

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

Attachment 18 - FAA Letter of Authorization

OPERATIONAL FACTORS

DCA11MA075

A. ACCIDENT

Operator: Omega Aerial Refueling Services, Inc.
Location: Point Mugu Naval Air Station, California
Date: May 18, 2011
Airplane: Boeing 707-321B, Registration Number: N707AR

B. NATIONAL TRANSPORTATION SAFETY BOARD (NTSB) OPERATIONS GROUP

Captain David Lawrence - Chairman
Senior Air Safety Investigator
National Transportation Safety Board
490 L'Enfant Plaza East S.W.
Washington, DC 20594

Captain John Banitt
B707 Flight Standardization Officer
Omega Air Refueling
700 N. Fairfax Street, Suite 306
Alexandria, Virginia 22314

Mr. Tony James
Air Safety Investigator
Federal Aviation Administration (FAA)
800 Independence Ave. S.W.
Washington, DC 20591

Mr. Michael Coker
Senior Safety Pilot
The Boeing Company
P.O. Box 3707 MC 20-95
Seattle, Washington 98124-2207

C. SUMMARY

On May 18, 2011, at approximately 1727 pm local time (0027 UTC), Omega Air flight 70, a Boeing 707-321B (N707AR), crashed on takeoff at the Point Mugu Naval Air Station¹, Point Mugu, California. The airplane impacted beyond the departure end of runway 21 and was destroyed by post-impact fire. All three flight crewmembers aboard escaped with minor injuries.

¹ Naval Base Ventura County.

D. LETTER OF AUTHORIZATION



14 CFR Part 91 Operations

**Waiver or Letter of Authorization
Issuance and Applicability**

1. These documents are issued to OMEGA AIR INC, whose principal base of operation is located at:

Primary Business Address:
700 North Fairfax Street Suite 306
Alexandria, Virginia 22314

Mailing Address:
700 North Fairfax Street Suite 306
Alexandria, Virginia 22314

2. A change in the aircraft base of operations location constitutes an administrative change only to template A001 and would not require nor preclude a new inspection.

a. The existing authorizations, deviations, waivers, etc., are still valid and not intended to be re-issued due to a change in the operator's base of operations.

b. If the operator relocates its principal base of operations (address) listed in #1 above, it must notify, in writing, the losing Flight Standards District Office (FSDO) of its the new location and mailing address within 30 calendar days following relocation and, advise the losing FSDO of the receiving FSDO where the operator proposes to do business.

3. The attached Waivers, Authorizations, and/or Deviations are effective as of the "Date Approval is Effective" listed in each authorizing document and those issued without an expiration date shall remain in effect as long as the party listed in subparagraph 1 above continues to meet all appropriate Parts of the CFR or until:

- a. It is voluntarily surrendered by the operator, or
- b. The operator ceases to be the operator of the aircraft listed in the applicable authorization, or
- c. It is surrendered or revoked for cause by the FAA, or
- d. The person signing the authorizing document relinquishes responsibility, or
- e. The aircraft changes ownership and should be removed from the authorizing document, or
- f. An aircraft or listed equipment is no longer used for that operation and should be removed from the authorization, or
- g. An aircraft or other equipment needs to be added to the existing authorizing document, or
- h. An aircraft listed on the authorization changes Nationality numbers.

4. If the Responsible Person as the signee changes for an authorization, the Responsible Person or the operator should notify the issuing office of the change within 30 days and request an updated LOA.

Print Date: 1/24/2011

A001 - 1
OMEGA AIR INC

Part 91 ID No.: O27M679Z



U.S. Department
of Transportation
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14 CFR Part 91 Operations

Waiver or Letter of Authorization Issuance and Applicability

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Primary Business Address:
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2. A change in the aircraft base of operations location constitutes an administrative change only to template A001 and would not require nor preclude a new inspection.

a. The existing authorizations, deviations, waivers, etc., are still valid and not intended to be re-issued due to a change in the operator's base of operations.

b. If the operator relocates its principal base of operations (address) listed in #1 above, it must notify, in writing, the losing Flight Standards District Office (FSDO) of its the new location and mailing address within 30 calendar days following relocation and, advise the losing FSDO of the receiving FSDO where the operator proposes to do business.

