1
00:00:00.995 --> 00:00:03.265
About, I don't know, almost a year

2
00:00:03.265 --> 00:00:05.185
and a half, maybe two years ago now.

3
00:00:05.645 --> 00:00:07.625
Um, there was a proposal, an idea

4
00:00:07.625 --> 00:00:10.345
that came up from within Flight to Safety Committee.

5
00:00:11.465 --> 00:00:16.425
As we have watched the rules, regulations, requirements

6
00:00:16.425 --> 00:00:20.185
around safety management system SMS continue to mature

7
00:00:20.325 --> 00:00:21.745
and evolve and develop.

8
00:00:22.655 --> 00:00:27.175
Is, is there something that we can do relative to that?

9
00:00:28.295 --> 00:00:30.315
And here today to talk to you about that?

10
00:00:30.575 --> 00:00:32.715
Uh, and sort of the, what this proposal was

11
00:00:32.735 --> 00:00:35.395
and the idea that we're working on and, and,

12
00:00:35.815 --> 00:00:38.755
and even talk about some potential end states

13
00:00:38.755 --> 00:00:40.035
where this might get to.

14

00:00:40.095 --> 00:00:41.715
We haven't narrowed it down yet to

15
00:00:41.715 --> 00:00:43.915
what the exact end state we're trying to get to is,

16
00:00:44.295 --> 00:00:45.835
but we have some potential end states

17
00:00:45.835 --> 00:00:47.035
that this could end up in.

18
00:00:47.535 --> 00:00:50.875
So, uh, ate is probably no stranger to those of you

19
00:00:50.875 --> 00:00:52.675
who have attended at least more than one of these.

20
00:00:53.335 --> 00:00:54.995
You can look in his bio again.

21
00:00:55.295 --> 00:00:59.875
Uh, career in the military chief of tests at Edwards,

22
00:01:00.185 --> 00:01:01.975
instructor of National Test Plaza School.

23
00:01:02.215 --> 00:01:05.415
A lot of time with the FAA two time winner

24
00:01:05.435 --> 00:01:07.775
of the Tony Lavere Flight Test Safety award.

25
00:01:07.775 --> 00:01:10.095
And there are not very many of those people

26
00:01:10.115 --> 00:01:12.015
who are two time winners, um,

27
00:01:12.905 --> 00:01:15.445
and someone who continues to be passionate.

28
00:01:15.665 --> 00:01:18.605
Uh, as we heard with Dave Weber's bio continues

29
00:01:18.605 --> 00:01:22.645
to be passionate about doing stuff like this

30
00:01:23.065 --> 00:01:24.445
for the profession.

31
00:01:24.445 --> 00:01:27.245
So, rod, if you want to come up here while I'm talking, um,

32
00:01:28.265 --> 00:01:29.725
so what we're gonna do here,

33
00:01:29.815 --> 00:01:31.445
Rod's got some stuff he's gonna talk to you about,

34
00:01:31.445 --> 00:01:33.725
and then there's gonna be a little bit of a group exercise

35
00:01:33.725 --> 00:01:34.885
that I'll let him explain.

36
00:01:35.795 --> 00:01:38.375
And I mentioned that there are a couple

37
00:01:38.395 --> 00:01:40.975
of possible end states with this.

38
00:01:41.525 --> 00:01:43.905
Uh, and the reason that, that we haven't locked into one

39
00:01:43.925 --> 00:01:45.905
yet is 'cause we are still trying to work through

40
00:01:46.495 --> 00:01:49.905
what is the right end state and where should this end up.

41

00:01:50.255 --> 00:01:51.425
What we all agree on,

42
00:01:51.425 --> 00:01:56.025
however, is that a starting point in this is if

43
00:01:57.095 --> 00:02:01.835
a requirement to be inspected, audited, whatever

44
00:02:01.975 --> 00:02:04.915
for your safety management system comes to you,

45
00:02:05.655 --> 00:02:07.475
how best could you prepare for that?

46
00:02:08.205 --> 00:02:09.545
Um, there are self-audits.

47
00:02:09.545 --> 00:02:12.705
There are external third party things you can do to prepare

48
00:02:12.845 --> 00:02:16.105
for something like that coming to your organization.

49
00:02:17.175 --> 00:02:18.675
So what can we,

50
00:02:18.695 --> 00:02:21.395
as flight test safety committee do potentially

51
00:02:21.855 --> 00:02:23.315
to help in that endeavor?

52
00:02:23.815 --> 00:02:26.955
So I'm gonna let Rod talk about, uh, some part of this

53
00:02:26.955 --> 00:02:29.425
that we're going to, what we need from you here.

54
00:02:29.885 --> 00:02:31.465
And again, I know I said group exercise

55
00:02:31.465 --> 00:02:33.025
and everybody gets nervous when we talk about group

56
00:02:33.345 --> 00:02:35.865
exercise, but that's what we do on Tuesday at the workshop.

57
00:02:35.865 --> 00:02:37.465
And that's why we call it a workshop

58
00:02:37.465 --> 00:02:39.465
because we're gonna do some work

59
00:02:39.805 --> 00:02:41.945
and hopefully that work is going to give us something

60
00:02:41.945 --> 00:02:43.945
that is useful to everybody at the end of the day.

61
00:02:44.405 --> 00:02:47.585
Um, we need to hear your thoughts on SMS.

62
00:02:47.845 --> 00:02:50.285
We need to hear your thoughts on what the right end state

63
00:02:51.515 --> 00:02:54.105
might be for this end flight test safety committee.

64
00:02:54.445 --> 00:02:56.345
So, with that said, rod, I will turn it over to you.

65
00:03:06.465 --> 00:03:08.815
Thank you. So it's a pleasure to be back here.

66
00:03:09.635 --> 00:03:14.545
And if you remember, I, uh, I did the, uh, the, uh, the, uh,

67
00:03:14.605 --> 00:03:17.345
the X 51, uh, accident last year,

68

00:03:17.345 --> 00:03:19.265
and it was a good follow up this year too.

69
00:03:20.005 --> 00:03:22.665
But, uh, exactly what, uh, turbo says, that's

70
00:03:22.665 --> 00:03:23.745
what I'm gonna talk to you about.

71
00:03:24.165 --> 00:03:26.585
And, uh, he kind of took off, uh,

72
00:03:27.015 --> 00:03:28.985
took over my first couple slides,

73
00:03:29.085 --> 00:03:33.145
but, uh, the, let's see.

74
00:03:34.195 --> 00:03:37.515
Yeah. Okay. So the objectives of this tutorial,

75
00:03:38.135 --> 00:03:42.935
and this will be, uh, interactive tutorial exercise, is to,

76
00:03:44.805 --> 00:03:46.505
for me to present the proposal that,

77
00:03:46.575 --> 00:03:47.745
that turbo talked about.

78
00:03:47.805 --> 00:03:52.465
Mm-Hmm. Uh, explain the proposed process that you would, if,

79
00:03:52.565 --> 00:03:54.465
if we get to an end, end state, that

80
00:03:54.565 --> 00:03:56.345
how would you get to that state?

81
00:03:57.435 --> 00:04:00.415
And, um, and then we have a protocol.

82
00:04:00.525 --> 00:04:02.095
It's a spreadsheet, it's a protocol.

83
00:04:02.195 --> 00:04:05.015
And you'll see it is a protocol, is the checklist

84
00:04:05.165 --> 00:04:08.055
that you go through to get your SMS certification

85
00:04:08.555 --> 00:04:11.215
or acceptance or recognition or whatever you wanna call it.

86
00:04:13.665 --> 00:04:17.755
And then, uh, then we have developed an, uh,

87
00:04:18.355 --> 00:04:21.875
FTSE unique criteria that I think we think is important

88
00:04:21.895 --> 00:04:23.715
for flight test organizations.

89
00:04:23.935 --> 00:04:27.075
You'll see that, you'll review it, you'll critique it,

90
00:04:27.075 --> 00:04:28.555
and you'll give us feedback on it,

91
00:04:31.005 --> 00:04:32.865
and then, uh, obtain the feedback.

92
00:04:34.945 --> 00:04:39.135
So what we need, what we wanna get out of this exercise is

93
00:04:39.645 --> 00:04:41.635
that you understand the process,

94
00:04:44.655 --> 00:04:46.915
the flight test unique protocol

95

```
00:04:48.175 --> 00:04:52.685
and the flight test unique is we wanna know if

96
00:04:53.425 --> 00:04:56.485
the proposed that if we enter, if we get to that end state

97
00:04:56.485 --> 00:04:59.975
that we're proposing, uh, we wanna know

98
00:05:00.595 --> 00:05:02.695
if there's value to this from you.

99
00:05:03.615 --> 00:05:05.815
'cause we've already presented it to the committee

100
00:05:06.435 --> 00:05:08.495
and we wanna hear from you.

101
00:05:08.605 --> 00:05:09.815
Yeah, this is a great idea.

102
00:05:09.915 --> 00:05:11.775
We, yeah, our company wants to do this,

103
00:05:11.875 --> 00:05:14.845
or no, we will never, our company will never do this.

104
00:05:14.845 --> 00:05:16.765
This is worthless. We already

105
00:05:16.765 --> 00:05:18.365
have whatever you want to critique it.

106
00:05:18.425 --> 00:05:22.825
We want to hear that. So here's the proposal.

107
00:05:25.245 --> 00:05:27.585
So we formed, uh, we formed a team

108
00:05:27.725 --> 00:05:30.025
to do this two years ago, more or less.
```

109
00:05:30.565 --> 00:05:33.985
And, um, I, I lead the team, I led the team,

110
00:05:34.365 --> 00:05:35.745
and then Bruce Remnick stand up.

111
00:05:36.035 --> 00:05:37.345
Bruce is part of the team.

112
00:05:37.845 --> 00:05:40.425
And then, uh, Tom Huff is not here, but Terry Lewis is here.

113
00:05:40.475 --> 00:05:43.875
Terry, stand up, be recognized.

114
00:05:44.995 --> 00:05:47.255
And then, uh, Jim Richmond who passed away,

115
00:05:47.755 --> 00:05:50.375
and he was an integral part of this team.

116
00:05:51.905 --> 00:05:54.525
So the, the, the purpose of the proposal is

117
00:05:54.525 --> 00:05:59.295
to design a an FTSE unique criteria

118
00:05:59.915 --> 00:06:04.305
for an SMS recognition by the FDSE.

119
00:06:06.695 --> 00:06:08.915
Um, and then we design a process.

120
00:06:10.085 --> 00:06:13.305
Uh, we designed a,

121
00:06:13.585 --> 00:06:16.665
a flight test safety committee, unique protocol.

122

00:06:18.335 --> 00:06:22.585
And, uh, we proposed how to change the charter

123
00:06:22.645 --> 00:06:24.745
of the FTSE, so we can do this.

124
00:06:26.175 --> 00:06:30.795
And then, uh, an S-S-S-O-P that is eventually will,

125
00:06:30.795 --> 00:06:35.425
would become part of the S-E-T-P-S-O-P list,

126
00:06:37.095 --> 00:06:40.845
and then design a certificate, some kind

127
00:06:40.845 --> 00:06:42.445
of recognition certificate.

128
00:06:43.915 --> 00:06:47.485
So the FTSE has an opportunity to,

129
00:06:48.275 --> 00:06:51.255
to recognize what is being done, uh, out there

130
00:06:51.255 --> 00:06:52.695
for flight test organizations.

131
00:06:53.725 --> 00:06:57.735
Okay? This would be done regardless of what you do for SMS,

132
00:06:57.735 --> 00:07:00.785
for the FAA in part five.

133
00:07:01.165 --> 00:07:05.145
And you all know, uh, uh, that the, the, there is a,

134
00:07:05.485 --> 00:07:07.305
an SMS program out there,

135
00:07:07.305 --> 00:07:09.265
and most of you company, most

136
00:07:09.265 --> 00:07:11.185
of your companies already have probably a

137
00:07:11.185 --> 00:07:12.465
voluntary SMS program.

138
00:07:13.915 --> 00:07:18.385
So, uh, we would like to the FDSC

139
00:07:19.955 --> 00:07:21.495
to make sure that

140
00:07:22.425 --> 00:07:25.355
what we are doing focuses on flight test safety,

141
00:07:25.355 --> 00:07:28.035
because the SMS in general doesn't

142
00:07:29.185 --> 00:07:31.665
recognize flight test safety or flight tests at all.

143
00:07:32.275 --> 00:07:33.565
They just have general guidance,

144
00:07:34.065 --> 00:07:35.925
but there's nothing flight test unique.

145
00:07:37.785 --> 00:07:41.965
So, uh, as you probably know, as

146
00:07:41.965 --> 00:07:46.235
of last week, uh, the final rule was, uh, for the SMS,

147
00:07:46.855 --> 00:07:48.715
the, the, the change to the SMS,

148
00:07:49.435 --> 00:07:51.415
and we're still trying to dec decide, decipher.

