



# INTERNATIONAL FERRY & FLIGHT TEST GROUP

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## **CUSTOMER NEWSLETTER - 1st QTR 2005**

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](http://www.ifftg.aero). Feedback, questions, and suggestions for topics to be covered in future Customer Newsletters, are always eagerly solicited from our customers.

### **IFFTG Evaluation and Flight Test Procedures Manuals**

IFFTG is the only company in the industry that offers "flight test" services, in their true sense, for airline transport airplanes. In addition to the test work that we do for lessors, airlines, and repair stations, we often contract with manufacturers or government agencies to perform experimental and certification flight test events. We have developed an IFFTG Flight Evaluation & Test Procedures Manual for each airplane type, and sometimes for series groupings within a type. For example, the many differences between models of the B747 require multiple protocols for the airplane type based upon the differences between the engines and systems from one series to another. Each Manual has been developed and is maintained in a current status at substantial time and expense. We have copyrighted each page of each Manual, because we have in each case developed a unique protocol and specific procedures that are efficient, effective and thorough. IFFTG is often hired to develop flight standards, operating procedures, training curricula, aircraft operation manuals, flight test manuals, and crew operating manuals for airline customers. Thus, we work to protect our copyrights, as they have significant commercial value.

Additionally, we are sometimes asked - but always respectfully decline - to share our copyrighted and proprietary manuals. In addition to our ongoing desire to protect the commercial value of our copyrighted materials, we also believe that we cannot risk allowing "line pilots" - untrained and inexperienced in operating close to the performance margins - damage or lose an airplane by trying to perform procedures that have been developed to be accomplished by trained test pilots. Some airlines believe regular line pilots are fully capable of performing "test flights", but the true facts are that airline procedures discourage pilots from learning about systems and equipment in sufficient detail to evaluate and trouble-shoot defects, or flying to the precise standards required by some flight test protocols. Most airlines purposefully direct their flight crews to avoid interaction with maintenance issues, procedures or trouble-shooting.

We also caution our customers to be careful about using "line pilots" to perform flight tests as set forth in a Post-Production Test Manual or Customer Acceptance Manual of a manufacturer. Manufacturers' have always taken the position that such "acceptance flights" would be flown only by test pilots, but the broad release into the public domain of post-production test protocols has now resulted in their widespread use by flight crews without test experience, many of whom are simply ill-equipped by training and experience to be engaged in test flying. The facts are that safety in such situations is often compromised, airframes and engines often operated beyond their design limits, and airplane or engine defects often not identified.

It is important to IFFTG that our customers understand the serious scope of issues that arise from the seemingly innocuous event of sharing a flight test protocol document. We therefore want to be clear and comprehensive about the reasons that we are so adamant about controlling all documents that have anything to do with "testing" airplanes, and operating them at or near performance margins.