



INTERNATIONAL FERRY & FLIGHT TEST GROUP

ADMINISTRATIVE OFFICES

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CUSTOMER NEWSLETTER - 1st QTR 2004

To Our Valued Customers:

Customer Newsletters are offered to provide information about topics of frequent inquiry from customers, and to inform customers about changes in regulations or procedures that affect the conduct of ferry and flight-test operations. Customers may ask to be included on the distribution list, and receive Customer Newsletters via e-mail as issued, or view them at www.ifftg.aero. Feedback, questions, and suggestions for topics to be covered in future Customer Newsletters, are always eagerly solicited from our customers.

Company Identification Changes

As you are no doubt aware from the new company letterhead, voice mail message tapes and other indicia, Cole Aviation Services is becoming the International Ferry & Flight Test Group (IFFTG). The transition is well underway. For the remainder of 2004, you will see a continuing incorporation of the new company identification into our documents and business profile. Effective January 1, 2005, we intend the transition to be complete. There are no changes in the business or its ownership. This change merely reflects a desire to operate under a name that accurately reflects our business activity.

Required Transportation Security Authorizations

IFFTG customers often inquire about the post-9/11 requirements imposed by the FAA and Transportation Security Administration on flights in airline transport airplanes. There are many myths about what sorts of approval are required, and when authorizations must be approved.

For airplanes with a maximum certificated takeoff weight of more than 95,000 pounds - which includes the Boeing 737, Douglas MD-80, and all larger types - there is currently no basis for an exception to the requirement for a specific authorization - the so-called "waiver" - from the TSA. While some exceptions do exist for smaller business jet airplane types, the applicable regulations do not allow large airline transport category airplanes outside scheduled airline service to be operated absent a TSA Authorization, even for local evaluation or test flights. In addition, the FAA has advised maintenance and storage facilities in the United States to ascertain that a TSA Authorization is in place before releasing large aircraft for departure. Some FAA Flight Standards District Offices even require that a facsimile of the TSA Authorization and flight crew credentials be submitted to the FSDO before release for flight. There are many misconceptions, personal opinions, out-dated information and "tribal lore" circulating about the TSA Authorization process, however the regulations establishing the requirements are far less than clear and interpreted differently by different offices of the FAA, TSA, FBI, Customs Service, and other officials. Even valid exceptions for business jets are frequently not recognized by local officials. IFFTG recommends to all customers that a TSA Authorization be routinely obtained in advance of every flight event in a large transport category airplane, to preclude last minute delays, security clearance problems, and impoundment upon arrival.

While TSA Authorizations are sometimes issued in less than seven days, many times the full seven days are required. IFFTG requests many TSA Authorizations each month, and advises its customers that the best practice is to request it as early as possible. If an extension in time is required due to unforeseen maintenance problems or other scheduling issues, if there are additions to the manifest of airplane occupants, or if any material aspect of the flight is changed, an amended request must be filed.