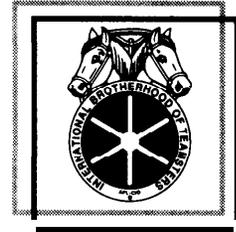


INTERNATIONAL  
BROTHERHOOD OF TEAMSTERS

46241

AFL-CIO



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October 23, 1998

U.S. Department of Transportation (DOT) Dockets  
400 Seventh St., SW, Room Plaza 401  
Washington, DC 20590

Re: Docket No. FAA-98-451 8 - 2

DEPT. OF TRANSPORTATION  
DOCKET SECTION  
98 NOV -2 AM 9:55

Dear Sir:

1. **Submission.** Below are the comments of the Teamsters Airline Division, IBT, on the Final Rule on Licensing and Training of Pilots, Flight Instructors, and Ground Instructors outside of the United States.
2. **Member Airline Cockpit Groups of the IBT.** The Airline Division represents more than 6, 000 flight deck crewmembers representing 18 air carriers. Two-thirds of these carriers operate to foreign destinations.
3. **Rulemaking Without Prior Notice.** Although the regulatory policies and procedures of the DOT permit final rulemaking without prior notice, there seems insufficient reason to do so for rules lacking urgency, such as this rule. A reasoned and thought out approach is more likely with participatory development than through post decision comment. The IBT, therefore, objects to the process adopted.
4. **Oversight and Control by the FAA.** The FAA final rule discusses the rationale for harmonizing flight crew licensing rules with the JAA and the European Civil Aviation Conference (ECAC). The rule appears not to ensure that in application the FAA would restrict the licensing of foreign pilots to the organizations and countries discussed. This would be the case should a party to the rule have an arrangement to convert an airman's license from that of a non-member state to a JAA license. Absent such restrictions, the FAA would lose its ability to monitor and control the quality control of the training.

U.S. Department of Transportation  
October 23, 1998  
Page 2

5. **Interchange of Flight Deck Crewmembers.** The rule appears to enhance the ability of operators to hire, train, and employ foreign flight deck crewmembers. This is especially true with foreign based operations using United States certified aircraft to a far greater degree than can be done today. The rule seems to promote the interchange of crews for code sharing agreements. In either case, United States citizens potentially are disadvantaged through loss of employment resulting from operation of U.S. registered aircraft by foreign nationals.

6. **Reasons for Acting.** The FAA seemingly acted out of consideration of economic and administrative considerations as opposed to correcting perceived operational and safety problems. We believe the latter issues far more germane than the former.

7. **Teamsters Airline Division Response to the Rule.** The Teamsters Airline Division, IBT opposes this rule as written.

Sincerely,

A handwritten signature in cursive script that reads "Ray Benning". The signature is written in black ink and is positioned above the printed name and title.

Ray Benning  
Director, Airline Division