3. The attached Waivers, Authorizations, and/or Deviations are effective as of the "Date Approval is Effective" listed in each authorizing document and those issued without an expiration date shall remain in effect as long as the party listed in subparagraph 1 above continues to meet all appropriate Parts of the CFR or until:

a. It is voluntarily surrendered by the operator, or

b. The operator ceases to be the operator of the aircraft listed in the applicable authorization, or

c. It is surrendered or revoked for cause by the FAA, or

d. The person signing the authorizing document relinquishes responsibility, or

e. The aircraft changes ownership and should be removed from the authorizing document, or

f. An aircraft or listed equipment is no longer used for that operation and should be removed from the authorization, or

g. An aircraft or other equipment needs to be added to the existing authorizing document, or

h. An aircraft listed on the authorization changes Nationality numbers.

4. If the Responsible Person as the signee changes for an authorization, the Responsible Person or the operator should notify the issuing office of the change within 30 days and request an updated LOA.

Print Date: 1/24/2011

A001 - 1
OMEGA AIR INC

Part 91 ID No.: O27M679Z



U.S. Department
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**Federal Aviation
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14 CFR Part 91 Operations

HQ Control: 01/03/2006

HQ Revision: 01a


This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.

2011.01.24 10:45:35 Central Standard Time
Location: WebOPSS
Digitally signed by Bob Nolan, Principal
Avionics Inspector (EA27)



Date Approval is effective : 01/24/2011 **Amendment
Number : 1**

I hereby accept and receive this Waiver or Authorization.

Orr, W. Stewart, Agent for Service


Date :
1/24/2011

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



U.S. Department
of Transportation
**Federal Aviation
Administration**

14 CFR Part 91 Operations

Letter of Authorization Summary of Authorizations

The operator, in accordance with the reference documents, is authorized to:

	Reference Paragraphs
Conduct operations in accordance with the provisions, conditions, and/or limitations set forth in a Letter of Authority for exemptions and/or deviations.	A005
Use an Agent for Service.	A007
Conduct flight training in experimental category aircraft with a Letter of Deviation Authority in accordance with 14 CFR Section 91.319 (h).	A115
Conduct operations within airspace designated as terminal or en route European Area Navigation airspace with specific aircraft.	B034
Conduct operations within airspace designated as RNP Airspace.	B036
Conduct operations within North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace.	B039
Operate aircraft using MMEL as an MEL.	D095

HQ Control: 08/31/2004

HQ Revision: 000

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



14 CFR Part 91 Operations

**Letter of Authorization
Exemptions, Deviations and Waivers**

1. The Operator is authorized to conduct operations in accordance with the provisions, conditions, and/or limitations set forth in the following exemptions and deviations issued in accordance with Title 14 of the Code of Federal Regulations (CFR). The Operator is not authorized and shall not conduct any operations under the provisions of any other exemptions and/or deviations issued under Title 14 of the CFR.

2. **Exemptions.**

Table 1 – Exemptions Authorized
(Enter N/A if no exemptions are authorized)

Exemption Number	Date of Expiration	Remarks and/or References
N/A	N/A	N/A

3. **Deviations.**

Table 2 – Deviations and Waivers Authorized
(Enter N/A if no deviations or waivers are authorized)

Deviation Authority	Deviation From	Description	Conditions and Limitations
N/A	N/A	N/A	N/A

4. **Responsible Person.** The Responsible Person for the operator's Letter of Deviation Authority (LODA) and other deviations, waivers or exemptions, if authorized, may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this document relinquishes responsibility, this document becomes invalid.

b. Enter the name, e-mail address, and telephone number in Table 3 of the person responsible for the authorizations on this document.

Table 3 - Responsible Person

Name	E-mail Address	Telephone Number
Orr, W. Stewart		

HQ Control: 05/31/2006

HQ Revision: 000

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



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**Federal Aviation
Administration**

14 CFR Part 91 Operations

Agent for Service

The following person is designated as the operator's Agent for Service:

Table 1 - Agent for Service

Name	Address	Telephone
Orr, W. Stewart	[REDACTED]	[REDACTED]

HQ Control: 06/20/2005

HQ Revision: 000

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



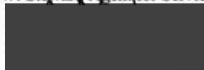
2011.01.24 10:45:44 Central Standard Time
Location: WebOPSS
Digitally signed by Bob Nolan, Principal
Avionics Inspector (EA27)

Date Approval is effective : 01/24/2011
Number : 1

Amendment

I hereby accept and receive this Waiver or Authorization.

