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U.S. Department of Transportation
Docket Management System
400 7th Street SW
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Washington DC 20591

August 17, 2003

1. Proposed changes to FARs §61.3 and §63.3:

A. §61.3(a) – I support the rule changes in place since 28 October, 2002, but §61.3(a) should include §61.3(2)(i-vi). These requirements should be all inclusive, not separated. Identification requirements should be no different whether you are flying inside or outside the United States.

B. §63.3(a & b) – Amend to include photographic and other forms of identification as required by pilots. As of now, there are no photographic requirements for all members of the cockpit, including the flight engineers and navigators under this sub-part. Due to the fact that these are all essential members of the crew, they should be held to the same identification requirements as the pilot.

2. §61.3(1 & 2) States, that when a pilot flies to another country, he is to have a photographic identification. Why isn't this required in the United States? The military and private business, have photographic identification systems to protect their bases, businesses, and employees. Why not the FAA and the airlines? The FAA and the airlines should join together to find a solution to this problem.

3. This proposal could simplify the two FARs by requiring three or four forms of identification instead of the many required now. It would also help keep pace with an ever changing world of terrorism and insecurities.

Thank you for allowing me to participate in the rulemaking process. I would be pleased to answer any questions concerning my recommendations.

Yours truly,

A handwritten signature in cursive script, appearing to read "Robert L. Donaldson".

Robert L. Donaldson