149

```
00:07:51.535 --> 00:07:54.575
I read it, there's a lot of stuff in there

150
00:07:54.575 --> 00:07:55.615
that, uh, you have to read.

151
00:07:55.635 --> 00:07:56.775
And companies are reading it

152
00:07:56.775 --> 00:07:59.015
because they, once it gets published with a date,

153
00:07:59.725 --> 00:08:02.375
then you have 30 days to make a proposal to,

154
00:08:02.555 --> 00:08:03.735
to change your SMS,

155
00:08:03.735 --> 00:08:07.235
and then you have about three years to implement it.

156
00:08:09.185 --> 00:08:13.565
So, uh, prior to that, SMSs were all voluntary for design

157
00:08:13.905 --> 00:08:14.925
and, uh, and, uh,

158
00:08:14.945 --> 00:08:18.485
and organizations like we are, we have, we are design

159
00:08:18.505 --> 00:08:22.245
and MA manufacturers organizations versus a part 1 21

160
00:08:22.245 --> 00:08:24.245
or part 1 35 operators.

161
00:08:24.955 --> 00:08:26.975
So they have included this in the new rule.

162
00:08:29.305 --> 00:08:32.805
So, uh, the FAA had up to this point, uh,
```

163
00:08:32.835 --> 00:08:34.045
developed a process

164
00:08:34.255 --> 00:08:36.645
where they would give you a letter of acceptance.

165
00:08:37.605 --> 00:08:39.865
And a lot of, you're probably aware of that.

166
00:08:40.525 --> 00:08:44.275
And, uh, some companies, I know Gulfstream has, uh,

167
00:08:44.455 --> 00:08:45.835
is in the process of getting this.

168
00:08:45.865 --> 00:08:49.795
It's a long process. And they design a protocol to,

169
00:08:49.855 --> 00:08:52.555
to get you that letter of, of acceptance.

170
00:08:52.985 --> 00:08:54.715
They don't, they don't include flight tests

171
00:08:55.845 --> 00:08:59.495
because in that SMS system that you propose to the FAA

172
00:08:59.495 --> 00:09:02.655
for letter of acceptance, they have a system description.

173
00:09:03.795 --> 00:09:05.695
And if you are a Boeing or Gulfstream

174
00:09:05.835 --> 00:09:08.295
or any other big company, um,

175
00:09:10.585 --> 00:09:15.515
they design their SMS for their operations, including,

176

00:09:16.255 --> 00:09:18.435
um, not only design, but

177
00:09:18.615 --> 00:09:21.755
but, uh, uh, support afterwards.

178
00:09:22.295 --> 00:09:24.115
And, and, and it's big.

179
00:09:24.895 --> 00:09:27.915
And, uh, many times they don't include flight tests in it,

180
00:09:28.335 --> 00:09:29.435
in it, in their proposal.

181
00:09:32.035 --> 00:09:35.775
So I think flight tests organizations would benefit from a

182
00:09:35.895 --> 00:09:38.495
tailored protocol, which is the one that we're proposing,

183
00:09:40.345 --> 00:09:42.845
uh, tailored means that you take this

184
00:09:43.965 --> 00:09:48.145
CFR five part five, that, that the FA has published for SMS,

185
00:09:49.005 --> 00:09:51.625
and you would include what we think

186
00:09:52.205 --> 00:09:53.955
is important for flight test.

187
00:09:54.455 --> 00:09:55.755
And we'll give you some criteria.

188
00:09:56.255 --> 00:09:58.195
You'll do it exercise, you evaluate it,

189
00:09:58.455 --> 00:10:01.435
and we have actually designed a protocol that includes,

190
00:10:01.505 --> 00:10:04.275
it's embedded in our protocol, the flight,

191
00:10:04.305 --> 00:10:06.315
what we think is important for flight test.

192
00:10:07.915 --> 00:10:08.935
Nobody does that.

193
00:10:09.445 --> 00:10:11.935
This would be something the FTSE does

194
00:10:11.935 --> 00:10:14.295
because nobody else is doing it for flight test.

195
00:10:16.555 --> 00:10:18.775
So we, in, as a flight test safety committee,

196
00:10:18.775 --> 00:10:22.135
we're in a unique position to do this for you because,

197
00:10:22.805 --> 00:10:24.615
because the members, the directors

198
00:10:24.615 --> 00:10:26.455
of the flight test safety committee are, are,

199
00:10:27.425 --> 00:10:29.885
are knowledgeable and experts in flight test safety.

200
00:10:31.245 --> 00:10:32.825
And I think we can contribute to that.

201
00:10:35.285 --> 00:10:37.815
So there is already a

202
00:10:38.095 --> 00:10:40.315
parallel in SATP.

203

00:10:40.595 --> 00:10:43.155
SATP gives recognition of test pilot schools,

204
00:10:44.295 --> 00:10:45.875
and there's an SOP for that.

205
00:10:46.255 --> 00:10:50.355
And teams have gone to those organizations, evaluated them

206
00:10:50.455 --> 00:10:52.475
and put them in their list of

207
00:10:53.235 --> 00:10:55.625
recognized flight test pilot school.

208
00:10:57.535 --> 00:11:01.295
This would be the same thing except if we would do it

209
00:11:01.515 --> 00:11:02.975
for an SMS system.

210
00:11:03.835 --> 00:11:07.335
So there's already a parallel, uh, a, a precedence for that.

211
00:11:09.095 --> 00:11:12.425
So, uh, we think the team thinks it's about time.

212
00:11:12.445 --> 00:11:16.345
The FTSC gets out of the, the, uh, passive mode into

213
00:11:16.905 --> 00:11:18.425
a active mode.

214
00:11:19.465 --> 00:11:21.715
Okay? No, don't just stand in sidelines,

215
00:11:21.745 --> 00:11:24.135
give your briefings here, uh,

216
00:11:24.315 --> 00:11:25.975
and then hope that you'll learn,

217
00:11:26.075 --> 00:11:27.335
uh, take your lessons learned.

218
00:11:27.765 --> 00:11:29.655
It's a passive mode. Hope you do it.

219
00:11:30.625 --> 00:11:33.115
This will put you in a, put us in an active mode.

220
00:11:33.175 --> 00:11:34.995
We act, we, we actually promote

221
00:11:35.095 --> 00:11:39.025
and recognize as MS for flight test.

222
00:11:40.015 --> 00:11:43.005
So, um,

223
00:11:43.785 --> 00:11:46.395
and our proposal is at the heart of

224
00:11:46.395 --> 00:11:49.285
what the FTSE should be doing, okay.

225
00:11:49.425 --> 00:11:52.315
To promote safety. So,

226
00:11:52.375 --> 00:11:55.715
and they also, the NTSB expects us to do that.

227
00:11:55.775 --> 00:11:58.235
In fact, they already said that in

228
00:11:58.235 --> 00:12:01.535
after the six 50 accident, they, the,

229
00:12:01.675 --> 00:12:04.575
the NTSB safety recommendation already said

230

00:12:04.575 --> 00:12:08.095
that develop an issue, flight test operating guidance,

231
00:12:08.725 --> 00:12:11.215
they put that in their, in their recommendations

232
00:12:11.345 --> 00:12:12.455
after that accident.

233
00:12:13.095 --> 00:12:15.785
This is directed at the Flight test safety committee.

234
00:12:17.185 --> 00:12:20.925
So we did, so we published a flight test operator.

235
00:12:21.025 --> 00:12:22.925
You, you could, uh, operational guidance

236
00:12:23.025 --> 00:12:25.525
and you can download it from the web from our website.

237
00:12:26.645 --> 00:12:31.395
And what we said is establish and continu to mature

238
00:12:31.415 --> 00:12:32.515
and flight test.

239
00:12:32.955 --> 00:12:35.115
SMS, we already said that we were going to do that.

240
00:12:35.655 --> 00:12:39.035
And in fact, in fact, consider both internal

241
00:12:39.035 --> 00:12:41.075
and external auditing of SMSs.

242
00:12:41.075 --> 00:12:43.675
That is preceded by culture survey.

243
00:12:43.945 --> 00:12:45.875
Pick a flight test tailors standard,

244
00:12:46.365 --> 00:12:49.035
which is our protocol, and stay engaged.

245
00:12:50.415 --> 00:12:53.195
So NTSB expects us to do that,

246
00:12:53.255 --> 00:12:55.235
and we're actually proposing that we do that.

247
00:12:57.125 --> 00:13:00.825
And I think that the NTSB would be happy to see us do that,

248
00:13:00.825 --> 00:13:03.025
because that's what they recommended.

249
00:13:05.495 --> 00:13:08.635
So the, uh, SOP that we're proposing is as follows.

250
00:13:08.935 --> 00:13:10.515
If we, if this gets accepted

251
00:13:10.575 --> 00:13:13.185
and we get to the end result, then,

252
00:13:13.335 --> 00:13:15.465
then you would have the FDSE would

253
00:13:16.025 --> 00:13:19.065
identify qualified FMS third party vendors,

254
00:13:19.725 --> 00:13:21.905
and they would pull, publish them in our website.

255
00:13:23.455 --> 00:13:26.715
If you, a flight test organization wants to get recognized,

256
00:13:26.775 --> 00:13:29.275
you would apply with a nominal fee

257

00:13:29.855 --> 00:13:32.635
to the FTSE for recognition.

258
00:13:34.045 --> 00:13:35.665
And then the, uh,

259
00:13:36.685 --> 00:13:39.585
the FDSC would assign a one person,

260
00:13:39.975 --> 00:13:43.665
because you, as a flight test organization can say,

261
00:13:44.165 --> 00:13:47.625
we wanna use this company to do the auditing for us.

262
00:13:49.545 --> 00:13:54.125
And, uh, and, but at least one FTSE member would be assigned

263
00:13:54.745 --> 00:13:57.725
to that organization to, to help 'em do the protocol

264
00:13:57.725 --> 00:13:59.005
and make sure they do it our way.

265
00:14:00.775 --> 00:14:03.755
That we use our protocol to do that.

266
00:14:04.995 --> 00:14:08.585
And, uh, if you meet the criteria for the most part,

267
00:14:09.435 --> 00:14:11.005
then we will give you a certificate.

268
00:14:12.165 --> 00:14:14.415
Yeah, that's, that's the process.

269
00:14:16.455 --> 00:14:20.715
So there many people were worried about the liability. Okay?

270
00:14:20.775 --> 00:14:24.955
So what if the company that we recognize has an accident

271
00:14:26.385 --> 00:14:27.725
and we would be liable

272
00:14:27.725 --> 00:14:32.435
because we know negative, uh, we we're not liable

273
00:14:32.545 --> 00:14:33.875
because just

274
00:14:33.875 --> 00:14:36.755
because we gave you a certificate of rec does not mean you,

275
00:14:36.755 --> 00:14:38.915
you're not gonna have an accident, sorry.

276
00:14:39.415 --> 00:14:43.315
So we would have, just like any auditing agency, we would,

277
00:14:43.455 --> 00:14:46.755
we would sign a whole harmless agreement that says that,

278
00:14:47.095 --> 00:14:49.835
you know, well, we were not responsible for,

279
00:14:50.015 --> 00:14:51.445
you know, that like that.

280
00:14:52.105 --> 00:14:53.205
And it's, it's normal.

281
00:14:53.275 --> 00:14:56.045
It's a standard procedure for auditing agents to do that.

282
00:14:56.225 --> 00:15:00.085
Isabel and other organizations do that myself,

283
00:15:00.145 --> 00:15:01.165
my company does that.

284

00:15:01.225 --> 00:15:03.765
And we sign with the, with the,

285
00:15:03.835 --> 00:15:05.325
with the company that we're auditing.

286
00:15:06.635 --> 00:15:08.415
So that's not a concern. It shouldn't be.

287
00:15:08.955 --> 00:15:10.175
And this is what it would look like.

288
00:15:10.765 --> 00:15:14.295
It's just as conceptual. It, it probably will change.

289
00:15:14.475 --> 00:15:17.805
But this is some kind of, you put put on the wall and, uh,

290
00:15:17.905 --> 00:15:21.905
and actually, you know, one of the things that you'll see is

291
00:15:22.495 --> 00:15:23.705
putting it on the wall.

292
00:15:23.815 --> 00:15:27.045
It's not good enough. You have to have, have, have

293
00:15:27.045 --> 00:15:30.885
to have an actual active SMS system when we go audit it,

294
00:15:31.575 --> 00:15:32.955
we don't wanna see a certificate

295
00:15:33.015 --> 00:15:36.315
or some kind of manual in that just sitting there.

296
00:15:36.335 --> 00:15:40.355
We wanna see it work, and you'll see it in, in our protocol.

297
00:15:42.185 --> 00:15:44.215
So, Claude, go

298
00:15:44.215 --> 00:15:47.355
to the pene, please.

299
00:15:47.855 --> 00:15:48.075
The

300
00:15:53.915 --> 00:15:54.515
Word document.

301
00:16:05.815 --> 00:16:07.075
So the team got together

302
00:16:07.335 --> 00:16:09.555
and put together this, this Appendix A

303
00:16:09.745 --> 00:16:11.355
that we put in our proposal.

