

AIRLINE EGP

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]

07.01

TRAINING RECORD -

NAME EL HABASHY

CREW POSITION C

AIRLINE EGP

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

CREW POSITION C

AIRLINE EGP

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

TRAINING RECORD -

NAME EL HABASHY

CREW POSITION C

AIRLINE EGP

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 FL HABASHY

AIRLINE E&P

CREW POSITION C

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 DATE

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 [illegible] TRAINEE [illegible] DATE [illegible]

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 for OPS manual supplement.

INSTRUCTOR [signature] **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

PREFLIGHT

NORMAL PROCEDURES

ENGINE START

ABORTED START
ENG. ANTI ICE

TAXI-OUT & TAKEOFF

TEMPORARY ALTITUDE RESTRICTION

CLIMB AND CRUISE

CHANGING SCHEDULES

APPROACH & LANDING

NORMAL PROCEDURES

SUPPLEMENTAL NORMAL PROCEDURES

OXYGEN SYSTEM TEST
GROUND PROX
FMS

NON-NORMAL PROCEDURES

CARGO FIRE

REMARKS Identify items that were incomplete or require additional training.

CDU work poquiant!

INSTRUCTOR [illegible] TRAINEE DATE 7/13/84

07.01

TRAINING RECORD FBS B LESSON 1

NAME Habashy, A.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 [illegible] TRAINEE* A. Habashy 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 [illegible] TRAINEE* A. Habashy 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 767-266

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 [illegible] TRAINEE* A. Habashy 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 [illegible] TRAINEE* A Habesky DATE 19 Jul 84

*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 767 - 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 [illegible] TRAINEE* A. Habashy DATE 20 July 84

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.02

TRAINING RECORD FFS LESSON 3

NAME Habashy CREW POSITION Capt

AIRLINE EGP TYPE 767 - 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 [illegible] TRAINEE* [illegible] DATE 2 July 84

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.03

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 [illegible] TRAINEE* [illegible] DATE 24 [illegible] 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 EGP 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 [illegible] TRAINEE* [illegible] DATE 23 Jul 84

*Signature indicates that trainee is aware of remarks

Sep 01/82 05.05

TRAINING RECORD FFS LESSON 6

NAME Habashy CREW POSITION Capt

AIRLINE EGP 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 [illegible] TRAINEE* [illegible] 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 [signature] TRAINEE* A. M. El Habashy DATE 27 JUN 84

*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 [illegible] TRAINEE* [illegible] DATE Aug 6, 1984

*Signature indicates that trainee is aware of remarks

Sep 01/82 06.01

950/176

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 TRAINEE* DATE 7 AUG 87

*Signature indicates that trainee is aware of remarks

Sep 01/82 06.02

96 of 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

Sep 01/82 07.01

EgyptAir Flight Training Records for F/O Gamiel El Batoty

الإدارة العامة للتدريب الجوي
قطاع العمليات

PROFICIENCY CHECK FORM

Name GAMIL ELBATOTY		Code No. 411	☐ Capt. ☒ F/O ☐ IP
Simulator Owned By [illegible]	Location FRA	Aircraft Type B767-300	Simulator Level
Flight Training Time	Time PF 01:00 / Time PNF 01:00	Date (19-20) 6-99	☐A ☐B ☐C ☒D

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°)[3]	✓
• 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)~~	
- 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 UG, 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 116

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. F2450	Check Airman's signature
Checking Result Previous ☐ US ☐ S ✓ Current ☐ US ☑ S	Trainee's signature	G.M Flight Training 99

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.*

الإدارة العامة للتدريب الجوى
قطاع العمليات

PROFICIENCY CHECK FORM

BVTV

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

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)~~**	
• 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 L/G, 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.*
*** *The applicant must demonstrate the proper use, and apply the correct procedures, of as many of the listed items.*
[1] *One direction may be waived* [2] *Two may be waived*

الإدارة العامة للتدريب الجوى
قطـاع العمليات

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 Current ☐ US ☑ S	Elbartouti	