Orr, W. Stewart, Agent for Service



Date :
1/24/2011

Print Date: 1/24/2011

A007 - 1
OMEGA AIR INC

Part 91 ID No.: O27M679Z



14 CFR Part 91 Operations

**Letter of Deviation Authority
Deviation Authority for Conducting Flight Training in
Experimental Category Aircraft (14 CFR Section 91.319 (h))**

1. The Operator listed at the bottom of this document is authorized this Letter of Deviation Authority (LODA) in accordance with the provisions of Title 14 Code of Federal Regulations (CFR) Section 91.319(h) to the extent necessary to provide aircraft-specific training in an aircraft certificated in the experimental category in accordance with the limitations and provisions of this LODA.

2. Aircraft and Equipment. The Operator is authorized to use the following approved aircraft and equipment for this training program:

Table 1 – Aircraft and Equipment

A/C Reg. No.	A/C Serial No.	A/C M/M/S	Regulatory Experimental Certification Basis	Purpose of Training	Restrictions or Limitations	Date of Airworthiness Certificate & Operating Limitations
N707AR	20029	B-707-321B	14 CFR Section 21.191(d)	Formation training	Inflight Refueling	07/09/1996
N707MQ	21368	B-707-368C	14 CFR Section 21.191(d)	Formation training	Inflight Refueling	07/08/2009
N974VV	46974	DC-10-40	14 CFR Section 21.191(d)	Formation training	Inflight Refueling	07/08/2009

3. Aircraft Inspection and Maintenance.

a. The aircraft listed in Table 1 above must

- (1) Be inspected in accordance with an FAA-approved inspection program that includes provisions for ensuring continued airworthiness and recording time remaining on life-limited parts in accordance with the manufacturer's instructions, or
- (2) Be inspected in accordance with the provisions of Section 91.409 (b) for a 100-hour condition inspection for ensuring continued airworthiness and recording time remaining on life-limited parts in accordance with the manufacturer's instructions, or
- (3) For turbine-powered or large aircraft, in accordance with an FAA-approved inspection program that meets the scope and detail of the requirements of Section 91.409 (e), (f)(4), and (g) for ensuring continued airworthiness and recording time remaining on life-limited parts in accordance with the manufacturer's instructions, and
- (4) Have completed Phase I flight testing and be operating in Phase II in accordance with the operating limitations made a part of the airworthiness certificate issued for the aircraft, and

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



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**Federal Aviation
Administration**

14 CFR Part 91 Operations

(5) Must have been granted an experimental certificate in accordance with the provisions of the appropriate regulatory basis as noted in Table 1 of this LODA.

b. Only an FAA-certificated mechanic with airframe and powerplant ratings, a certified repairman, or a certified repair station may perform this inspection and make the entry in the maintenance record.

c. If the aircraft is equipped with operable ejection seats and systems, such systems must be rigged, maintained, and inspected in accordance with the manufacturer's recommendations.

4. Operating Limitations. The Operator must operate the aircraft in accordance with the operating limitations made a part of the experimental airworthiness certificate, except for those limitations modified by this LODA. These operating limitations will be issued in accordance with the guidance provided in FAA Order 8130.2, as amended, Airworthiness Certification of Aircraft and Related Products, for the appropriate "Group" of aircraft and with experimental certificates issued for the purpose as listed in Table 1 above.

5. Training Requirements. The Operator must comply with the following training limitations and conditions for this LODA:

a. The Operator must use aircraft-specific flight and ground training outlines for the training specified in Table 1 authorized by this LODA. No demonstration flights are authorized.

b. Pilots participating in the training described in 5.a. above training programs must hold an appropriate category and class rating and must meet the requirements of 14 CFR Section 61.31(d), (e), (f), and (g).

c. The Operator must keep a record of the training given for a period of 3 years from the effective date of this LODA as documented on the bottom of this document.

d. Instructors used in the training program described in 5.a. above must hold an Authorized Instructor Certificate issued by the FAA for the specific aircraft to be used.

e. Before providing training in aircraft equipped with operable ejection systems, the trainee must complete an acceptable course of ejection seat training conducted under this LODA.

f. When conducting spin and upset training (rotorcraft excepted), the Operator must observe a minimum recovery altitude of 6,000 feet above ground level. Instructor pilots must be cautioned not to penetrate this minimum recovery altitude while performing upset maneuvers and training.