304
00:16:12.355 --> 00:16:15.775
And we thought that these are the things that are important

305
00:16:15.835 --> 00:16:18.415
to flight test organizations to have.

306
00:16:24.505 --> 00:16:29.315
And just like the SETP, we put a statement up above, uh,

307
00:16:30.345 --> 00:16:32.965
flight test at the end, flight test organizations

308
00:16:33.485 --> 00:16:36.955
recognized, yeah, recognized

309
00:16:36.955 --> 00:16:41.565
by the end should meet most of these items and their intent.

310
00:16:41.705 --> 00:16:42.885
So you don't have to meet 'em all.

311

00:16:42.905 --> 00:16:44.605
But if we, if we go audit you

312
00:16:44.745 --> 00:16:47.605
and you meet most of them, we would recommend

313
00:16:47.605 --> 00:16:48.645
that you get the certificate.

314
00:16:49.765 --> 00:16:52.805
So all, uh, uh, one,

315
00:16:52.905 --> 00:16:55.285
the flight test organization should have a dedicated

316
00:16:55.505 --> 00:16:57.085
SM SMS manual.

317
00:16:57.425 --> 00:16:59.485
We with covers and contains all these things.

318
00:16:59.905 --> 00:17:01.445
I'm not gonna read each item here

319
00:17:01.445 --> 00:17:03.965
because you get a handout you, you will use

320
00:17:03.965 --> 00:17:06.285
for your exercise, and you can read the details in there.

321
00:17:06.745 --> 00:17:08.765
Scroll down, please, to the number two

322
00:17:09.855 --> 00:17:11.595
flight test operations manual.

323
00:17:11.955 --> 00:17:13.715
I think you should, we think you should have

324
00:17:13.755 --> 00:17:15.395
A-F-D-O-M if you don't.

325
00:17:15.775 --> 00:17:19.475
Should, uh, number three, maintenance. Okay?

326
00:17:19.535 --> 00:17:21.995
So if you have an embedded maintenance in your flight test

327
00:17:21.995 --> 00:17:25.915
organization, it should have these things, uh, in it.

328
00:17:26.525 --> 00:17:28.575
And a lot of them scroll down.

329
00:17:29.505 --> 00:17:33.725
Uh, you should have a MRP, this, uh, response plan.

330
00:17:33.905 --> 00:17:37.685
And, uh, some organizations have variations to that.

331
00:17:37.785 --> 00:17:40.845
But, uh, we wanna see something that is, is well designed

332
00:17:41.025 --> 00:17:42.405
and is, and is doable

333
00:17:42.425 --> 00:17:44.525
and quickly accessed and all those good things.

334
00:17:45.435 --> 00:17:48.975
Uh, the structure of the flight test organization,

335
00:17:49.765 --> 00:17:52.185
who reports to whom are the responsibilities

336
00:17:52.615 --> 00:17:53.625
clearly defined?

337
00:17:53.755 --> 00:17:55.105
Those, those kinds of things.

338

00:17:55.485 --> 00:17:57.065
Is there a flight safety manager

339
00:17:57.245 --> 00:17:59.775
or office, whoever you want to call it,

340
00:17:59.775 --> 00:18:03.405
but the one person that, that, that does that, um,

341
00:18:04.965 --> 00:18:07.225
anyway, I'm not gonna go through that safety culture.

342
00:18:07.445 --> 00:18:08.705
Yes, that's a big deal.

343
00:18:09.435 --> 00:18:10.865
We're gonna look at your safety culture,

344
00:18:10.925 --> 00:18:12.065
and you should have all these things.

345
00:18:12.605 --> 00:18:14.345
And safety culture is everything.

346
00:18:14.885 --> 00:18:16.905
You have an SMS, you have no such culture,

347
00:18:17.285 --> 00:18:18.875
you have nothing, okay?

348
00:18:19.495 --> 00:18:24.295
Um, uh, qualified personnel, believe it or not.

349
00:18:24.875 --> 00:18:28.875
Um, what, what I have seen in the past that they don't have

350
00:18:29.635 --> 00:18:32.205
these items in their, uh,

351
00:18:32.745 --> 00:18:34.885
and the people you just say you reflect as engineer,

352
00:18:34.885 --> 00:18:36.045
you're whatever.

353
00:18:36.425 --> 00:18:38.365
And they don't have training and qualifications

354
00:18:38.385 --> 00:18:39.925
and standards for that.

355
00:18:40.625 --> 00:18:42.445
The state of the SMS program,

356
00:18:42.545 --> 00:18:44.205
that's extremely important, number eight.

357
00:18:44.345 --> 00:18:45.605
And that's, I think, the end of it.

358
00:18:46.025 --> 00:18:50.165
It has to be an SA live SMS has to be

359
00:18:50.775 --> 00:18:54.115
alive, practiced and, and active.

360
00:18:55.185 --> 00:18:58.385
Not just a manual that people just hang

361
00:18:58.565 --> 00:19:00.385
or a certificate that they hang on the wall.

362
00:19:00.895 --> 00:19:02.665
Okay? So those are, that's the criteria.

363
00:19:03.325 --> 00:19:05.985
And, uh, you'll get, and there's handouts, one for each

364
00:19:05.985 --> 00:19:07.945
of you here that you'll use

365

00:19:07.945 --> 00:19:09.865
during the breakout of the exercise.

366
00:19:11.085 --> 00:19:13.615
Okay? Next slide is, I think, go to the Excel.

367
00:19:15.235 --> 00:19:17.255
And, uh, this is what's called a protocol.

368
00:19:17.645 --> 00:19:20.575
It's a checklist in an Excel form format.

369
00:19:36.305 --> 00:19:39.245
I'm gonna guide you through, uh, how to navigate that

370
00:19:39.245 --> 00:19:42.295
through that Excel spreadsheet

371
00:19:44.485 --> 00:19:45.705
and go to pillar one.

372
00:19:45.705 --> 00:19:48.305
Pillar one is down here, pillar, the pillars are here,

373
00:19:48.335 --> 00:19:51.975
four pillars, plus there's an X-ray here for it in, uh,

374
00:19:51.975 --> 00:19:53.015
interface management.

375
00:19:54.065 --> 00:19:58.315
Okay? So the pillar one, if you go to the, the top,

376
00:19:59.095 --> 00:20:03.905
okay, what we have done, this protocol comes from

377
00:20:04.445 --> 00:20:08.125
the FAA protocol they use

378
00:20:08.185 --> 00:20:09.805
for accepting USMS.

379
00:20:10.335 --> 00:20:14.155
And it, it includes, uh, uh, parts

380
00:20:14.175 --> 00:20:17.355
of the a i A in the, the, the industry.

381
00:20:17.975 --> 00:20:22.785
Uh, there's a, there's a manual for, uh, for, uh, SMS,

382
00:20:23.085 --> 00:20:27.425
uh, in the, uh, international, uh, uh, a i a standard.

383
00:20:28.005 --> 00:20:29.145
It includes a lot of things.

384
00:20:29.765 --> 00:20:32.425
Um, but the ones, the one thing we have added,

385
00:20:33.165 --> 00:20:37.135
if you scroll down, if you scroll down

386
00:20:38.295 --> 00:20:42.775
when you do, when you review this protocol in your exercise,

387
00:20:42.925 --> 00:20:45.135
look for this for the green areas.

388
00:20:45.985 --> 00:20:49.915
So it, it tells you where this, this criteria came from.

389
00:20:50.905 --> 00:20:53.015
Okay? And scroll down.

390
00:20:55.875 --> 00:20:59.455
All these are pretty standard in, in every, in any SMS,

391
00:20:59.595 --> 00:21:01.615
but the green areas are unique to flight test.

392

00:21:01.925 --> 00:21:03.935
Keep scrolling down until you see more green

393
00:21:08.705 --> 00:21:09.215
right here.

394
00:21:09.755 --> 00:21:12.825
So we have added this, these criteria,

395
00:21:13.045 --> 00:21:14.545
and that's what the reference is.

396
00:21:15.845 --> 00:21:18.065
And so I'll go to pillar two, please,

397
00:21:22.355 --> 00:21:24.575
and let's look for green areas here.

398
00:21:34.815 --> 00:21:37.225
Okay? Yeah. Pillar two has a lot of greens.

399
00:21:37.815 --> 00:21:42.055
Uh, some of it comes from, uh, the FDSE.

400
00:21:42.055 --> 00:21:43.615
Some of it comes from my company.

401
00:21:44.335 --> 00:21:46.575
I personally, my experience, I, you know, I,

402
00:21:46.645 --> 00:21:49.575
I've embedded this, what I, my company thinks.

403
00:21:50.195 --> 00:21:52.855
My company is company one, so it's me,

404
00:21:52.965 --> 00:21:54.015
what I think is important.

405
00:21:54.115 --> 00:21:56.895
And then 40, 40 point 26 is all over the place.

406
00:21:57.905 --> 00:22:00.535
40 point 40, 40 point 26, Charlie,

407
00:22:02.195 --> 00:22:03.785
which I hope it doesn't change too much

408
00:22:03.785 --> 00:22:05.945
with the Delta version, okay?

409
00:22:06.525 --> 00:22:09.105
And keep scrolling, okay? Go to the next pillar.

410
00:22:13.805 --> 00:22:16.785
Safety assurance. Scroll down until we see green.

411
00:22:22.435 --> 00:22:24.645
There's not much green in the safety assurance

412
00:22:24.645 --> 00:22:25.885
because it's pretty standard.

413
00:22:26.505 --> 00:22:31.175
Uh, next, next pillar, safety promotion. That's pillar four.

414
00:22:35.435 --> 00:22:38.945
And here's something, here's some green. Scroll down.

415
00:22:48.725 --> 00:22:50.815
Yeah, a lot of stuff. Okay? What's gain?

416
00:22:51.335 --> 00:22:53.305
General Aviation Information Network.

417
00:22:53.375 --> 00:22:55.945
There's a flight safety handbook published

418
00:22:55.945 --> 00:22:57.185
by the GAIN organization.

419

00:22:57.285 --> 00:22:59.145
You can Google it and find it.

420
00:23:00.025 --> 00:23:03.245
Uh, we think that there's a lot

421
00:23:03.245 --> 00:23:06.885
of things important here in flight safety in general.

422
00:23:06.995 --> 00:23:08.725
They don't deal with flight test safety,

423
00:23:08.905 --> 00:23:11.285
but they do deal with flight safety.

424
00:23:11.285 --> 00:23:12.765
There's flight safety handbook

425
00:23:14.035 --> 00:23:16.295
and keep scrolling down.

426
00:23:16.805 --> 00:23:19.895
Okay? And then there's a freeway interface management

427
00:23:20.645 --> 00:23:22.985
that's not really part of part five, but,

428
00:23:24.265 --> 00:23:28.405
but there's some, uh, it, um, Ike five

429
00:23:28.945 --> 00:23:32.255
thinks that this should be considered, okay?

430
00:23:32.255 --> 00:23:34.055
It's not required, but it should be considered.

431
00:23:34.055 --> 00:23:37.025
And there's not, there's no green in here. So, okay.

432
00:23:37.485 --> 00:23:40.585
Uh, next slide exercise.

433
00:23:40.855 --> 00:23:42.905
Okay, so here's what we're gonna do.

434
00:23:46.225 --> 00:23:47.415
Break up into 10 teams.

435
00:23:47.435 --> 00:23:50.665
So I'm gonna have you count from one to 10 each one of you,

436
00:23:51.165 --> 00:23:53.265
and then you're gonna break up into 15 teams

437
00:23:53.845 --> 00:23:55.825
and, uh, choose a table of your choice.

438
00:23:56.605 --> 00:23:59.185
Uh, uh, assign a team leader.

439
00:24:01.295 --> 00:24:05.235
Uh, and, uh, the, your objective should you decide

440
00:24:05.235 --> 00:24:07.355
to accept it is, uh,

441
00:24:07.855 --> 00:24:10.795
review the FDSE criteria in the handouts,

442
00:24:12.575 --> 00:24:16.275
review the protocol with the green areas, emphasized

443
00:24:19.685 --> 00:24:23.505
the team leader or somebody with a computer has to download

444
00:24:23.505 --> 00:24:25.065
that Excel spreadsheet

445
00:24:25.065 --> 00:24:28.275
because, uh, it's too big to publish here

446

00:24:28.415 --> 00:24:29.715
by ha in a hard copy.

447
00:24:29.855 --> 00:24:32.995
So you'll have to use a computer to review it as a team.

448
00:24:33.555 --> 00:24:35.255
And here's where you can go to do that,

449
00:24:35.525 --> 00:24:37.575
like the safety.org org.

450
00:24:38.035 --> 00:24:41.015
And you can use this wifi with this password.

451
00:24:41.675 --> 00:24:43.495
That's for here, this conference room.

452
00:24:46.225 --> 00:24:48.685
And, uh, cloud can help you now if you get in

453
00:24:48.685 --> 00:24:51.935
trouble, okay?