الإدارة العامة للتدريب الجوى
قطـاع العمليات

PILOT'S RECURRENT TRAINING FORM B757

Name: جميل العطاص	Code No.: 411	☐ Capt. ☑ F/O ☐ F/E	
Simulator Owned By: لوفتهانزا	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 (2 Engines on one side for 4 Engines airplanes)***	✓
• Instrument (100' ceiling)	✓	• From circling approach	✓
• Cross Wind	✓	• In windshear conditions	✓
• With simulated Engine Failure	✓	• Rejected at 50 Ft.	✓
• Rejected	✓	**NORMAL AND NON-NORMAL PROCEDURES**	
• Windshear during Take-Off	✓	• Anti icing and De-icing	✓
INSTRUMENT PROCEDURES		• Hydraulics	✓
• Area departure	✓	• Electrical	✓
• Area arrival and Holding	✓	• Pneumatic	✓
• ILS approach (Coupled)	✓	• Gears	✓
• Second ILS approach (Manual)	✓	• Flaps	✓
• Missed approach	✓	• Flight Controls	✓
• Non-precision approach	✓	• Nav/Comm. equipment	✓
• Second Non-precision approach	✓	**EMERGENCY PROCEDURES**	
• Circling approach	✓	• Inflight Fire and Smoke Control	✓
• Engine failure missed approach	✓	• Decompression	✓
INFLIGHT MANEUVERS		• Emergency Descent	✓
• Steep Turns (Min. 180° - Max. 360°)	✓	• Emergency Landing (Partial L/G, No Flaps, etc..)	✓
• Approach to stalls	✓	• Emergency Evacuation	✓
• Specific flight characteristics	✓		
OTHER EMERGENCY PROCEDURES			

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

B767

الإدارة العامة للتدريب الجوى
قطـاع العمليات

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 : smooth 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. 2 / 12 / 97	3. 2 / 12 / 97

Name*** ☐ CP ☐ IP	Code No.	Check Airman's signature
Nour	2959	

Training Result	Trainee's signature	G.M Flight Training
Previous ☐ US ☐ S- ☐ S ☐ S+		
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

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	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 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. Zaky	G.M.F.C.T.D.
NOT PASSED	TRAINEE G/ B. Toutou	

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/TO	SHOULD IMPROVE HIS TECHNIQUES	PASSED	C
US	UNSATISFACTORY	NOT PASSED	D
E	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

EGYPTAIR

B.767-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./F/O: AHMED ELHABASHY	DAY 1 : 18 / 9 / 95	TIME : 0900
INSTRUCTOR: S. MANSOUR	DAY 2 : 19 / 9 / 95	TIME : 0900
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 PASSED	INSTRUCTOR	G.M.F.C.T.D.
NOT PASSED	TRAINEE	

90/9/18

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.

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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 : 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

B767

الإدارة العامة للتدريب الجوى
قطاع العمليات

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 : smooth 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. 2 / 12 / 97	3. 2 / 12 / 97

Name*** ☐ CP ☐ IP	Code No.	Check Airman's signature
NOUR	2959	

Training Result	Trainee's signature	G.M Flight Training
Previous ☐ US ☐ S- ☐ S ☐ S+		
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: 44
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

	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.
*** May be substituted for P.C.
** Final or Annual line check.
**** See detailed program for specific type.

PILOTS CHECK FORM (cont'.)

Crew position: ☐ Capt. ☑ F/O

Name: EL-BATOUTY

Code No.: 4[illegible]

Date: 9.7.97

☑ Simulator ☐ A/C

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: JUN	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.: 826

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*: EL BATOUTY

G.M. Flight Training: 12/06/97

* 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.