6. A copy of this LODA must be carried on board the aircraft during flight training conducted under this LODA.

7. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



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**Federal Aviation
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b. Enter the name, e-mail address, and telephone number in Table 2 of the Responsible Person signing this LOA:

Table 2 – Responsible Person

Name	E-mail Address	Telephone Number
Orr, W. Stewart	[REDACTED]	[REDACTED]

HQ Control: 01/03/2006

HQ Revision: 00a

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



2011.01.24 10:45:48 Central Standard Time
Location: WebOPSS
Digitally signed by Bob Nolan, Principal
Avionics Inspector (EA27)

Date Approval is effective : 01/24/2011
Number : 1

Amendment

I hereby accept and receive this Waiver or Authorization.

Orr, W. Stewart, Agent for Service



Date :
1/24/2011

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



U.S. Department
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**Federal Aviation
Administration**

14 CFR Part 91 Operations

Table of Contents

Part B

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
Navigation Equipment Eligibility to Operate in Terminal 034 and En Route Airspace Designated as P-RNAV and/or B-RNAV/RNAV 5 Airspace	12/04/2010	01/24/2011	2
036 Operations in Required Navigation Performance Airspace	01/03/2006	01/24/2011	1
039 Operations in North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace	01/03/2006	01/24/2011	1

Print Date: 1/24/2011

- Part B
OMEGA AIR INC

Part 91 ID No.: O27M679Z



U.S. Department
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**Federal Aviation
Administration**

14 CFR Part 91 Operations

Letter of Authorization

**Navigation Equipment Eligibility to Operate in Terminal and En Route
Airspace Designated as P-RNAV and/or B-RNAV/RNAV 5 Airspace**

1. Authorization or Finding. The Operator listed at the bottom of this Letter of Authorization (LOA) is authorized to
 - a. Conduct operations within airspace designated as terminal or en route European Precision Area Navigation (P-RNAV) airspace and
 - b. The aircraft listed in Table 1 below have been found to conform to the P-RNAV criteria as set forth in FAA Advisory Circular 90-96A, Approval of U.S. Operators and Aircraft to Operate Under Instrument Flight Rules (IFR) in European Airspace Designated for Basic Area Navigation (B-RNAV)/RNAV 5 and Precision Area Navigation (P-RNAV).
2. Limitations and Provisions. The operator must conduct these operations in accordance with the limitations and provisions of this letter of authorization and is subject to the conditions that all operations conducted within that airspace are in accordance with:
 - a. Title 14 CFR Part 91 and the flight rules contained in ICAO Annex 2, and
 - b. All operations outside of the United States comply with Part 91, §91.703 and Annex 2.
3. Authorized Aircraft. The operator is authorized to use the aircraft listed below for operations in designated Precision RNAV (P-RNAV) airspace when the required track-keeping equipment is approved and maintained. Compliance with P-RNAV equipment criteria includes approval for both P-RNAV and Basic RNAV (B-RNAV)/RNAV 5.

Table 1 - Aircraft Approved for P-RNAV and/or B-RNAV/RNAV 5

Serial Number	Registration Number	Aircraft M/M/S	Area Navigation Systems		Navigation Performance	Limitations and Conditions
			Manufacturer	Model		
20029	N707AR	B-707-321B	Honeywell	UNS-1C FMS/GPS	P-RNAV (+/-1NM)	None
21368	N707MQ	B-707-368C	Garmin	IRS/GNS 530A	P-RNAV (+/-1NM)	None
46974	N974VV	DC-10-40	Honeywell	LTN-72INS/DME	B-RNAV/RNAV 5 (+/-5NM)	None

4. Crew Training. Crew training conducted by Pan American Flight Academy.
5. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.
 - a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



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**Federal Aviation
Administration**

14 CFR Part 91 Operations

b. Enter the name, e-mail address, and telephone number in Table 2 of the Responsible Person signing this LOA:

Table 2 - Responsible Person

Name	E-mail Address	Telephone Number
Orr, Bud	[REDACTED]	[REDACTED]

HQ Control: 12/04/2010

HQ Revision: 010

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



2011.01.24 10:45:51 Central Standard Time
Location: WebOPSS
Digitally signed by Bob Nolan, Principal
Avionics Inspector (EA27)

Date Approval is effective : 01/24/2011
Number : 2

Amendment

I hereby accept and receive this Waiver or Authorization.