454
00:24:52.315 --> 00:24:55.255
So we want your feedback on three things.

455
00:24:56.675 --> 00:25:00.375
The value of the SMS recognition by the FDSE.

456
00:25:00.435 --> 00:25:03.455
We want to hear, yes, this is a good idea.

457
00:25:04.985 --> 00:25:06.005
That's all we want to hear.

458
00:25:06.265 --> 00:25:10.075
We, we don't want, uh,

459
00:25:10.615 --> 00:25:15.135
or the value of the FDSE criteria, the,

460
00:25:15.155 --> 00:25:17.295
the white papers, the appendix A,

461
00:25:18.535 --> 00:25:20.995
and also the value of the tailored protocol

462
00:25:20.995 --> 00:25:22.675
with the green areas emphasized.

463
00:25:23.725 --> 00:25:25.905
So you are to take notes

464
00:25:26.605 --> 00:25:29.905
and as a team at the end, we'll ask you

465
00:25:29.905 --> 00:25:31.825
to debrief us on that.

466
00:25:31.825 --> 00:25:35.695
We'll give you 30 minutes, uh, to debrief, um,

467
00:25:37.365 --> 00:25:39.515
30 minutes total, okay?

468
00:25:39.855 --> 00:25:41.315
And then all teams considered.

469
00:25:41.895 --> 00:25:45.555
Um, and then, uh, what you can do is

470
00:25:48.195 --> 00:25:51.455
we, we want to keep your feedback.

471
00:25:51.515 --> 00:25:54.525
So, so give us a summary like this.

472
00:25:54.525 --> 00:25:57.245
Handwritten the team leader, whoever you want.

473

00:25:58.205 --> 00:26:01.345
We want to collect these at the end so that we can take it

474
00:26:01.345 --> 00:26:04.105
to the committee later and evaluate about what you think.

475
00:26:04.125 --> 00:26:07.435
Mm-Hmm. Uh,

476
00:26:07.735 --> 00:26:09.675
any questions on the exercise right now?

477
00:26:12.495 --> 00:26:13.985
Okay, so let's see.

478
00:26:16.845 --> 00:26:20.345
Yeah, if there are no questions, what I'm going

479
00:26:20.345 --> 00:26:24.915
to ask you here, starting from you

480
00:26:26.185 --> 00:26:28.205
and then going all the way back, and then going back

481
00:26:28.545 --> 00:26:30.845
and ending, ending up with the last person here.

482
00:26:32.755 --> 00:26:36.385
Count off from one to 10, starting here. Number

483
00:26:38.435 --> 00:26:43.435
4, 5, 4.

484
00:28:06.815 --> 00:28:09.115
Is that it? Did you get here?

485
00:28:21.275 --> 00:28:23.055
Did you remember your number?

486
00:28:27.285 --> 00:28:28.935
Okay, so, great.

487
00:28:29.315 --> 00:28:33.895
So we have, uh, an hour and a half to do to complete this.

488
00:28:34.355 --> 00:28:38.135
So logistically, what I want you to do, uh,

489
00:28:39.135 --> 00:28:41.565
would you please hand out these on this side

490
00:28:41.585 --> 00:28:43.245
and the other bunch on the other side?

491
00:28:43.395 --> 00:28:46.565
Make sure everybody gets one of those, uh, handouts.

492
00:28:47.135 --> 00:28:50.525
Every single person, okay? There's 160 copies there.

493
00:28:50.665 --> 00:28:54.615
So then

494
00:28:56.415 --> 00:28:58.855
remember your numbers, and I'm gonna leave it up to you

495
00:28:59.835 --> 00:29:02.895
to decide where you, where you wanna, there's, there's not,

496
00:29:03.255 --> 00:29:06.105
there's not 15 tables that you break up into,

497
00:29:06.465 --> 00:29:08.265
probably one table per, per number.

498
00:29:09.615 --> 00:29:14.185
When you get there, design a group leader or a note taker.

499
00:29:15.835 --> 00:29:17.735
Uh, make sure you have a laptop.

500

00:29:17.795 --> 00:29:19.815
You can download the Excel spreadsheet

501
00:29:19.875 --> 00:29:21.055
and get on the website.

502
00:29:23.545 --> 00:29:27.235
And, uh, Claude, could you put up the, uh, the internet

503
00:29:27.575 --> 00:29:30.835
and to see where to get that spreadsheet on our website?

504
00:29:40.185 --> 00:29:42.815
Okay? So once you are together in teams

505
00:29:43.565 --> 00:29:45.495
with your team leader or note taker,

506
00:29:45.515 --> 00:29:47.955
or both, then go to work

507
00:29:49.005 --> 00:29:50.585
and I'll post the criteria here.

508
00:29:50.995 --> 00:29:55.105
Three criteria you wanna know is it, is the SMS recognition.

509
00:29:55.145 --> 00:29:57.385
A good idea is the appendix,

510
00:29:58.165 --> 00:30:00.785
the the FDC criteria.

511
00:30:01.015 --> 00:30:03.585
Good. And is the protocol good?

512
00:30:03.765 --> 00:30:05.945
And you, and you, and we want to hear your comments on that.

513
00:30:07.055 --> 00:30:10.905
Okay? So on the website, uh, you've got,

514
00:30:11.055 --> 00:30:12.305
once you get on the website,

515
00:30:13.215 --> 00:30:16.115
and I was talking while you went, went to the basic, go back

516
00:30:16.115 --> 00:30:18.955
to the first, to the homepage, please

517
00:30:19.825 --> 00:30:20.925
go back to the homepage.

518
00:30:23.295 --> 00:30:25.625
Okay? So you go to the Flight to safety committee, flight

519
00:30:25.625 --> 00:30:29.065
to safety.org, and you go to the resources

520
00:30:29.065 --> 00:30:32.725
and links on the far right, on the top, on the top menu.

521
00:30:32.795 --> 00:30:37.415
Yeah, there you go. And then on that page, you go to the

522
00:30:38.355 --> 00:30:39.815
two thou, 20, 24 Seattle.

523
00:30:40.075 --> 00:30:44.475
And right there, that's where you get the protocol. Okay?

524
00:30:47.835 --> 00:30:49.115
Question, way back there.

525
00:30:50.945 --> 00:30:53.275
Okay, you got it. Question. Can

526
00:30:53.275 --> 00:30:54.275
We use a table?

527

00:30:55.075 --> 00:30:56.175
You can go anywhere you want.

528
00:31:08.585 --> 00:31:11.405
So go forth and conquer,

529
00:31:12.365 --> 00:31:13.365
Come back.

530
00:31:18.855 --> 00:31:23.785
Yeah, the criteria. What time do you want?

531
00:31:25.605 --> 00:31:28.805
You got 30 minutes. Thought

532
00:31:28.805 --> 00:31:30.925
They had an hour, you got 30 minutes to do your, uh,

533
00:31:31.535 --> 00:31:33.685
evaluation, and then 30 minutes to debrief,

534
00:31:35.875 --> 00:31:36.875
Correct? Once,

535
00:31:36.875 --> 00:31:38.015
right?

536
00:31:39.235 --> 00:31:40.615
You have one, excuse me.

537
00:31:40.615 --> 00:31:44.655
Correction, you have one hour to do your teamwork,

538
00:31:45.075 --> 00:31:46.655
and then 30 minutes to debrief.

539
00:31:47.795 --> 00:31:49.975
Why don't you put your three questions up there. Yeah,

540
00:31:50.595 --> 00:31:53.975
Claude, Claude, put the, uh, the slide,

541
00:31:55.955 --> 00:31:59.015
put the slides with the three questions, uh, of

542
00:31:59.015 --> 00:32:01.415
what the team needs to give us

543
00:32:06.535 --> 00:32:08.555
One to two minute debrief for team.

544
00:32:10.575 --> 00:32:11.635
Is that what it turns out?

545
00:32:11.945 --> 00:32:14.515
15 takes Two minutes will be 30 minutes. So one to

546
00:32:14.515 --> 00:32:15.515
Two minutes. One to two minutes.

547
00:32:15.515 --> 00:32:17.035
Okay.

548
00:32:17.035 --> 00:32:18.275
So teams,

549
00:32:18.375 --> 00:32:19.515
before you break out,

550
00:32:19.615 --> 00:32:21.835
here's the three things at the bottom of this slide.

551
00:32:21.835 --> 00:32:24.355
These are the three things we want, okay?

552
00:32:24.735 --> 00:32:29.235
The value of the recognition, the value of the FDSE criteria

553
00:32:29.335 --> 00:32:30.795
and the value of the protocol.

554

00:32:31.735 --> 00:32:34.355
That's what we want. And you have, when you debrief,

555
00:32:34.735 --> 00:32:37.395
you will have one to two minutes per team.

556
00:33:06.465 --> 00:33:07.805
The clock is ticking.

557
00:33:38.385 --> 00:33:39.485
Hey, Bruce. Get get,

558
00:33:39.705 --> 00:33:41.925
get those folks in the other room to come in, please.

559
00:34:13.795 --> 00:34:16.535
Hey, Claude, do you have chimes, electronic chimes?

560
00:34:22.725 --> 00:34:26.795
Click, click, click. Got some stragglers over there.

561
00:34:27.505 --> 00:34:31.255
Come on folks, let's get going.

562
00:34:38.895 --> 00:34:41.585
Okay, I'll get started and let them, uh, wander in.

563
00:34:41.965 --> 00:34:43.625
Uh, so your objective

564
00:34:44.165 --> 00:34:46.425
and you accepted it, was to

565
00:34:48.105 --> 00:34:50.555
give us feedback on the value of the

566
00:34:51.075 --> 00:34:53.795
F-D-A-C-S-M-S recognition program.

567
00:34:53.975 --> 00:34:58.935
If it gets adopted, the value of the F-D-A-S-C criteria,

568
00:34:58.955 --> 00:35:01.255
that's appendix A on the Word document

569
00:35:02.185 --> 00:35:04.485
and the value of the tailored protocol.

570
00:35:04.815 --> 00:35:06.525
Those were your three objectives.

571
00:35:07.055 --> 00:35:11.035
So I'm gonna ask you to, um, by team members,

572
00:35:11.455 --> 00:35:13.835
by team leaders, whoever the spokesman is for the team

573
00:35:14.055 --> 00:35:16.235
to come up to either one of these mics,

574
00:35:16.645 --> 00:35:19.415
preferably the back one, it doesn't matter.

575
00:35:19.415 --> 00:35:20.855
They're both covered by the video.

576
00:35:21.195 --> 00:35:23.975
And we want you on the video

577
00:35:23.975 --> 00:35:24.975
because we need

578
00:35:24.975 --> 00:35:27.335
to collect those comments in case we don't get 'em all.

579
00:35:27.885 --> 00:35:30.135
Also, the team leaders, uh, would ask you

580
00:35:30.135 --> 00:35:31.735
to give us your summary notes

581

00:35:33.645 --> 00:35:35.165
if you'd recorded them.

582
00:35:36.685 --> 00:35:41.345
Uh, and then, and then Turbo's gonna tell you a way

583
00:35:41.525 --> 00:35:45.455
to get further comments if you took more than just these

584
00:35:45.455 --> 00:35:47.525
notes to put 'em in the website

585
00:35:47.665 --> 00:35:49.995
or somewhere to send them later.

586
00:35:52.145 --> 00:35:57.065
Team number one, who is the spokesman?

587
00:35:59.715 --> 00:36:00.715
Go for it.

588
00:36:01.945 --> 00:36:03.965
All right, for team one, wait a minute,

589
00:36:04.665 --> 00:36:07.585
Is the mic on Check?

590
00:36:07.585 --> 00:36:08.705
Check? Is this mic on? I don't,

591
00:36:08.705 --> 00:36:09.705
I don't hear you very well.

592
00:36:10.725 --> 00:36:13.855
Check, check. Okay.

593
00:36:14.125 --> 00:36:17.575
Yeah, I'll just stand close here. Yeah. Um, okay.

594
00:36:17.575 --> 00:36:19.575
So I don't know how to, uh, sum up the two pages

595
00:36:19.595 --> 00:36:20.775
of bullets that I wrote down here.

596
00:36:21.735 --> 00:36:24.355
Um, but, uh, I think some of the overall value

597
00:36:24.355 --> 00:36:27.035
of the recognition, one of the big questions we had is, uh,

598
00:36:27.035 --> 00:36:30.195
what is incentivizing the companies to seek out recognition?

599
00:36:31.185 --> 00:36:33.365
Um, so for example, is that going

600
00:36:33.365 --> 00:36:36.125
to help a company get FAA approval of their SMS?

601
00:36:36.725 --> 00:36:39.265
Is it going to lower their insurance rates, for example,

602
00:36:39.265 --> 00:36:41.945
which would be really important for smaller operators.

603
00:36:42.785 --> 00:36:44.045
Um, some other questions.

