

I feel that this regulation does not go far enough to include pilots that are only type rated in one aircraft and not two. It is just as hard to stay current at night (three takeoffs and landings during that period) in one type aircraft as it is two if your company hardly ever flies its aircraft at night. I suggest that this exception to the night landing currency rules be changed to include pilots-in-command of any aircraft requiring a type rating and also to extend the exemption to include participation in FAR 142 schools for these pilots. Pilots keeping current in aircraft that don't require a type rating don't have near the headache that those of us with a single or dual type rating do, obviously because they have many more aircraft from which to choose to get current. I submit also that it is actually more difficult to stay current while only typed in one aircraft than in two with the way current regulations are set up. The current exemption does not even include pilots type-rated in only one aircraft in the FAR 142 flight school exemption.

Sincerely, J. Thomas Ottaviano