

# A Look @ Three Test Programs For Flight Service

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Federal Aviation  
Administration



# Question of Involvement

- **T&E Team Involvement in a Program**
  - Why should a T&E team be involved?
  - When in the FAA Lifecycle Management Process should a T&E team become involved?
  - How long should a T&E team be involved?
  - What kind of involvement should a T&E team provide?



# Three Test Programs Involvement

- **Test Program A**

- Late involvement in the program: after Contract Award
- FAA T&E extremely limited by the “contract”

- **Test Program B**

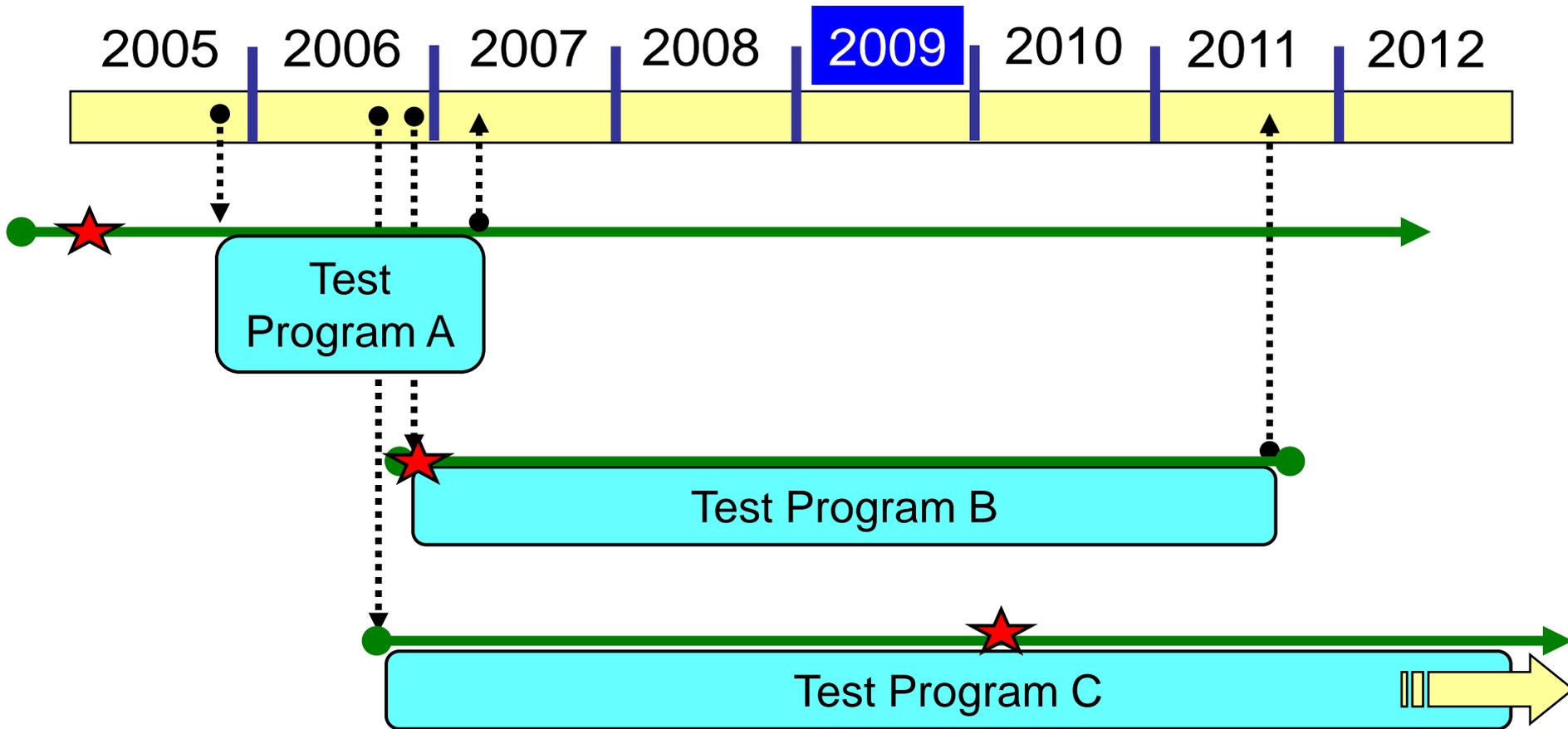
- Early involvement beginning with FAA’s “Go” decision
- T&E scoped to support the program goals

- **Test Program C**

- Early involvement beginning with Mission Analysis
- T&E scoped to support Solution Implementation & In-Service Management