604
00:36:44.265 --> 00:36:45.765
Is this audit scheme gonna give credit

605
00:36:45.865 --> 00:36:48.005
for existing audits on SMS in general?

606
00:36:48.305 --> 00:36:50.205
So could they take credit for a previous audit

607
00:36:50.265 --> 00:36:52.205
and just do a flight test supplement?

608

00:36:53.595 --> 00:36:56.375
Um, and then how often does this audit need to be repeated?

609
00:36:56.515 --> 00:36:59.775
If the organization updates some aspect of their SMS sort

610
00:36:59.775 --> 00:37:02.095
of a major change versus minor change cutoff would

611
00:37:02.095 --> 00:37:03.985
be, would be good.

612
00:37:06.255 --> 00:37:08.505
Okay. So those are a lot of questions and, uh,

613
00:37:08.845 --> 00:37:10.665
and we can answer those questions, but,

614
00:37:10.925 --> 00:37:13.755
but how about, do you think there is value?

615
00:37:15.215 --> 00:37:19.595
Yes. Do you think the FDSC criteria is valuable? Yes.

616
00:37:20.055 --> 00:37:22.955
Do you think the protocol is valuable? Yes. Good. Okay.

617
00:37:23.105 --> 00:37:24.555
With input, I can, we'll take your notes.

618
00:37:24.555 --> 00:37:25.715
Yes. I can email this to you, right?

619
00:37:25.715 --> 00:37:27.595
Thank you. Group number two.

620
00:37:36.855 --> 00:37:40.335
Morning. Uh, I suppose we had a, a little bit

621
00:37:40.335 --> 00:37:43.055
of similarity there with, uh, you know, what,

622
00:37:43.055 --> 00:37:46.775
what is the recurring, uh, approval of, uh, recognition?

623
00:37:47.625 --> 00:37:52.435
Uh, and, uh, team also spent a lot of time, uh,

624
00:37:52.715 --> 00:37:57.075
hovering around, uh, uh, would this be, uh,

625
00:37:57.725 --> 00:38:00.315
maybe more valuable, uh, not

626
00:38:00.335 --> 00:38:03.075
as a a recognition certification role,

627
00:38:03.135 --> 00:38:05.555
but rather as an advisory service role?

628
00:38:06.365 --> 00:38:11.335
Um, and, uh, see,

629
00:38:12.045 --> 00:38:15.695
yeah, could this be more value in having independent, uh,

630
00:38:15.935 --> 00:38:19.575
people come in as an informational gathering group

631
00:38:19.635 --> 00:38:22.255
to extract observed, uh, best practices?

632
00:38:23.045 --> 00:38:26.665
Uh, and then we also spend a little bit of time on, uh, some

633
00:38:26.665 --> 00:38:29.145
of the details in the criteria about, well,

634
00:38:29.485 --> 00:38:32.985
how do you define, uh, what is a desired training program?

635

00:38:33.845 --> 00:38:38.795
Uh, or what are qualified, uh, flight testers, uh,

636
00:38:39.295 --> 00:38:42.955
how do you qualify a credible flight test experience,

637
00:38:43.175 --> 00:38:44.235
uh, for personnel?

638
00:38:45.155 --> 00:38:48.015
So those were some of the, the high points that we had here.

639
00:38:48.745 --> 00:38:49.995
Okay. But you think there's value

640
00:38:51.015 --> 00:38:52.555
if we answer all those questions?

641
00:38:53.515 --> 00:38:56.365
Yeah, I think that, yeah, there's, there's value there.

642
00:38:56.435 --> 00:38:59.425
Yeah. It's just, yeah, how, how do we implement it?

643
00:38:59.655 --> 00:39:02.245
Okay. Thank you very much. Group number three.

644
00:39:04.485 --> 00:39:06.305
And, and when you speak, you clo get

645
00:39:06.305 --> 00:39:07.385
closer to the mic, please.

646
00:39:08.315 --> 00:39:11.855
Uh, sure. I'll face the folks too. Hi, I am Jonathan Nall.

647
00:39:11.855 --> 00:39:13.735
I'm, uh, test pilot instructor

648
00:39:13.795 --> 00:39:15.935
and safety manager at, uh, NTPS.

649
00:39:16.585 --> 00:39:19.885
Uh, so for the first one, we definitely felt there's value

650
00:39:19.985 --> 00:39:22.765
for the flight test safety committee, SMS recognition.

651
00:39:23.535 --> 00:39:25.435
Uh, in particular, we felt that, uh,

652
00:39:25.705 --> 00:39:26.835
it's gotta be hard to get.

653
00:39:27.295 --> 00:39:31.195
So similar to, uh, sorry, similar to getting, uh, uh,

654
00:39:31.595 --> 00:39:35.715
SETP recognition of being a TPS, it should be equally hard

655
00:39:35.715 --> 00:39:38.235
or hard for you to get as an organization.

656
00:39:38.235 --> 00:39:39.955
This recognition, uh,

657
00:39:40.135 --> 00:39:42.155
and the value should be clearly defined.

658
00:39:42.815 --> 00:39:47.115
Uh, what's the value, um, for the company, uh, defined

659
00:39:47.115 --> 00:39:49.275
and articulated What advantages to the company,

660
00:39:49.275 --> 00:39:51.195
what do they get out of getting this recognition,

661
00:39:52.055 --> 00:39:53.275
uh, criteria?

662

```
00:39:54.255 --> 00:39:58.585
Uh, we felt that, uh, if you're going to make this hard

663
00:39:58.585 --> 00:40:00.025
to get, and it's gonna be valuable,

664
00:40:00.375 --> 00:40:02.585
then you've gotta meet all the, all the criteria.

665
00:40:03.085 --> 00:40:05.265
You had mentioned that probably if you met most

666
00:40:05.265 --> 00:40:07.665
of the criteria, you would give the recognition we felt

667
00:40:07.665 --> 00:40:09.545
that you, you really should make it all of them.

668
00:40:09.885 --> 00:40:12.145
And those standards might need to be, uh,

669
00:40:12.255 --> 00:40:13.625
more heavily articulated

670
00:40:14.245 --> 00:40:16.385
and that it should be tailored to the organization.

671
00:40:16.605 --> 00:40:18.945
So, uh, this recognition, uh,

672
00:40:19.405 --> 00:40:21.505
and now we're into number two about the value

673
00:40:21.505 --> 00:40:22.665
of the flight test criteria.

674
00:40:23.325 --> 00:40:25.265
Uh, so we felt this very valuable,

675
00:40:25.445 --> 00:40:28.305
but that criteria needs to be tailored to the organization,
```

676
00:40:28.805 --> 00:40:32.065
uh, small OEM developer versus a flight test school,

677
00:40:32.085 --> 00:40:33.665
for example, or a test pilot school.

678
00:40:34.045 --> 00:40:35.545
Um, it's gotta be a bit different.

679
00:40:35.965 --> 00:40:39.025
Uh, I've got a bunch of small things on here.

680
00:40:40.145 --> 00:40:42.345
I think we sort of answered that third question about value

681
00:40:42.345 --> 00:40:43.345
of the tailored protocol.

682
00:40:43.725 --> 00:40:45.425
And then I can go quickly through that,

683
00:40:45.685 --> 00:40:47.545
or I can, I can give you the notes that we added.

684
00:40:47.625 --> 00:40:48.705
A bunch of small items. Yeah,

685
00:40:48.705 --> 00:40:50.865
Yeah, give us a note when we tell you where

686
00:40:50.865 --> 00:40:52.505
to send them. Uh, we'd appreciate

687
00:40:52.505 --> 00:40:53.465
It. You got it. Thank you. Thank you

688
00:40:53.465 --> 00:40:54.465
Very much.

689

00:40:55.005 --> 00:40:56.035
Group number four,

690
00:41:04.125 --> 00:41:05.125
A little shorter.

691
00:41:05.405 --> 00:41:09.565
Hi, Chris Berg with Hermes, uh, chief Test Pilot, uh,

692
00:41:09.705 --> 00:41:11.845
and recent Air Force, uh, retiree.

693
00:41:12.305 --> 00:41:15.755
Um, we answered, uh, your three questions,

694
00:41:15.755 --> 00:41:16.755
but, you know, additional notes

695
00:41:16.775 --> 00:41:19.235
and a little bit of, um, difference in conflict

696
00:41:19.235 --> 00:41:20.915
with the last speaker, uh,

697
00:41:21.325 --> 00:41:25.075
where we talked about scalability in your FTSC criteria

698
00:41:25.695 --> 00:41:29.145
of potentially not meeting everything in there.

699
00:41:29.685 --> 00:41:33.065
Um, so for example, if my company, uh, is a, a

700
00:41:34.115 --> 00:41:35.905
pilot team of one, um,

701
00:41:36.615 --> 00:41:37.915
we don't necessarily have the bandwidth

702
00:41:37.935 --> 00:41:41.075
to do all these things, but having additional comments

703
00:41:41.625 --> 00:41:45.795
from the FTSC in the implementation of this, of

704
00:41:46.755 --> 00:41:50.275
a opportunity to develop a roadmap, uh,

705
00:41:50.375 --> 00:41:55.355
and that the SMS is a continuous process of, uh,

706
00:41:55.935 --> 00:41:58.115
review and improvement over time.

707
00:41:58.655 --> 00:42:00.995
And maybe in the first six to 12 months, uh,

708
00:42:02.085 --> 00:42:04.065
our company has decided to focus on these things

709
00:42:04.065 --> 00:42:05.425
because we find them, uh,

710
00:42:05.425 --> 00:42:06.705
the biggest value to what we're doing.

711
00:42:07.125 --> 00:42:11.665
And then as we continue in our, uh, existence, right,

712
00:42:11.665 --> 00:42:13.625
adding, uh, to those pieces,

713
00:42:14.805 --> 00:42:16.505
so having some deliberate comments about

714
00:42:16.505 --> 00:42:18.385
that would be, uh, valuable.

715
00:42:19.315 --> 00:42:21.575
Uh, and we all agreed that the biggest value in

716

00:42:22.555 --> 00:42:26.905
doing this is the, the thought exercise of actually going

717
00:42:26.905 --> 00:42:28.745
through it within your team and developing

718
00:42:28.805 --> 00:42:31.225
and deciding what our SMS is going to be.

719
00:42:33.045 --> 00:42:35.985
We need to make sure that we avoid conflicts

720
00:42:35.985 --> 00:42:39.945
of interest in terms of SMS recognition from FTSC

721
00:42:40.165 --> 00:42:43.025
and who these objective, you know, auditors would be.

722
00:42:43.445 --> 00:42:46.505
Uh, you know, there's a fear of, you know, competition

723
00:42:46.535 --> 00:42:48.345
between, uh, various companies.

724
00:42:48.925 --> 00:42:51.825
Uh, of, you may have your STSC hat on,

725
00:42:51.925 --> 00:42:54.745
but you're employed by, you know, X company

726
00:42:54.765 --> 00:42:55.985
and I, and I work for y.

727
00:42:56.405 --> 00:42:59.065
Um, so is there any potential conflict of interest of

728
00:42:59.065 --> 00:42:59.785
how those people get

729
00:43:00.065 --> 00:43:01.345
reimbursed for their, the work they're doing?

730
00:43:01.925 --> 00:43:04.625
Uh, and I think that requires constant, uh,

731
00:43:04.625 --> 00:43:08.765
or consistent messaging from FTSC, uh, about how they,

732
00:43:10.025 --> 00:43:13.235
what they do to remain objective, uh, in the assessment.

733
00:43:15.835 --> 00:43:20.485
Um, and we wanted to make sure that, uh, while we,

734
00:43:20.505 --> 00:43:23.445
we agreed that this is valuable, uh, potentially

735
00:43:23.445 --> 00:43:26.125
of some level of recognition and the criteria

736
00:43:26.265 --> 00:43:30.525
and the protocol, um, that it not be a hurdle to entrant to,

737
00:43:30.905 --> 00:43:33.045
you know, small companies joining the game.

738
00:43:33.465 --> 00:43:37.485
And so that if we make it again scalable, um, with,

739
00:43:37.625 --> 00:43:40.165
you know, a roadmap over time, then it,

740
00:43:40.585 --> 00:43:41.965
it won't be as much of a hurdle.

741
00:43:43.275 --> 00:43:44.815
And then I'll change this chicken scratch

742
00:43:44.875 --> 00:43:46.335
to better notes for you. Okay.

743

00:43:46.335 --> 00:43:47.455
Thanks. Uh, okay.

744
00:43:47.455 --> 00:43:51.135
So a couple of recurrent themes or come up, go, go.

745
00:43:51.215 --> 00:43:53.335
Uh, uh, I'll just answer some of them.

746
00:43:53.875 --> 00:43:57.515
So, so the concept, uh, is,

747
00:43:58.135 --> 00:44:02.515
is really if you don't want a certificate from the FTSE,

748
00:44:02.735 --> 00:44:06.595
you can use this as is or modify, do yourself audit and,

749
00:44:06.695 --> 00:44:08.195
and satisfy yourself.