Orr, W. Stewart, Agent for Service



Date :
1/24/2011

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



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**Federal Aviation
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14 CFR Part 91 Operations

**Letter of Authorization
Operations in Required Navigation Performance Airspace**

1. **Authorization.** The Operator listed at the bottom of this document is authorized to conduct operations within airspace designated as Required Navigation Performance (RNP) airspace in accordance with the limitations and provisions of this Letter of Authorization (LOA) and is subject to the conditions that all operations conducted within the designated RNP Airspace are in accordance with Title 14 CFR Part 91, Section 91.703, and the flight rules contained in International Civil Aviation Organization (ICAO) Annex 2.
2. **Authorized Airplanes.** The operator is authorized to use the airplanes listed below for operations in designated RNP airspace when the required equipment is operational and maintained in accordance with the airplane or equipment manufacturer's recommendations.

Table 1 – Airplanes and Equipment

A/C Serial Number	Registration Number	Airplane M/M/S	Long-Range Navigation Systems M/M	Communications Equipment M/M	RNP Type
20029	N707AR	B-707-321B	(2) Honeywell UNS-1C FMS/GPS	(2)Collins HF628T-1	RNP-10
21368	N707MQ	B-707-368C	(2) Garmin GNS 530A	(2)Collins HF628T-1	RNP-10
46974	N974VV	DC-10-40	(3) Honeywell LTN-72 INS/DME	(2)Collins HF628T-1	RNP-10

3. **Crew Training.** Crew training conducted by Pan American Flight Academy. In accordance with 14 CFR Sections 91.3 and 91.703(a)(1)(2) and ICAO Annex 2 (Rules of the Air), paragraph 2.3.2 (Pre-flight action) crews are responsible for policies and procedures in areas of operations where flights are conducted.
4. **Responsible Person.** The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.
 - a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.
 - b. Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this LOA:

Table 2 - Responsible Person

Name	E-mail Address	Telephone Number
Orr, W. Stewart		

5. **Deviations to RNP requirements.** The administrator may authorize an operator to deviate from RNP requirements for a specific individual flight in airspace where an RNP type is specified if the Air Traffic Service provider determined that the airplane will not interfere with, or impose a burden on other operators. Operations conducted under such authority will be conducted in accordance with

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



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the following limitations and provisions:

- a. If fuel planning is predicated on en route climb to flight levels where RNP is normally required, an appropriate request must be coordinated in advance of the flight with the Air Traffic Service provider.
- b. The appropriate information blocks in the ICAO flight plan filed with the Air Traffic Service provider must show that the airplane is not approved for the specified RNP type.

HQ Control: 01/03/2006

HQ Revision: 01b

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



2011.01.24 10:45:54 Central Standard Time
Location: WebOPSS
Digitally signed by Bob Nolan, Principal
Avionics Inspector (EA27)

Date Approval is effective : 01/24/2011
Number : 1

Amendment

I hereby accept and receive this Waiver or Authorization.

Orr, W. Stewart, Agent for Service

Date :
1/24/2011

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



U.S. Department
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**Federal Aviation
Administration**

14 CFR Part 91 Operations

Letter of Authorization

**Operations in North Atlantic Minimum
Navigation Performance Specifications (NAT/MNPS) Airspace**

1. Authorization. The Operator listed at the bottom of this document is authorized to conduct operations within North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace in accordance with the limitations and provisions of this Letter of Authorization (LOA) and is subject to the conditions that all operations conducted within the NAT/MNPS Airspace are in accordance with Title 14 CFR Part 91, Section 91.703 and the flight rules contained in International Civil Aviation Organization (ICAO) Annex 2.
2. Airplanes Authorized with Multiple Long Range Navigation Systems. The operator is authorized to use the airplanes listed in Table 1 below for unrestricted operations within the entire NAT/MNPS Airspace. At least two long range navigation systems must be operational at entry into NAT/MNPS Airspace. The installed equipment must be maintained in accordance with the airplane or equipment manufacturer's recommendations. *(If this authorization does not apply, select and enter N/A for each cell in Table #1)*

