

DCA11PA075

**Omega Air, Inc. Principal Maintenance Inspector
Interview**

Interview: Barry Joseph Barbini
Date/Time: February 8, 2012; 1100 EST
Location: Via telephone
Present: Pocholo Cruz – NTSB; Robert Drake – FAA
Represented by: Declined

During the interview Mr. Barbini stated the following:

Mr. Barbini has worked for the Federal Aviation Administration (FAA) Dulles Flight Standards District Office (FSDO) since February 1997. He holds an Airframe and Powerplant License and works as an Aviations Safety Inspector. Prior to working for the FAA, Mr. Barbini worked for Trans World Airlines (TWA). At TWA he held positions as a mechanic, maintenance supervisor and Manager of TWA C Check Maintenance Operations. After TWA, he worked for People Express as a 747/737 Maintenance Manager. He then worked for Presidential Airways as their Director of Maintenance. After leaving Presidential Airways, he worked as a consultant for Banks that bought/leased airplanes. His duties included inspecting the airplanes and reviewing aircraft records. According to Mr. Barbini, he goes through about six weeks of recurrent FAA training (CASS, SMS, SPAS, Q400) every year. He relied on his previous experience at TWA for any 707 training. At TWA, he was a training instructor for the 707 and instructed in the runup and taxi of the 707

Mr. Barbini's current responsibilities include being the Principal Maintenance Inspector (PMI) for both Colgan Air and Omega Air. He mentioned has been the PMI for Colgan Air for the past 5 years and Omega Air for the past 7 years. According to Mr. Barbini, his workload is routine and he is not overtaxed or overworked. On a typical day, Mr. Barbini spends most of his time with the Colgan Air Part 121 certificate but is in constant contact (via telephone) with Omega Air personnel.

Mr. Barbini stated that Omega Air's maintenance program is a manufacturer's approved maintenance program. He also noted there are no regulations that tell the PMI how to accomplish surveillance on unique operations/missions. However, he further stated that he has a very good working relationship with Omega Air. Omega Air keeps him informed by sending him copies of when all their missions occur. Additionally, he meets with Omega Air's Quality Control Director and their contracted Designated Airworthiness Representative (DAR), at a minimum, on a quarterly basis to discuss issues in the Dulles FSDO office. He stated that Omega Air was always very compliant about his request and responding quickly to close and outstanding issues.

Mr. Barbini was asked what type of surveillance is accomplished on Omega Air. He stated that Omega Air notifies him when the airplanes will be in the area. He then looks at the airplanes and does a ramp check when they are at Pax River. On numerous occasions, Omega Air has also invited him to go on a mission with them as well as witness the renewal of the 90 day experimental certificate by the contracted Omega Air DAR or witness the Heavy Maintenance check for the airplanes, but he has yet to take Omega Air up on their offer. When asked why, he then responded by saying due to budget constraints within the agency. According to Mr. Barbini, additional surveillance is accomplished by asking Omega Air to send him some documents to review. Minor issues have been found and again quickly rectified by Omega Air. He further

stated that Omega Air and contracted DAR, keeps him informed on all aspects of the maintenance operation (i.e. copies of renewal 90 day experimental certificates, status of aircraft, etc.).

Mr. Barbini stated several times that Omega Air was very good at following regulations and has not had any problems with Omega Air.