750
00:44:08.985 --> 00:44:13.005
And even if you don't apply for a recognition, just use some

751
00:44:13.005 --> 00:44:15.525
of these concepts and do yourself audit and,

752
00:44:15.585 --> 00:44:18.605
and determine whether you are happy with that yourself.

753
00:44:19.385 --> 00:44:21.855
You can always do that, and you should,

754
00:44:22.535 --> 00:44:24.105
because some of these are good things.

755
00:44:24.205 --> 00:44:26.785
So that answers some, some of the questions, even,

756
00:44:27.095 --> 00:44:28.465
even if we don't get to,

757
00:44:28.965 --> 00:44:31.485
to actually give certificates number five.

758
00:44:41.525 --> 00:44:43.775
Alright, so for your three questions,

759
00:44:43.775 --> 00:44:46.295
we answered in the affirmative to all of them, so

760
00:44:46.325 --> 00:44:47.535
that takes care of that.

761
00:44:48.075 --> 00:44:50.735
Um, just some general points.

762
00:44:51.155 --> 00:44:53.615
Um, so do we think there's value?

763
00:44:53.755 --> 00:44:57.255
Yes, because it originated from an NTSB recommendation, um,

764
00:44:57.415 --> 00:44:59.795
to what's some of the other groups said, we would echo

765
00:44:59.795 --> 00:45:02.715
that there needs to be clear value for the organization,

766
00:45:03.525 --> 00:45:06.495
whether that's some sort of expedition of an audit process

767
00:45:06.755 --> 00:45:09.575
or some sort of acknowledgement from your regulator.

768
00:45:10.315 --> 00:45:11.895
Um, it has to be more than just

769
00:45:11.935 --> 00:45:13.215
a certificate hanging on the wall.

770

00:45:13.715 --> 00:45:17.655
Um, also think

771
00:45:17.655 --> 00:45:20.295
that the certificate should have an expiration date so

772
00:45:20.295 --> 00:45:21.815
that it forces your SMS

773
00:45:21.815 --> 00:45:23.695
to be periodically reviewed and updated.

774
00:45:24.365 --> 00:45:28.225
And then additionally, we thought that FAA buy-in was key so

775
00:45:28.225 --> 00:45:30.905
that there isn't some sort of conflict

776
00:45:30.905 --> 00:45:32.465
between what's in your SMS

777
00:45:32.465 --> 00:45:34.745
and what the regulator is expecting or looking for.

778
00:45:35.525 --> 00:45:38.125
Um, but we did view this certificate as a,

779
00:45:38.125 --> 00:45:40.285
an endorsement from the safety committee that would help

780
00:45:40.305 --> 00:45:43.725
to acknowledge, recognize standards for a flight test, SMS,

781
00:45:44.195 --> 00:45:46.295
and show that you're in alignment with part five.

782
00:45:47.175 --> 00:45:51.195
Um, one thing on the handout that we commented upon was

783
00:45:51.195 --> 00:45:53.355
that maybe have a little bit more related

784
00:45:53.355 --> 00:45:55.355
to process risk management.

785
00:45:55.355 --> 00:45:57.955
There was quite a few things on there related

786
00:45:58.015 --> 00:45:59.475
to actual testing,

787
00:45:59.815 --> 00:46:03.355
but, uh, sometimes there are process related items upstream

788
00:46:03.355 --> 00:46:05.555
of the test that could be consequential to the risk.

789
00:46:06.035 --> 00:46:08.295
And we do acknowledge that in some of the other, in some

790
00:46:08.295 --> 00:46:09.375
of the sections of the handout,

791
00:46:09.375 --> 00:46:10.695
there were some process related items.

792
00:46:12.145 --> 00:46:15.045
Um, the flight test safety committee

793
00:46:15.185 --> 00:46:16.365
or council could help

794
00:46:16.365 --> 00:46:19.725
with identifying areas within part five that it expects

795
00:46:19.725 --> 00:46:22.685
to be different in the context of flight test specifically.

796
00:46:23.385 --> 00:46:26.085
And then some of the items we felt could live in the

797

```
00:46:26.195 --> 00:46:28.765
overarching enterprise SMS and may not need.

798
00:46:28.945 --> 00:46:31.965
Its, I know its own dedicated section within a flight test,

799
00:46:32.285 --> 00:46:36.205
SMS and a couple other items in the Excel file.

800
00:46:36.205 --> 00:46:38.445
Just some of the language we felt was really prescriptive

801
00:46:38.865 --> 00:46:40.805
and maybe could have been more genericized.

802
00:46:41.815 --> 00:46:43.015
That's it. Thanks.

803
00:46:43.525 --> 00:46:46.045
Okay, thank you. Now, keep, keep in mind

804
00:46:46.045 --> 00:46:48.325
that this protocol, and those are

805
00:46:48.325 --> 00:46:49.565
good comments, and we'll take 'em.

806
00:46:49.565 --> 00:46:52.405
Um, this protocol is above

807
00:46:52.425 --> 00:46:55.125
and beyond what CFR five requires.

808
00:46:55.185 --> 00:46:58.245
So if the this, there's no reason why the FAA

809
00:46:58.695 --> 00:47:00.125
after you do the final rule,

810
00:47:00.355 --> 00:47:02.325
that the FA could take this same protocol
```

811
00:47:02.325 --> 00:47:03.965
and use it to give you acceptance.

812
00:47:04.315 --> 00:47:07.445
There's no reason because all we did is just add to it.

813
00:47:08.125 --> 00:47:09.045
I don't know. I kind of disagree number,

814
00:47:09.485 --> 00:47:10.445
I kind of disagree with you, Rodney.

815
00:47:10.445 --> 00:47:12.325
Okay, go ahead. You don't want that safety committee

816
00:47:12.345 --> 00:47:15.705
to say this is FAA. Yeah.

817
00:47:15.775 --> 00:47:20.005
Yeah. CFR five understand. Okay.

818
00:47:20.655 --> 00:47:23.995
Uh, let's see. The, uh, superlative Sixers, uh, had a lot

819
00:47:23.995 --> 00:47:27.395
of the same co uh, comments, a few different ones.

820
00:47:27.495 --> 00:47:30.605
Uh, they thought it would, would, we should act

821
00:47:30.605 --> 00:47:31.885
as more like consultants.

822
00:47:32.345 --> 00:47:35.405
Not giving a certificate is one comment.

823
00:47:36.325 --> 00:47:38.745
Um, how do we certify the certifiers?

824

00:47:39.135 --> 00:47:42.745
Some of the questions, uh, will the,

825
00:47:42.745 --> 00:47:44.825
will the companies be able to cherry pick who they get

826
00:47:44.825 --> 00:47:46.305
to come and audit them?

827
00:47:46.685 --> 00:47:49.085
You know, that what's it cost?

828
00:47:49.665 --> 00:47:53.125
Uh, one person recommended, maybe it should be free at first

829
00:47:53.175 --> 00:47:55.835
until we've tried this a while and,

830
00:47:56.415 --> 00:47:58.555
and smoothed it out.

831
00:47:58.935 --> 00:48:01.395
Um, let's see,

832
00:48:01.395 --> 00:48:05.435
otherwise, uh, we were about 50 50 on that first question.

833
00:48:05.645 --> 00:48:06.795
Value of the recognition.

834
00:48:06.895 --> 00:48:09.835
So it, it depends on what the company can get out of it.

835
00:48:10.255 --> 00:48:13.345
You know, a lot of 'em are worried about, okay,

836
00:48:13.345 --> 00:48:14.465
what's it gonna do for me?

837
00:48:15.305 --> 00:48:19.515
So, um, what happens if you fail?

838
00:48:20.255 --> 00:48:22.515
You said there was most, you mostly do it.

839
00:48:22.515 --> 00:48:24.035
What, is there a fail criteria?

840
00:48:24.035 --> 00:48:27.365
What would you, what would we do? Uh, scalable.

841
00:48:27.865 --> 00:48:29.045
All all three questions.

842
00:48:29.045 --> 00:48:31.685
Everybody talked about scalable, small companies

843
00:48:31.685 --> 00:48:33.245
that have one or two people in flight test,

844
00:48:34.145 --> 00:48:35.165
uh, could be difficult.

845
00:48:35.505 --> 00:48:39.905
Um, so the second question was definitely yes,

846
00:48:40.205 --> 00:48:41.825
uh, once again, scalable.

847
00:48:42.365 --> 00:48:45.225
Uh, the third one, there was some questions talking about

848
00:48:45.875 --> 00:48:47.895
do vendors have an SMS too?

849
00:48:48.115 --> 00:48:52.775
You know, and, and so now you're getting into the maybe,

850
00:48:52.945 --> 00:48:55.845
maybe too hard to do for, for some of that.

851

00:48:56.735 --> 00:49:00.655
Um, some of the questions were, were pretty detailed about,

852
00:49:00.655 --> 00:49:02.695
you know, manager training and things like that.

853
00:49:02.835 --> 00:49:06.545
And, um, let's see.

854
00:49:07.275 --> 00:49:10.575
Uh, another person suggested maybe we should just do a,

855
00:49:10.855 --> 00:49:12.615
a manual online

856
00:49:12.675 --> 00:49:16.415
and how to set up an SMS instead of having a,

857
00:49:17.355 --> 00:49:20.505
that might be more worthwhile, uh, than,

858
00:49:20.615 --> 00:49:22.515
than a recognition.

859
00:49:22.815 --> 00:49:26.085
Uh, if anyways, for big companies,

860
00:49:26.085 --> 00:49:28.975
what level should this recognition be?

861
00:49:28.975 --> 00:49:33.795
Like a, a Boeing that's got defense and, uh, and commercial.

862
00:49:33.935 --> 00:49:35.915
And do, do each one of 'em have to come,

863
00:49:35.935 --> 00:49:37.595
or if they pass one, we'll,

864
00:49:38.155 --> 00:49:40.525
'cause they all have different, different protocols.

865
00:49:40.625 --> 00:49:44.645
So anyways, that was it. Good. Good feedback. Thank you.

866
00:49:46.565 --> 00:49:49.145
Uh, that was number seven. It's next three

867
00:49:58.055 --> 00:49:59.055
Die.

868
00:50:00.005 --> 00:50:04.485
Stand up. Peter. Can you hear me now?

869
00:50:05.035 --> 00:50:07.405
Pete, don, uh, most of you know me here.

870
00:50:07.535 --> 00:50:09.245
Those of you that don't, you're lucky.

871
00:50:09.825 --> 00:50:12.645
Uh, flight test engineer here, there are everywhere.

872
00:50:13.225 --> 00:50:15.725
Um, we all saw some value in all three.

873
00:50:16.505 --> 00:50:18.205
Um, we agreed the journey

874
00:50:18.205 --> 00:50:21.205
of an S-R-B-A-T-H-A is the value of the document.

875
00:50:21.905 --> 00:50:24.935
Um, what is the value of this?

876
00:50:25.085 --> 00:50:27.725
Does it, uh, what is the value to the students

877
00:50:27.785 --> 00:50:29.645
or employees versus the corporation?

878

00:50:30.195 --> 00:50:31.925
Does this smooth your interactions

879
00:50:31.925 --> 00:50:34.525
with the FAA NASA customers, et cetera?

880
00:50:35.345 --> 00:50:37.925
Um, we liked

881
00:50:37.925 --> 00:50:40.925
that it was flight test speci specialized auditors versus

882
00:50:40.925 --> 00:50:43.645
vanilla auditors that don't know jack about flight test.

883
00:50:44.595 --> 00:50:48.735
Um, one, one thought here was this is sort of an

884
00:50:48.735 --> 00:50:51.095
as 9,100 equivalent for flight tests.

885
00:50:51.165 --> 00:50:54.295
That sort of thing needs to be marketed to the CEOs

886
00:50:54.295 --> 00:50:55.895
and the people that are gonna unleash the purse

887
00:50:55.895 --> 00:50:57.295
strings for, for these efforts.

888
00:50:58.005 --> 00:51:01.585
Um, one of the things that we to touched on was we need

889
00:51:01.585 --> 00:51:05.025
to give companies examples of where people failed

890
00:51:05.025 --> 00:51:06.745
to do this, what the accidents were.

891
00:51:07.405 --> 00:51:09.585
Um, and that if you do an SMS

892
00:51:09.585 --> 00:51:12.985
and you have one in place, it's gonna help you avoid perhaps

893
00:51:13.335 --> 00:51:17.065
some cost and schedule help you get back into flight sooner.

894
00:51:17.605 --> 00:51:20.865
So that needs a selling point that might need to be come up.

895
00:51:21.745 --> 00:51:25.605
Um, there's a big concern about what is the exposure

896
00:51:25.665 --> 00:51:29.165
of getting an audit and what, uh,

897
00:51:29.785 --> 00:51:32.165
if an auditor sees something that's egregious,

898
00:51:32.625 --> 00:51:35.645
are they obligated to report that to the authorities?

899
00:51:35.785 --> 00:51:36.885
If so, and how?