EGYPTHIR

B.767-366/2.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./FO: EL BATOTY	DAY 1 : 16 / 5 / 96	TIME : 0400	
INSTRUCTOR: SHERIF	DAY 2 : 17 / 5 / 96	TIME : 0400	
TOTAL TIME: 0800	DAY 3 : — / — / —	TIME :	

		SIMULATOR SYLLABUS & REMARKS FOR GRADING	S	S I KN	S I TQ	U S	F
FIRST DAY	1	COCKPIT PREPARATION					
	2	ABORTED ENGINE STARTS CF 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 CF 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 CF ENG	X				
	24	ILS APPROACH HYDRAULIC GENERATOR, (CAPT. ONLY)	✓				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE	X	✓			
	26	FL 350 ENGINE FAILURE SHUTDOWN, (DRIFT DOWN) CF 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 [signature] 96	G.M.F.C.T.D. [signature]
NOT PASSED	TRAINEE 17-5	

NOTE :

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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/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

C

RECOMMENDATIONS & COMMENTS

SHOULD IMPROVE HIS TECHNIQUES

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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

EGYPTAIR

B.767-366/2

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

CAPT./FO: [illegible]	DAY 1 : 8 / 12 / 95	TIME : 0200
INSTRUCTOR: NOUR	DAY 2 : 9 / 12 / 95	TIME : 0200
TOTAL TIME: 0400	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 & 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	✓				
	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.
NOT PASSED	TRAINEE	

NOTE :

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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/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

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

B.767-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

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	

		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 ✓	INSTRUCTOR Sherif 6/6/95	G.M.F.C.T.D.
NOT PASSED	TRAINEE	

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

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 HANDLING

S 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 :

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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C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
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- COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A —

RECOMMENDATIONS & COMMENTS

GOOD HANDLING

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

		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 A. Zaky	G.M.F.C.T.D.
NOT PASSED	~~TRAINEE~~	

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

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.

TOP CONFIDENTIAL REPORT

EGYPTAIR

B.767-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

~~CPT~~/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	✓				
	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	G.M.F.C.T.D.
~~NOT PASSED~~	TRAINEE	

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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

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C INSTRUCTOR SHOULD WRITE RECOMMENDATION.
D TRAINEE SHOULD REPEAT THE CHECK FLIGHT.
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• COMMITTEE : GMFCTD + 2 FIXED INSTRUCTORS

TRAINEE GRADING

A

RECOMMENDATIONS & COMMENTS

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.

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

السيد / رئيس قطاع العمليـــات

٧٤٢
٩٤/٤/٢٤

تحيه طيبه وبعد ،

بالاحالة الي امر التدريب رقـــم 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 ربيـــع	،، ،، ،،
٣ ـ ،، ،، / مجدي السنهوري	،، ،، ،،
٤ ـ ،، ،، / عمرو فضلي	غياب يوم ١٩٩٤/٤/١٦

وتفضلوا بقبول فائق الاحتـــــــــرام ،،،

التوقيع :
الاســم : مهندس / حسن محمد عبـــــــــــــــــــــــــــده
الوظيفة : مدير ادارة مركز التدريب الفني التخصصـــــــــي

يعتمـــد ،،،

التوقيع :
الاســم : مهندس / محمد عبد الحميد حمـــــــــــــــــدي
الوظيفة : مدير عام مراكز التدريـــــــــــــــــب

تحريرا في ١٩٩٤/٤/٢١

EGYPTAIR مصر للطيران

السيد / رئيس قطاع العمليـــــات

٧٤٢
٩٤/٤/٢٤

تحيه طيبه وبعد ،

بالاحالة الي امر التدريب رقـــم ١٩٩٤/١٢١ (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 الاحتـــــــــرام ،،،

التوقيع :

الاســم : مهندس / حسن محمد عبـــــــــــــــــــــــــــــــده

الوظيفة : مدير ادارة مركز التدريب الفني التخصصـــــــــــي

يعتمـــد ،،،

التوقيع :

الاســم : مهندس / محمد عبد الحميد حمـــــــــــــــــــــــدي

الوظيفة : مدير عام مراكز التدريـــــــــــــــــــــــب

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	JFK	
FROM	JFK	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 A. Zaky	CHIEF PILOT
	TRAINEE	C.M.F.C.T.D.

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 البطاوي

تم عمل اختبار شفوي للطيار / جميل البطاوي يوم ١٩٩٤/٧/٢
بمرفق وكان مستواه الفني متقدماً عن ما كان عليه في الفترة
الماضية .

الطيار / نجم الدين محمد الدين البحوت
التوقيع
١٩٩٤/٧/٢

الأخت من شئون

EGYPTHIR

B.767-366/266.