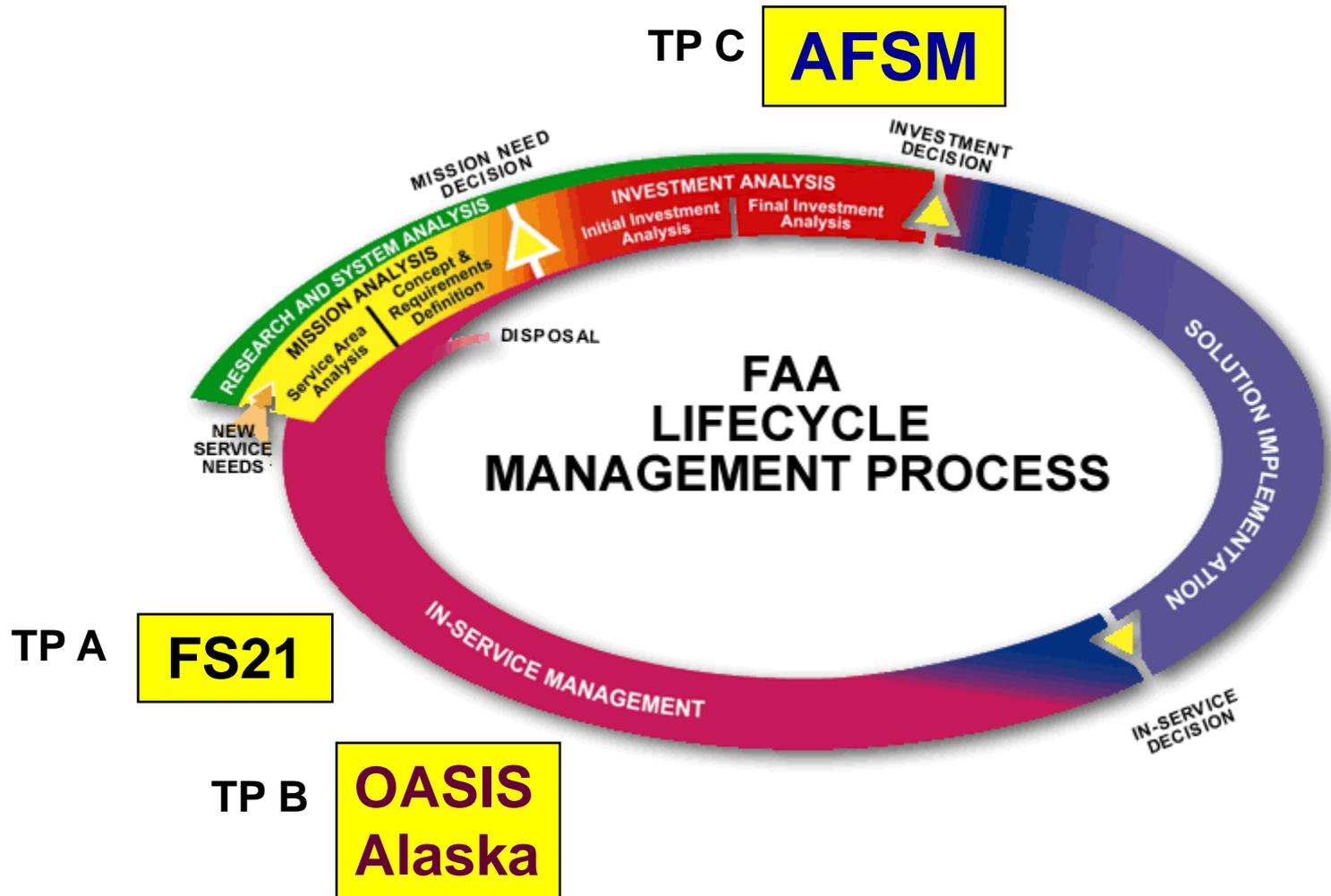
# Involvement Timeline



★ Contract Award



# Programs In FAA Lifecycle



# Take Away

<b>Test Program A</b>	<ul style="list-style-type: none"><li>- Highly Political, Commercial Services Program</li><li>- Program Did Not Adhere to AMS Guidelines For T&amp;E</li><li>- Program Did Not Leverage T&amp;E Team Experience, Knowledge, and Skills.</li></ul>
<b>Test Program B</b>	<ul style="list-style-type: none"><li>- A Risk Mitigation Activity – An Atypical Program.</li><li>- Program Applied T&amp;E Team Experience, Knowledge, and Skills.</li><li>- T&amp;E Team Involved At the Earliest Point in the Effort –Test Strategy Developed Jointly by Both FAA and Vendor Test Directors.</li></ul>
<b>Test Program C</b>	<ul style="list-style-type: none"><li>- Program To Enhance the Margin of General Aviation Safety in Alaska</li><li>- T&amp;E Planning Follows V&amp;V and AMS Guidance.</li><li>- Program Leveraging T&amp;E Team Experience, Knowledge, and Skills.</li></ul>



