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Docket Management Facility
U. S. Department of Transportation
400 Seventh Street, S.W.
Nassif Building, Room PL-401
Washington, DC 20590

Re: Docket No. FAA-2004-19630; Notice 04-14
Second-in-Command Pilot Type Rating
Propose Rule

VIA FAX: 202-493-2251

The National Business Aviation Association which represents the aviation interest of nearly 8,000 companies that own or operate general aviation aircraft appreciates the opportunity to provide comments on the proposed rule to provide second-in-command type ratings under 14 CFR 61. Many aircraft in the NBAA membership are certificated for two pilot crews and operate internationally. It is extremely important compliance with ICAO Annex 1 is accomplished as outlined in the NPRM.

Although NBAA is in support of the concept outlined in the proposed rule, there are areas that need clarification.

In the Background discussion, it is stated, "as long as the person operates within the airspace of the United States (as defined in 14 CFR 91.1), a person needn't hold this proposed SIC pilot type rating." However, the actual proposed revision to 14 CFR 61.55 does not specify this exemption. It is requested that language be added to 14 CFR 61.55(a) specifying this exemption.

Additionally, it is further stated in the background that "foreign civil aviation authorities have put the FAA and U.S. flight crews on notice that they intend to enforce the **ICAO type rating standards** [emphasis added] for SIC pilot crewmembers when U.S. crews operate in European airspace and in some Caribbean countries." Careful examination reveals that the ICAO standards contained in Annex I require that the applicant shall have, "2.1.5.1(b) **demonstrated** [emphasis added] the skill and knowledge required."

NBAA believes that the proposed rule requiring familiarization training does not meet the intent of ICAO Annex I. A proposed correction to this would be to have the individual providing the familiarization training attest that the applicant has, using the ICAO language, "demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a co-pilot." As a practical matter, this is the current practice and would avoid non-acceptance by ICAO states of the proposed SIC type rating.

In summary, NBAA supports the proposal to address the outlined differences between 14 CFR 61 and ICAO Annex I thus allowing "U.S. flight crews to continue to operate in international airspace without the threat of being grounded for not holding the appropriate pilot type rating." It is believed that with the forgoing recommendations, this will be accomplished.

Respectfully submitted,

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