FLIGHT OPERATION
GENERAL DEPARTMENT
FLIGHT CREW TRAINING

FLIGHT SIMULATOR
RECURRENT CHECK
INSTRUMENT RATING

~~CAPT~~/FO: EL BATUTY	DAY 1 : 25/3/94	TIME : 1:30
INSTRUCTOR: EL NCGOUMY	DAY 2 : 26/3/94	TIME : 1:30
TOTAL TIME: 4:30	DAY 3 : 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 & 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)	X				
	25	TAKEOFF REVERSER UNLOCKED, & RESTORE REPEATED			✓		
	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	X				
THIRD DAY	29	TAKEOFF ENGINE FIRE REPEATED	✓		✓		
	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	X				
	38	TAKEOFF FLAP MALFUNCTION DURING RETRACTION & RESTORE	X				
	39	ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING	X				
	40	ENGINE FAILURE ON FINAL APPROACH	X				
	41	TAKEOFF LANDING GEAR MALFUNCTION	X				
	42	LANDING GEAR DISAGREE ILS APPROACH & LANDING	X				
	43	PASSENGER EVACUATION	X				
	44	CREW COORDINATION			✓		

RESULTANT	SIGNATURES	CONFIRMATION
PASSED ✓	INSTRUCTOR	G.M.F.C.T.D.
~~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 :	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

* SHOULD HAVE A REFRESHIN COURSE IMMEDIATELY.

* TO BE AURALLY EXAMED BEFORE HIS NEXT SIM. BY A TR

* 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 PROCEEDU

* 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: NOLR	DAY 2 : 5 19 93	TIME 0300
TOTAL TIME: 0430	DAY 3 : / /	TIME :

		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 ✓	INSTRUCTOR NOLR	G.M.F.C.T.D.
NOT PASSED	TRAINEE	

[illegible] landing attitude is normally due to hydraulic, mechanical, systems malfunctions unless of any significant adverse simulation effect on safety [illegible] might 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 :	
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/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 : 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

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	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 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 Missiry 16/4	G.M.F.C.T.D.
NOT PASSED	TRAINEE 16/4	

[illegible] during [illegible] training altitude is normally due to hydraulic, electrical, instruments malfunctions failure or any significant adverse simulation effect on safety [illegible] right 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 :	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/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

B

RECOMMENDATIONS & COMMENTS

CO-PILOT GENERAL BAGGAGE 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

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.
INSTRUMENT RATING.

CAPT/FO	ELBATOTY	DAY 1 20/ 4 / 1992	TIME 04:00		
INSTRUCTOR	SHERIF	DAY 2 22 / 9 / 1992	TIME 04:00		
TOTAL TIME	10	DAY 3 23 / 9 / 1992	TIME 08:00		

	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 & 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).	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.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.	X				
	39.ILS-VOR-NDB-APPROACH (GPWS) REJECTED LANDING.	X				
	40.ENGINE FAILURE ON FINAL APPROACH.	✓				
	41.TAKEOFF LANDING GEAR MALFUNCTION.	✓				
	42.LANDING GEAR DISAGREE ILS APPROACH & LANDING.	X				
	43.PASSENGER EVACUATION.	✓				
	44.CREW COORDINATION.	✓				

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

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 00
ACTUAL TIME :	10
UNUSED TIME (IF THERE IS ANY):	2
SIM.LOG.PAGE NO:	DUE TO SIM O/S

27ST 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	DAY 1 : 23 / 4 / 92	TIME : 02:00 HR
INSTRUCTOR: EL MISSIRY	DAY 2 : 24 / 4 / 92	TIME : 02:00 "
TOTAL TIME: 06:00	DAY 3 : 25 / 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 R	✓				
	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 R	✓				
	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	✓				
	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	CHIEF PILOT
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.

(1) ONE ENG. ILS RAW DATA

(2) X.WIND 40 KTS T/O & LANDING (3) 2 ENG OFF LANDI

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

* F.O. EL BATOUTY PERFORMED ALL ABOVE ITEMS DRILLS & CORRECTLY UP TO THE REQUIRED STANDARD

* NEEDS TO STUDY MORE

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.