900
00:51:37.665 --> 00:51:39.845
Um, and I think that kind of goes along with one

901
00:51:39.845 --> 00:51:41.125
of the comments earlier about

902
00:51:41.305 --> 00:51:43.445
how do we qualify the auditors?

903
00:51:44.165 --> 00:51:46.685
Um, but, uh, and,

904
00:51:46.745 --> 00:51:50.365
and one of the go backs that I had in that is doing,

905

00:51:50.365 --> 00:51:51.925
sending out the forms and so forth.

906
00:51:52.525 --> 00:51:56.205
A company should be doing a pre-audit internally that helps

907
00:51:56.755 --> 00:51:58.885
obviate these bad things that might come up.

908
00:51:59.225 --> 00:52:03.475
But it's a risk that we probably need to, you know, mitigate

909
00:52:03.505 --> 00:52:05.995
because the CEOs are gonna be concerned, okay,

910
00:52:06.065 --> 00:52:07.995
what is the risk versus reward?

911
00:52:08.495 --> 00:52:10.315
And if they find something, am I,

912
00:52:10.335 --> 00:52:12.875
am I dead in the water or going to jail?

913
00:52:13.215 --> 00:52:15.195
Uh, we've touched on non-disclosure

914
00:52:15.195 --> 00:52:16.355
agreements might be needed.

915
00:52:16.775 --> 00:52:21.565
Um, how long does this process take?

916
00:52:22.525 --> 00:52:25.825
Um, so going onto the value of the flight test safety, uh,

917
00:52:25.825 --> 00:52:29.025
committee criteria broken down by function is good.

918
00:52:29.565 --> 00:52:33.065
Um, so which is, you know, which is applicable, say,

919
00:52:33.065 --> 00:52:34.945
maintenance versus, you know, flight test

920
00:52:34.945 --> 00:52:36.145
or flight operations.

921
00:52:36.805 --> 00:52:40.185
Um, somebody else mentioned is a recurrent review.

922
00:52:40.725 --> 00:52:44.705
And the other point made about this was, uh, having this

923
00:52:45.265 --> 00:52:48.585
provides a, you know, a purpose for people to review

924
00:52:49.365 --> 00:52:51.065
the documents to know that it's there.

925
00:52:51.645 --> 00:52:55.925
Um, one of our, one of our team, uh,

926
00:52:56.315 --> 00:52:59.525
team members pointed out that this helps, uh,

927
00:52:59.575 --> 00:53:02.085
makes making the team aware of the manual sort

928
00:53:02.085 --> 00:53:04.125
of breaks the disconnect that there might be

929
00:53:04.125 --> 00:53:06.965
between safety promotion and doing safety.

930
00:53:07.385 --> 00:53:10.805
So doing versus reviewing re-writing and so forth.

931
00:53:11.225 --> 00:53:14.325
And one of our team members said something really great, um,

932

```
00:53:14.955 --> 00:53:17.525
this is successful when it becomes easier

933
00:53:17.785 --> 00:53:20.525
to do the process than to pretend to do the process.

934
00:53:21.465 --> 00:53:23.045
So there's a value there.

935
00:53:23.745 --> 00:53:28.115
Um, we looked at that

936
00:53:28.135 --> 00:53:29.875
and we also said that, that, that

937
00:53:30.465 --> 00:53:33.165
the criteria helped establish that there is

938
00:53:33.725 --> 00:53:35.845
validity when there is subjectivity.

939
00:53:36.465 --> 00:53:39.165
And I think Wade said that, you know, it, we have

940
00:53:39.165 --> 00:53:40.885
to make it standard so

941
00:53:40.885 --> 00:53:44.165
that it justifies when there's subjectivity in the audit.

942
00:53:44.865 --> 00:53:48.525
Um, we also think this may promote u the use

943
00:53:48.525 --> 00:53:52.445
of best practices going onto the tailored protocol, uh,

944
00:53:52.465 --> 00:53:53.485
we think is a good checklist.

945
00:53:54.365 --> 00:53:57.705
Um, how do we get this out and advertise it to mom and pop
```

946
00:53:57.725 --> 00:54:00.465
and garage outfits that don't have the overhead,

947
00:54:00.525 --> 00:54:02.585
the bandwidth schedule the capability?

948
00:54:03.115 --> 00:54:07.025
Maybe do we find a way to do a dummy, uh, you know, SMS

949
00:54:07.025 --> 00:54:09.105
for dummies for small outfits

950
00:54:09.105 --> 00:54:12.425
or SMS light for, you know, mom and pop outfits?

951
00:54:13.025 --> 00:54:16.805
Um, there was a big concern about, you know,

952
00:54:16.805 --> 00:54:18.365
talking about qualified people.

953
00:54:18.865 --> 00:54:20.045
Um, where's the bar?

954
00:54:20.625 --> 00:54:25.245
And, um, we, uh, sort of, uh, wound up with

955
00:54:25.765 --> 00:54:29.615
a, uh, an action back at the Flight to Safety committee.

956
00:54:30.435 --> 00:54:31.975
You guys asked us to do our work.

957
00:54:31.985 --> 00:54:34.295
We're your work, we're gonna ask you to do some work for us.

958
00:54:35.305 --> 00:54:37.755
We'd like a listing from Flight to Safety Committee

959

00:54:37.755 --> 00:54:40.195
of all the different types of training that are out there

960
00:54:40.195 --> 00:54:44.475
to help people become qualified to do these jobs.

961
00:54:45.405 --> 00:54:48.065
You know, so many of us did it, you know, on job training

962
00:54:48.925 --> 00:54:51.745
and, um, learned the hard way

963
00:54:51.765 --> 00:54:53.785
or from watching people do it the hard way.

964
00:54:53.965 --> 00:54:56.265
So that's our input from group seven.

965
00:54:56.995 --> 00:54:58.905
Thank you. Okay, thank you Pete.

966
00:54:59.795 --> 00:55:04.445
Uh, a i a or i a i.

967
00:55:04.755 --> 00:55:06.765
It's, i a i. That's where you go.

968
00:55:07.225 --> 00:55:10.925
If you want to know how to do SMS, there's a manual 9,000.

969
00:55:11.015 --> 00:55:14.115
Who's got the number? This, this Glaser.

970
00:55:14.785 --> 00:55:19.645
It's, it's got everything.

971
00:55:19.645 --> 00:55:22.285
You wanna know how to set up an SMS

972
00:55:22.545 --> 00:55:27.185
and it's designed for Air International Aircraft Industries.

973
00:55:27.695 --> 00:55:32.615
It's designed for us. There's no flight test in it.

974
00:55:33.035 --> 00:55:36.255
No. And that's why we're adding to it anyway.

975
00:55:36.255 --> 00:55:38.335
That's where you go. And then you have to buy it.

976
00:55:38.435 --> 00:55:39.575
You have to buy the manual.

977
00:55:40.075 --> 00:55:42.215
You can't get it for free, but it's like, you know,

978
00:55:42.515 --> 00:55:44.095
$30 or something like that.

979
00:55:45.115 --> 00:55:46.325
Okay. Where are we? No, group

980
00:55:46.325 --> 00:55:47.325
Number eight.

981
00:55:47.465 --> 00:55:49.045
Hey, Addison Tower.

982
00:55:49.225 --> 00:55:52.925
Uh, FAA Flight Test Program Flight Safety Officer.

983
00:55:53.705 --> 00:55:55.685
Um, some of this relates directly

984
00:55:55.685 --> 00:55:57.485
to my presentation on Thursday,

985
00:55:57.585 --> 00:55:59.005
so you'll get a little preview here.

986

00:55:59.005 --> 00:56:03.605
But, uh, overall there was some concern about the value,

987
00:56:04.145 --> 00:56:06.205
um, of the recognition.

988
00:56:06.955 --> 00:56:10.165
Basically, uh, you have to make it clear what the value is

989
00:56:10.165 --> 00:56:11.565
of people have said that already.

990
00:56:11.865 --> 00:56:15.525
Um, make it clear whether it's insurance

991
00:56:15.745 --> 00:56:20.355
or something that a regulator can recognize as, for example,

992
00:56:21.455 --> 00:56:25.125
uh, some way to expedite granting of an FA,

993
00:56:25.165 --> 00:56:29.445
a accepted risk management process as described in 40 40 26,

994
00:56:29.535 --> 00:56:30.765
which allows you to

995
00:56:31.725 --> 00:56:35.655
shorten your risk management process when the FAA comes, um,

996
00:56:35.995 --> 00:56:37.135
to find compliance.

997
00:56:37.945 --> 00:56:42.455
Um, as you know, the part 21

998
00:56:43.005 --> 00:56:47.535
rule just came out on Friday, uh, the final rule, which says

999
00:56:47.565 --> 00:56:50.855
that design and manufacturing organizations have

1000
00:56:50.855 --> 00:56:51.855
to have an SMS.

1001
00:56:52.945 --> 00:56:56.325
And we think flight test is part of designing

1002
00:56:56.325 --> 00:56:57.685
and manufacturing and aircraft.

1003
00:56:57.985 --> 00:57:00.325
So, uh, we, the flight tester,

1004
00:57:00.565 --> 00:57:03.525
FAA flight testers in the room, of which there are like 18

1005
00:57:03.525 --> 00:57:06.565
of us, um, we think that

1006
00:57:07.665 --> 00:57:10.965
the certificate management folks who will be

1007
00:57:12.015 --> 00:57:15.735
finding compliance with your manufacturing SMSs

1008
00:57:16.445 --> 00:57:18.265
are probably going to come to us at some point

1009
00:57:18.265 --> 00:57:20.265
and say, Hey, what about this flight test stuff?

1010
00:57:21.005 --> 00:57:23.065
Can you help us find compliance

1011
00:57:23.065 --> 00:57:25.785
with this manufacturer's SMS in their flight test?

1012
00:57:26.625 --> 00:57:30.595
SMS? Um, if we had these criteria,

1013

00:57:32.055 --> 00:57:36.955
uh, to help us find compliance, um, with your SMS,

1014
00:57:37.105 --> 00:57:38.275
that would certainly help us.

1015
00:57:38.455 --> 00:57:41.485
And if, if we came to an organization

1016
00:57:41.665 --> 00:57:44.725
and they already had an an s um,

1017
00:57:45.145 --> 00:57:48.445
an FTSC certificate that said, you're good,

1018
00:57:49.225 --> 00:57:52.915
that might be all we need to see to say you're compliant.

1019
00:57:53.135 --> 00:57:56.675
So, um, these are all just thoughts, random thoughts.

1020
00:57:56.675 --> 00:57:58.395
None of this is written in stone yet,

1021
00:57:58.415 --> 00:58:02.715
but, um, the, those are some of the potential values

1022
00:58:03.105 --> 00:58:05.115
that this could have for, for a company.

1023
00:58:05.895 --> 00:58:08.995
Um, we also found the criteria were valuable.

1024
00:58:09.175 --> 00:58:13.185
Um, it was mentioned

1025
00:58:13.185 --> 00:58:15.545
that the language could be tightened up a little bit like

1026
00:58:15.565 --> 00:58:18.985
the, the end of that very first paragraph where it says, um,

1027
00:58:19.815 --> 00:58:23.075
flight test organization should meet most of these items.

1028
00:58:23.375 --> 00:58:24.795
We thought that was a little soft

1029
00:58:24.855 --> 00:58:27.035
and maybe it could say, um,

1030
00:58:27.615 --> 00:58:30.755
flight test organization must meet all applicable

1031
00:58:30.965 --> 00:58:32.795
items and their intent.

1032
00:58:32.815 --> 00:58:35.795
So something like that, a little more stringent,

1033
00:58:35.795 --> 00:58:38.255
I think was the word someone used, uh,

1034
00:58:38.255 --> 00:58:40.175
would make it more, more valuable.

1035
00:58:40.975 --> 00:58:45.595
Um, and then, you know, in the,

1036
00:58:45.595 --> 00:58:47.995
in the same light when when you talk about some

1037
00:58:47.995 --> 00:58:49.955
of some things are applicable, some things aren't,

1038
00:58:50.445 --> 00:58:53.275
maybe the certificate needs to say exactly what,

1039
00:58:54.365 --> 00:58:56.655
what was looked at and what exactly the

1040

00:58:57.295 --> 00:58:58.815
certificate is saying you complied with.

1041
00:58:58.815 --> 00:59:01.785
Like if you don't have maintenance department, you,

1042
00:59:01.845 --> 00:59:03.345
the certificate says maintenance

1043
00:59:03.365 --> 00:59:04.585
was not applicable or something.

1044
00:59:04.725 --> 00:59:06.625
So, so that you can look at the certificate

1045
00:59:06.625 --> 00:59:09.165
and see exactly what was audited.

1046
00:59:09.995 --> 00:59:14.795
Um, and I wrote, I took a note as I was looking at it

1047
00:59:14.795 --> 00:59:16.675
that, um, there's no guide, well,

1048
00:59:16.825 --> 00:59:19.315
there's not really guidelines for safety reporting,

1049
00:59:20.365 --> 00:59:22.765
although it does say you have to comply with part five

1050
00:59:22.945 --> 00:59:24.765
and part five talks about safety reporting.