Table 1 – Airplanes and Equipment

A/C Serial Number	Reg. Number	Airplane M/M/S	Long-Range Navigation Systems M/M/S	Communications Equipment M/M	Restrictions or Limitations
20029	N707AR	B-707-321B	(2)Honeywell FMS UNS-1C	(2)Collins HF628T-1	None
21368	N707MQ	B-707-368C	(2)Garmin GNS 530A	(2)Collins HF628T-1	None
46974	N974VV	DC-10-40	(3)Honeywell LTN-72 INS/DME	(2)Collins HF628T-1	None

3. Airplanes Authorized with Single Long Range Navigation Systems. The operator is authorized to use the airplanes equipped with an operational single long range navigation system listed in Table 2 below to operate within NAT/MNPS airspace over the routes published in the U.S. International Flight Information Manual as Special Contingency Routings. The installed equipment must be maintained in accordance with the airplane or equipment manufacturer's recommendations. *(If this authorization does not apply, select and enter N/A in each cell in Table 2)*.

**Table 2 – Airplanes With Single Long Range Navigation Systems
Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace**

A/C Serial Number	Registration Number	Airplane M/M/S	Single Long-Range Navigation systems M/M	Communications Equipment M/M
N/A	N/A	N/A	N/A	N/A

4. Airplanes Authorized with Only Short Range Navigation Equipment: VOR, DME, ADF. The operator is authorized to use the airplanes equipped with only short range navigation equipment such as VOR, DME, and ADF to operate within NAT/MNPS airspace over the applicable routes published in the U.S. International Flight Information Manual as Special Contingency Routings. The installed equipment must be maintained in accordance with the airplane or equipment manufacturer's

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



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Administration**

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recommendations. (If only multiple LRN and/or single LRN equipped aircraft are authorized, enter N/A in each of the cells for Table 3).

Table 3 – Airplanes With Only Short Range Navigation Equipment, VOR, DME, and ADF Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace

A/C Serial Number	Registration Number	Airplane M/M/S	Short-Range Navigation Systems M/M	Communications Equipment M/M
N/A	N/A	N/A	N/A	N/A

5. Crew Training. Crew training conducted by Pan American Flight Academy. In accordance with 14 CFR Sections 91.3 and 91.703(a)(1)(2) and ICAO Annex 2 (Rules of the Air), paragraph 2.3.2 (Pre-flight action) crews are responsible for policies and procedures in areas of operations where flights are conducted .

6. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 4 of the Responsible Person signing this LOA:

Table 4 – Responsible Person

Name	Email Address	Telephone
Orr, W. Stewart		

HQ Control: 01/03/2006

HQ Revision: 01b

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



U.S. Department
of Transportation
**Federal Aviation
Administration**

14 CFR Part 91 Operations

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



2011.01.24 10:45:58 Central Standard Time
Location: WebOPSS
Digitally signed by Bob Nolan, Principal
Avionics Inspector (EA27)

Date Approval is effective : 01/24/2011
Number : 1

Amendment

I hereby accept and receive this Waiver or Authorization.

Orr, W. Stewart, Agent for Service



Date :
1/24/2011

Print Date: 1/24/2011

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OMEGA AIR INC

Part 91 ID No.: O27M679Z



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Table of Contents

Part D

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
095 MMEL Used as an MEL	01/11/2006	01/24/2011	1

Print Date: 1/24/2011

- Part D
OMEGA AIR INC

Part 91 ID No.: O27M679Z



14 CFR Part 91 Operations

Letter of Authorization
MMEL Used as an MEL

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Section 91.213(a) (2) and authorizes the operator listed at the bottom of this document *only* (herein referred to as *operator*) to operate the aircraft listed in Table 1 below under the master minimum equipment list (MMEL), using it as a minimum equipment list (MEL).

