

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

Attachment 27 - OARS EAP Excerpt

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
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Mr. Tony James
Air Safety Investigator
Federal Aviation Administration (FAA)
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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. OARS Emergency Action Plan Excerpts

OARS Emergency Action Plan
Introduction

Revision: 1
January 2009

Omega Aerial Refueling Services, Inc. Emergency Action Plan

1. Purpose. This document establishes standard guidelines and delineates responsibilities in the event of any mishap involving Omega Aerial Refueling Services, Inc. (OARS) personnel, equipment, facilities, or aircraft. Guidance is further provided to facilitate execution of required reports concerning Things Falling Off Aircraft (TFOA), near mid-air, and bird/animal strike hazardous reports.

2. Background. OARS aircraft and crews generally operate under 14 CFR Part 91 as Public Aircraft on contract to the United States Navy in support of Department of the Navy operations and objectives. All information relating to any ground or flight related mishap involving any OARS aircraft, employee, or contractor is sensitive and will be handled with all due care. In all cases, such information will be handled exclusively through OARS company channels. OARS management has the sole responsibility for coordination and release of any pertinent information to Naval Air Systems Command PMA-207D2, Naval Safety Center, Federal Aviation Administration, or any other outside agency. The following instruction is not intended to abrogate any portion of U.S. federal air regulations (FAA or NTSB) or regulations of any other country where OARS may be operating aircraft. This outline is intended to provide a starting point to accumulate accurate information related to any incident/accident involving an Omega Air aircraft.

3. Action.
 - a. Notification may be provided through a number of sources, including federal government employees, police, press, bystanders, employees and just about anyone else. Following an incident or accident, assistance and response by the company is essential for OARS to properly help individual passengers and crewmembers and protect company assets. Any person having knowledge of an overdue aircraft, an aircraft possibly or actually involved in a mishap, injury/property damage involving OARS personnel, TFOA, near mid-air, or bird/animal strike shall report the pertinent facts of the situation to OARS Operations at 757-646-0085 or 619-534-0235. In the event OARS Operations cannot be notified immediately, the person possessing this information shall notify the next OARS employee in the recall list directly. All available OARS employees and contractors should be prepared to render assistance in the execution of the many requirements following a mishap or incident/accident.

 - b. Action personnel will familiarize themselves with and utilize this instruction in discharging their responsibilities in the event of a mishap involving OARS aircraft or personnel resulting in injury or property damage. This document shall neither preclude nor contradict logical additional action when the situation warrants. All actions must be promptly and carefully completed. OARS Operations is primarily responsible for executing all actual scenarios. All scenarios require that OARS Operations begin with step one of enclosure (1) and continue until all required actions have been accomplished. OARS Operations shall be responsible for conducting annual drills of the Emergency

Omega Aerial Refueling Services, Inc.

Introduction

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Action Plan and reporting the results to the OARS COO. OARS Operations shall also review this document annually for revision.

c. OARS Operations is responsible for maintaining current contact information for all FBOs and Base Operations. Captains must assist and ensure that OARS Operations has the current information for a given airfield prior to conducting any flight operations from that airfield.

d. In the event of a government safety investigation or mishap investigation, OARS employees and contractors should fully cooperate with investigators. Release of data is the responsibility of OARS.

STEP 5: Initial OARS/Omega Air/Government Notification.

MISHAP RECALL LIST

1. Get someone to help make these calls!
2. Have them use another phone.
3. Use available full-time contractors with mishap experience in addition to those listed below. (Common sense must prevail! Call appropriate personnel based on current manning.)

<u>Title</u>	<u>Name</u>	<u>Phone Numbers</u>
<u>Company Notification:</u>		
OARS Operations	Ryan Murphy	C: H:
OARS Operations	Bob Proano	C: H:
OARS Chief Pilot	Joel Schuster	C: H:
OARS COO	Bud Orr	C: O:
OARS Office Director	Steve Lindsey	C: O:
Ensure aircrew records are secured and ready for review		
OARS Chief Flight Eng.	Ken McNamara	C: H:
7Q7	Ben Bowerman	C: H:
Ensure aircraft maintenance records are secured by senior personnel & ready for review		
Omega Air Ireland		

U.S. Navy Notification (Only one is required, notification priority in order):

Note: This step only required as an immediate action item if aircraft was on a Government sponsored flight or the incident involved military facilities (not a company ferry flight). Do not leave messages- call until you make contact with PMA-207.

PMA-207	Charlie Myers- CAS	
PMA-207	Stan Ulkoski-Special Asst to the Program Manager	
PMA-207	Harvey Armstrong- PMA 207 Special Projects	
PMA-207	Theresa Boswell-Omega Program Manager	
PMA-207	CAPT Greg Wallace, USN	

Omega Aerial Refueling Services, Inc.

General Checklist

STEP 7: Send aircrew/maintenance crew for biological samples as soon as possible

Aircrew/Maintenance Crew Biological Samples

An FAA approved or military flight surgeon medical examination is required for those involved in a physiological incident or when a mishap causes injury to the crewmembers or personnel, or causes substantial reportable damage to the aircraft.

Crewmembers and non-crewmembers involved in mishaps in which there is a loss of life, an aircraft is destroyed, property damage is expected to exceed \$200,000; three or more personnel are inpatient hospitalized; or any permanent total or partial disability is sustained shall receive toxicological testing.

Those individuals whose actions or inactions, in the GFR's or contractor's judgment, may have been factors in the mishap sequence shall receive toxicological testing equal to or better than procuring Navy guidance.

OARS crews requiring a medical examination or toxicological screening in connection with an aircraft mishap will report to the nearest military medical facility or civilian emergency room.

The OARS COO shall be the sole recipient of these results from the facility. As requested by government agencies, these samples shall be provided.