1051
00:59:24.825 --> 00:59:26.045
So I guess that's covered.

1052
00:59:28.155 --> 00:59:30.245
Okay, thank you very much. Number nine.

1053
00:59:40.895 --> 00:59:43.585
Alright, Thomas, uh, flight test engineer at Boeing,

1054
00:59:43.765 --> 00:59:45.225
uh, representing group nine.

1055
00:59:45.365 --> 00:59:49.635
Uh, to sum up a variety of rabbit trails that we went down,

1056
00:59:49.855 --> 00:59:54.115
uh, several pages of notes, uh, overall, uh, for the three,

1057
00:59:54.735 --> 00:59:57.235
uh, feedback requested items, uh,

1058
00:59:57.235 --> 00:59:59.235
generally we do see value in all three of those.

1059
00:59:59.985 --> 01:00:04.365
Uh, for the SMS recognition at a high level, uh, we think

1060
01:00:04.365 --> 01:00:07.005
that would help drive company focused towards creating, uh,

1061
01:00:07.005 --> 01:00:08.525
flight test focused, uh,

1062
01:00:08.705 --> 01:00:12.165
or specific SMS, uh, which can help with those, uh,

1063
01:00:12.165 --> 01:00:14.885
flight test specific things separate from design

1064
01:00:14.885 --> 01:00:16.125
and manufacturing in some areas.

1065
01:00:16.995 --> 01:00:18.135
Uh, we think

1066
01:00:18.135 --> 01:00:20.895
that would help create a universal quality standard at a

1067

01:00:20.895 --> 01:00:23.705
flight test level and that

1068
01:00:23.705 --> 01:00:26.265
that would help smaller companies lay the groundwork if

1069
01:00:26.265 --> 01:00:28.785
they're helping to like design their own SMS.

1070
01:00:29.205 --> 01:00:31.105
And, uh, we also saw it would be a good opportunity

1071
01:00:31.105 --> 01:00:33.585
for large companies to do gap analysis for those

1072
01:00:33.585 --> 01:00:35.265
that already have established SMSs.

1073
01:00:36.005 --> 01:00:38.585
Um, we saw that would demonstrate safety culture

1074
01:00:38.585 --> 01:00:39.585
and maybe even could be used

1075
01:00:39.605 --> 01:00:42.145
as a recruiting tool in some cases, like has been mentioned

1076
01:00:42.145 --> 01:00:44.825
before where you're looking for, hey,

1077
01:00:44.825 --> 01:00:48.345
this flight test organization already has an FTSC, uh,

1078
01:00:49.005 --> 01:00:53.135
CER certificate for their SMS, uh, at

1079
01:00:54.255 --> 01:00:57.335
a higher level for the value of the FTSC criteria.

1080
01:00:58.185 --> 01:01:00.445
Uh, like mentioned saw value in it as well.

1081
01:01:00.445 --> 01:01:03.565
We did go down a few rabbit trails, uh,

1082
01:01:03.565 --> 01:01:07.165
and did have a couple recommendations mostly around, uh,

1083
01:01:07.305 --> 01:01:09.365
clarifications, especially for

1084
01:01:10.355 --> 01:01:12.445
regulations complying with regulations.

1085
01:01:13.145 --> 01:01:16.325
Uh, more specifically complying under the regulations

1086
01:01:16.325 --> 01:01:18.445
that the organization is under

1087
01:01:18.465 --> 01:01:22.405
or would be working under, where an international, uh,

1088
01:01:22.405 --> 01:01:25.805
group may not necessarily be need to comply with the FAA,

1089
01:01:26.065 --> 01:01:27.845
but they could comply with I-A-C-A-O

1090
01:01:28.345 --> 01:01:31.445
or something within the US may already meet higher standards

1091
01:01:31.445 --> 01:01:32.485
within the FAA under,

1092
01:01:32.745 --> 01:01:35.485
or there may be conflicting, uh, requirements

1093
01:01:35.485 --> 01:01:36.805
between other standards as well.

1094

01:01:37.145 --> 01:01:39.805
So an and or uh, kind of situation.

1095
01:01:40.675 --> 01:01:44.575
Uh, ultimately just complying with applicable regulations.

1096
01:01:45.585 --> 01:01:49.945
Uh, uh, one question

1097
01:01:49.945 --> 01:01:51.705
that we also had on that, and we talked with this

1098
01:01:51.895 --> 01:01:54.905
with you a little bit there as well, uh, was under

1099
01:01:55.205 --> 01:01:57.785
how often something with the SMS may need

1100
01:01:57.785 --> 01:01:59.585
to be reviewed or audited.

1101
01:02:00.165 --> 01:02:05.025
Uh, how long would an SMS last under this, uh, certificate?

1102
01:02:05.325 --> 01:02:06.425
Do we need to be re-reviewed?

1103
01:02:07.005 --> 01:02:09.305
Uh, overall it sounded like yes, in some cases,

1104
01:02:09.525 --> 01:02:12.305
but what that specific, uh,

1105
01:02:12.575 --> 01:02:15.775
time could be could be difference, uh,

1106
01:02:17.225 --> 01:02:21.805
under more regulation things, uh, like mentioned earlier,

1107
01:02:22.145 --> 01:02:25.175
uh, pointing towards a i a, uh,

1108
01:02:25.455 --> 01:02:28.895
SM 0 0 0 1 would be a good thing to do.

1109
01:02:30.925 --> 01:02:33.265
Uh, and then we also think there could be some

1110
01:02:33.265 --> 01:02:36.345
clarification, especially for the divisions between larger

1111
01:02:36.905 --> 01:02:40.465
companies and larger organizations versus smaller companies,

1112
01:02:40.545 --> 01:02:42.985
startups, uh, and smaller organizations.

1113
01:02:43.165 --> 01:02:45.825
Uh, for where, especially from a managerial

1114
01:02:46.005 --> 01:02:50.065
or role, uh, app application, uh,

1115
01:02:50.605 --> 01:02:52.385
taking a look at how things may, might need

1116
01:02:52.385 --> 01:02:54.465
to be handled differently between those two.

1117
01:02:54.515 --> 01:02:57.865
Especially in something where, for example, reporting

1118
01:02:57.865 --> 01:03:02.105
to the CEO, that CEO might be very far distanced from flight

1119
01:03:02.105 --> 01:03:03.465
test in a couple of cases.

1120
01:03:04.665 --> 01:03:08.145
Uh, so taking a look at really the flight test

1121

01:03:08.585 --> 01:03:09.665
relevant side of things for that.

1122
01:03:11.065 --> 01:03:14.005
Uh, and then on the tailored protocol as well,

1123
01:03:14.105 --> 01:03:16.245
we did see value in that, using that as a checklist

1124
01:03:16.995 --> 01:03:18.125
like someone else mentioned.

1125
01:03:18.945 --> 01:03:22.565
Um, basically taking a look at are we meeting

1126
01:03:22.565 --> 01:03:23.645
all the things that we need to be meeting?

1127
01:03:23.665 --> 01:03:25.405
And then also checking against revisions.

1128
01:03:25.405 --> 01:03:28.615
So for example, if you get back into that, uh, okay,

1129
01:03:28.705 --> 01:03:31.695
we've done it, we're being re-audit, there's been changes,

1130
01:03:31.845 --> 01:03:33.495
what all do we need to make sure we're still meeting?

1131
01:03:34.015 --> 01:03:36.735
I think we're, uh, definitely a good tool for using that.

1132
01:03:37.785 --> 01:03:40.215
Thank you very much. Yeah, we're running over.

1133
01:03:40.315 --> 01:03:42.615
So 10 num, group number 10, please.

1134
01:03:45.085 --> 01:03:46.825
Uh, don't, uh, I think we're allowed

1135
01:03:46.905 --> 01:03:47.945
a little bit of flexibility.

1136
01:03:48.685 --> 01:03:49.685
Yes.

1137
01:03:49.995 --> 01:03:53.295
Alright. Good afternoon. My name is Brian Kig.

1138
01:03:53.395 --> 01:03:56.175
I'm a flight test engineer at, uh, knock w China Lake, uh,

1139
01:03:56.425 --> 01:03:58.615
group leader here of, uh, group 10.

1140
01:03:59.425 --> 01:04:02.885
Uh, just going over a few things we thought

1141
01:04:03.065 --> 01:04:04.165
for the recognition.

1142
01:04:04.545 --> 01:04:08.325
Um, it may have not as had as much value as other teams did.

1143
01:04:08.465 --> 01:04:10.085
Uh, we thought the process was good,

1144
01:04:10.085 --> 01:04:13.795
but the certification was, um, maybe not

1145
01:04:13.855 --> 01:04:15.155
as important or is not as good.

1146
01:04:15.455 --> 01:04:18.545
Uh, but to be fair, that went back

1147
01:04:18.545 --> 01:04:21.625
and forth among several, among members of our table.

1148

01:04:23.085 --> 01:04:26.425
Uh, we did not get to the criteria itself, uh,

1149
01:04:26.665 --> 01:04:27.705
'cause all engineers do.

1150
01:04:27.705 --> 01:04:29.065
We spent too much time on the tailored

1151
01:04:29.425 --> 01:04:30.625
protocol and looked at that.

1152
01:04:32.505 --> 01:04:35.885
So, uh, we did like certification 'cause we rather,

1153
01:04:36.345 --> 01:04:39.485
but, uh, it, there may be an insurance benefit, possibly,

1154
01:04:39.905 --> 01:04:42.205
uh, it can speed up the process long term

1155
01:04:43.275 --> 01:04:45.335
and then most companies, uh,

1156
01:04:45.355 --> 01:04:47.455
may already have the checklist in work or in place.

1157
01:04:48.075 --> 01:04:50.735
And then there could be a risk reward benefit

1158
01:04:51.035 --> 01:04:52.175
of lowering risk.

1159
01:04:52.515 --> 01:04:54.385
Um, long term

1160
01:04:56.565 --> 01:04:59.145
for the protocol itself, we did like the protocol.

1161
01:04:59.485 --> 01:05:01.585
Uh, it was a good guideline. It was a good checklist.

1162
01:05:02.115 --> 01:05:04.505
There was a few things that we wanted to change

1163
01:05:05.165 --> 01:05:06.265
or, or at least add.

1164
01:05:06.685 --> 01:05:10.065
Uh, a lot of 'em were kind of squishy in nature,

1165
01:05:10.365 --> 01:05:13.585
so we were looking more for, uh, strict requirements of

1166
01:05:13.585 --> 01:05:16.385
what we were needed to do and then define the suggested

1167
01:05:16.455 --> 01:05:17.725
ones out there.

1168
01:05:18.065 --> 01:05:21.605
Um, as themselves, we were

1169
01:05:22.235 --> 01:05:25.045
concerned about the applica applicability of some

1170
01:05:25.045 --> 01:05:28.165
of the documents in there, uh, to maybe specific tests

1171
01:05:28.185 --> 01:05:29.205
of each organization.

1172
01:05:31.175 --> 01:05:33.355
We thought the SMS should encompass all the

1173
01:05:33.355 --> 01:05:34.435
best practices out there.

1174
01:05:35.175 --> 01:05:38.985
And then how much of the content

1175

```
01:05:39.165 --> 01:05:41.625
of an SMS should be covered by these guidelines.

1176
01:05:41.625 --> 01:05:42.865
Like how much of the guide, how much

1177
01:05:42.865 --> 01:05:44.345
of these guidelines do we have to take out

1178
01:05:44.725 --> 01:05:46.745
and put in our specific SMS.

1179
01:05:47.975 --> 01:05:49.315
And then we thought about the micro

1180
01:05:49.375 --> 01:05:50.955
and the macro implementation of it.

1181
01:05:50.975 --> 01:05:53.555
How does a small team implement this versus a large

1182
01:05:53.555 --> 01:05:55.915
organization that may already have a whole department

1183
01:05:56.305 --> 01:05:57.795
that does something like this

1184
01:05:57.805 --> 01:06:00.315
where a small organization may maybe have one

1185
01:06:00.315 --> 01:06:01.635
person, if anybody at all.

1186
01:06:03.895 --> 01:06:06.515
So that was, uh, for section one, section two,

1187
01:06:06.775 --> 01:06:08.755
we were looking to add a defined process

1188
01:06:09.055 --> 01:06:11.035
for operating limits and squawks.
```

1189
01:06:11.255 --> 01:06:12.715
Uh, we didn't kind of see that in there.

1190
01:06:12.945 --> 01:06:16.715
Section three, we didn't like the whole maintenance name.

1191
01:06:16.935 --> 01:06:19.435
We would rather prefer to see it renamed configuration

1192
01:06:20.565 --> 01:06:22.545
and then also remove if applicable.

1193
01:06:22.845 --> 01:06:25.465
Uh, that was kind of a concern among several team members

1194
01:06:25.645 --> 01:06:26.905
to, if it.