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 08:00	DAY 3 10/10/91	TIME 4:00

	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 & 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	G.M.F.C.T.D.
PASSED ✓	A. Zaky	
	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.

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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 ***

CT

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 A. Zaky

WIND:
CLOUDS:
RVR:
R/N CONDITION

21/10/19

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 ✓		
8	NORMAL CLIMB- BEST ANGLE (VNAV) ✓		MET
9	GLARE SHIELD USE. (LNAV- VNAV) ✓	+30	
10	WHEEL WELL FIRE & RESTORE ✓		HIGH ALT DRILLS
11	[illegible] AT STEEP TURNS. ✓		
12	STALL (GRD CONTACT , NO GRD C.) ✓		
13	CLIMB TO F 370 - ENG FLAME OUT. ✓		MET
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 ✓		MET
	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	MET
22	ILS SINGLE ENG RAW DATA (CAPT ONLY)	1+30	
23	RAPID 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 SIGNATURE A. Sa

WIND: 240/10
CLOUDS: 8/8
VR: 1000m
R/W CONDITION
WET/DRY

Cold weather operation reviewed.

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 : جميل الطوخي	RANK: مساعد	CHK.PILOT: [illegible]
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	
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 370- ENG 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 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
SIGNATURE

WIND:
CLOUDS:
VIS:
P/U CONDITION

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	R. A. [illegible]
CPT	+			
FMS/AT	+			
FBS	24+00	08/07/89	SEATTLE, WA	[illegible]
	+			

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

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

DOCUMENTS USED IN TRAINING: OPERATIONS MANUAL D632T001-17MS

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

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

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					PRINT NAME INSTRUCTOR OR CHECK AIRMAN
DATE MO/DA/YR	DUTY CODE	BLOCK TIME	APPROACH ILS	APPROACH NP	
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					LANDINGS				PRINT NAME INSTRUCTOR OR CHECK AIRMAN
DATE MO/DA/YR	DUTY CODE	BLOCK TIME	APPROACH ILS	APPROACH NP	DAY T&G	DAY FS	NIGHT T&G	NIGHT FS	
08/17/89	F/O	4 +00	2	2	2	2			N.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							LANDINGS				PRINT NAME INSTRUCTOR OR CHECK AIRMAN
DATE MO/DA/YR	DUTY CODE	TIME BLOCK	TIME NIGHT	TIME INST.	APP. ILS	APP. NP	DAY T&G	DAY FS	NIGHT T&G	NIGHT FS	
10/3/89	F/O	00 +55	+	+			6				N.ELNOGOUMY
		+	+	+							
		+	+	+							
		+	+	+							
		+	+	+							
		+	+	+							
	TOTALS	+	+	+							

FLIGHT TRAINING RECORD SUMMARY

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

CS 428

TRAINING	HOURS	DATE	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
ACADEMICS (EXAMINATION GRADE -)				
FBS - A				
FBS - B				
FFS	14+14 PNF	17/8/89	TOKYO	
AIRPLANE	00:55	3/10/89	LUXOR	

FLIGHT CHECK	HOURS	DATE	LOCATION	SIGNATURE SIGNIFYING SATISFACTORY COMPLETION
FFS		25/8/89	TOKYO	
AIRPLANE	•	3/10/89	LUXOR	

~~FBS-B~~ - FFS - AIRPLANE

DATE	DUTY CODE	TYPE EQUIP	TODAY	TOTAL	NIGHT	INST	VIS	PRECISION APPROACHES	NONPRECISION APPROACHES	NO. OF LANDINGS DAY TOUCH & GO	NO. OF LANDINGS DAY FULL STOP	NO. OF LANDINGS NIGHT TOUCH & GO	NO. OF LANDINGS 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 D632T001-17HS; NORMAL CHECKLIST 767-266

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

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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.

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INSTRUCTOR TRAINEE* DATE

*Signature indicates that trainee is aware of rema

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

Sep 01/82

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 Procedures
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 emp. events satisfactorily
Taxi & T.O. was shown the A/C characteristics on high & low maneuver speeds. Slow in scanning in steep turns also slow in stall recovery and finds some difficulty following the patterns.
Visual, touch & go demonstration
Slow & unsure as a pilot not flying in performing the CDU work required.

