



INTERNATIONAL FERRY & FLIGHT TEST GROUP

ADMINISTRATIVE OFFICES

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CUSTOMER NEWSLETTER - 2nd 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.

Contact Data for IFFTG

A complete listing of the contact data for the Administrative and Flight Operations departments at IFFTG are available in the IFFTG Web-Site. In addition, Frequently Asked Questions (FAQs), and a complete library of previously issued Customer Newsletters are also available at www.ifftg.aero.

Flight Crew Personnel and Training

Some of you have commented on the number of new crewmembers that have joined IFFTG, and we are frequently asked questions about how we qualify pilot candidates and train crewmembers for the very different type of flying inherent in the ferry and flight-test business. In each twelve-month period, we evaluate candidates from the approximately 600 applications received annually, and bring approximately ten into the training program.

Although the IFFTG pilot force remains very stable, each year brings a requirement to replace some pilots that have retired. We also hire to complement our ability to serve the changing needs of our customers by maintaining flight crew experienced, qualified and current on the types of airplanes that our customers operate. That is not always easy, as the makeup of the fleets is an ever-changing situation. Recent years have seen an increase in Airbus A320, Airbus A330, Boeing 747-400, and Boeing 777 activity, with a commensurate decrease in DC8, DC9, MD80, B727, and DC10 and activity. In response to these changes, IFFTG has undertaken to invest in new people and increase training budgets to ensure that our flight crew personnel provide the most professional support possible in the currently active fleets.

To be competitive, successful candidates generally bring a strong mixture of both academic and practical credentials to the interview and testing process. Most have bachelor level degrees in aerospace or mechanical engineering, work experience as an airframe and powerplant mechanic, test flying experience from their military service, and some twenty or more years of airline flying experience. IFFTG does not establish a minimum requirement for the number of large transport category airplanes that a candidate has flown, but the average candidate brings experience in six to eight different airline transport types. We know that maintenance of high flight standards is important to our customers and their insurers - IFFTG strives to make IFFTG flight crews the best trained and most professional in the industry.

Although most successful candidates have retired from an airline career immediately prior to joining IFFTG, and have years of experience as airline captains, the engineering and technical knowledge that one must bring to ferry and flight-test are substantially more detailed than required in airline flying. Every pilot entering the IFFTG ferry and flight test cadre must therefore undergo initial training in ferry and test flying fundamentals, at least 9 months of training as a co-pilot with company check airmen, and an additional 9 months thereafter before he is eligible for upgrade to pilot-in-command status for IFFTG.