Table 1 – Aircraft Identification

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S
20029	N707AR	B-707-321B
21368	N707MQ	B-707-368C
46974	N974VV	DC-10-40

2. This LOA and the MMEL with the procedures document constitute a supplemental type certificate for the aircraft and must be carried on board the aircraft as prescribed by Section 91.213 (a)(2), and are considered the approved MEL.
3. Operations must be conducted in accordance with the MMEL and the procedures document.
4. The operator must develop O and M procedures that correspond with those listed in the MMEL.
 - a. Operations and maintenance (O and M) procedures for the accomplishment of rendering items of equipment inoperative must be developed by the operator.
 - b. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications and other appropriate sources.
 - c. Such operations or maintenance procedures must be accomplished in accordance with the provisions and requirement of Title 14 Part 91, Part 145, or Part 43, as appropriate.
5. The operator must also list the "as required by FAR" by specific part and section of the applicable regulations or state the operational requirements/limitations for dispatch.
 - a. These items must be contained in a document separate from the MMEL and must accompany the MMEL, preamble and letter of authorization.
 - b. They must all be on board the aircraft anytime it is operated.
6. A means of recording discrepancies and corrective actions must be in the aircraft at all times and available to the pilot in command.
 - a. Failure to perform O and M procedures in accordance with Part 91, Part 145 or Part 43, as appropriate, or to comply with the provisions of the MMEL, preamble, O and M procedures and other related documents, is contrary to the regulations and invalidates this letter of authorization.

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b. All MMEL items that contain the statement "as required by FAR" must either state the regulation by part and section (i.e., 14 CFR Section 91.213) with the appropriate CFR carried aboard the aircraft, or the operational requirements/limitations required for dispatch must be clearly stated.

c. When the MMEL is revised by the Flight Operations Evaluation Board (FOEB), the operator will be notified by postcard of the revision. The operator must then obtain a copy of the revision from this Flight Standards District Office (FSDO), or the FSDO having jurisdiction, and incorporate any changes as soon as practicable including O's and M's as required. Revised MMEL's may also be obtained by downloading them from the Internet at www.faa.gov.

7. Equipment installed on this aircraft (other than passenger convenience items such as galley equipment and passenger entertainment devices) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless a request is made to this FSDO (or subsequent FSDO that has jurisdiction) to seek relief from the FOEB, through a revision to the MMEL, at the earliest opportunity for the FOEB to convene.

a. If MMEL relief is sought, this FSDO (or subsequent FSDO) must be notified within 10 calendar days (including weekends and holidays) following installation. The operator may then conduct operations with the equipment inoperative for dispatch provided it is disabled, or rendered inoperative, in accordance with all applicable regulations.

b. It is the responsibility of the operator to endeavor to determine if O and/or M procedures must be developed for disabling, rendering inoperative or removal of the equipment. If so, any procedures that are developed must comply with all applicable regulations. If MMEL relief is not sought, the FSDO need not be notified following installation of the equipment.

8. Should the operator relocate its principal base of operations (address), it must notify, in writing, the losing FSDO advising them of the receiving FSDO that will have jurisdiction within 30 calendar days following relocation.

9. This LOA is issued without an expiration date and will remain valid until:

- a. Voluntarily surrendered by the operator, or
- b. The operator ceases to be the operator of the aircraft listed in Table 1 of this LOA, or
- c. It is surrendered or revoked for cause by the FAA, or
- d. The person signing this document relinquishes responsibility, or
- e. The aircraft changes ownership and should be removed, or
- f. An aircraft is no longer used for that operation and should be removed, or
- g. An aircraft needs to be added to the existing LOA, or
- h. An aircraft changes Nationality numbers.

10. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate

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and accepts responsibility for complying with the stated regulations by signing this document.

- a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.
- b. Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this LOA :

Table 2 – Responsible Person


Name	Email Address	Telephone
Orr, W. Stewart	[REDACTED]@com	[REDACTED]

HQ Control: 01/11/2006

HQ Revision: 02a

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.

2011.01.24 10:46:02 Central Standard Time
Location: WebOPSS
Digitally signed by Bob Nolan, Principal Avionics Inspector (EA27)



Date Approval is effective : 01/24/2011 **Amendment Number :** 1

I hereby accept and receive this Waiver or Authorization.

Orr, W. Stewart, Agent for Service

[REDACTED SIGNATURE]

Date :
1/24/2011

Print Date: 1/24/2011

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