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

*Signature indicates that trainee is aware of remarks.

Sep 01/82

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TRAINING RECORD FFS LESSON 2

NAME GAMIL EL RATTOUTY

CREW POSITION F/O

AIRLINE EGYPT AIR

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 to following F.D commands, still slow in scanning.
Engine failure practised for T.O & landings. Precision & Non precision
App's carried out with single eng. & still needs practising
Still very slow performing C.D.O procedures. Slight improvement
from previous flight

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

*Signature indicates that trainee is aware of remarks

TRAINING RECORD FFS LESSON 3

NAME Gamil El-Battity

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 descent was demonstrated and was performed but needs more practice.
Showed some improvement in PNF duties but still slow.

INSTRUCTOR [signature] TRAINEE* [signature] DATE 19/8/1989

*Signature indicates that trainee is aware of remarks

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TRAINING RECORD FFS LESSON 4

NAME GAMIL ELBATTITY

AIRLINE EGYPT AIR

CREW POSITION F/O

TYPE B767 — 261

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 a/p. & Non standard flaps & Hydraulic sys. procedures.
Better Studying of FAA Pages but still slow in performing but showed a good enthusiasm to perform better.

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

*Signature indicates that trainee is aware of remarks

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TRAINING RECORD FFS LESSON 5

NAME GAMIL ELBATTITI

AIRLINE EGYPT AIR

CREW POSITION F/O

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 PNF in performing the C.A.V.

INSTRUCTOR [signature] TRAINEE* [signature] DATE 23/8/1989

*Signature indicates that trainee is aware of remarks

TRAINING RECORD FFS LESSON 6

NAME GAMIL ELBATTUTY

AIRLINE EGYPT AIR

CREW POSITION F/O

TYPE B767 — 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.

Performed all phases of flights & all patterns in a satisfactory standard. Still needed little practise on C.N.V. & is ready for Check ride.

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

*Signature indicates that trainee is aware of remarks

Sep 01/82

05.06

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 CBJ DURING LINE TRAINING. IS READY FOR FULL FLIGHT TRAINING.

INSTRUCTOR [signature] TRAINEE [signature] DATE 25/8/1980

*Signature indicates that trainee is aware of remarks

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05.07

TRAINING RECORD AIRPLANE LESSON 1A/1B

NAME GAMIL ELBATOTY 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 TRAINEE* DATE 30/10/1989

*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

_____
_____
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REMARKS Identify items that are incomplete or require additional training.

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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	R. A. [illegible]
CPT	+			
FMS/AT	+			
FBS	24+00	08/07/89	SEATTLE, WA	[illegible]
	+			

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

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

DOCUMENTS USED IN TRAINING: OPERATIONS MANUAL D632T001-17MS

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

Preflight
- Demo

Engine Start
- Demo

Taxi-out & Takeoff
- Demo

Climb & Cruise
- Demo

Approach & Landing
- Demo

Taxi-in & Park
- Demo

Supplemental Normal Procedures
- EICAS

Systems Review
- APU
- EICAS
- Electrical (Normal)
- Lighting

REMARKS
Complete. Very limited understanding of English.
Other pilot (Ashraf Aly) acting as translator.

INSTRUCTOR R.A. Nitta	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 R.A. Nutt	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 R.A. [illegible]	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 R.A. [illegible]	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 R.A. [illegible]	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 mistakes in post-flight procedures, and inflight procedures.
Still needs help on all CDU procedures.

INSTRUCTOR R.A. [illegible]	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 R.A. [illegible]	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 R.A. NHA	DATE 8/3/89

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. Nelitt

INSTRUCTOR R.A. Nelitt	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 WILLIAM D. TAFS, JR.	DATE 8/9/89

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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 NEGMEI EGYPT AIR INSTRUCTOR CAPTAIN HAS OBSERVED TRAINING AND HAS HELPED THE PAST TWO DAYS. I BELIEVE 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