

BEFORE THE
U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

In the matter of

Oversales and Denied Boarding Compensation
Notice of Proposal Rulemaking (14 C.F.R. Part 250)

Docket DOT-OST-2001-9325

COMMENTS OF JET AIRWAYS (INDIA) LTD.

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January 17, 2008

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Jet Airways (India) Ltd. (“Jet Airways”) comments as follows with regard to the Department of Transportation’s Notice of Proposed Rulemaking (NPRM) concerning amendments to its rules relating to compensation to passengers involuntarily denied boarding, published on November 20, 2007.¹ In the NPRM, the Department invites comments on proposals, *inter alia*, (a) to relieve many carriers of the quarterly Form 251 reporting requirements, and (b) to increase the amount of compensation carriers must pay to passengers involuntarily denied boarding.

Jet Airways strongly supports the Department’s proposal to revise 14 C.F.R. § 250.10 to relieve all carriers of Form 251 reporting except for those whose data are being used (that is, *U.S.* carriers reporting on-time performance under Part 234).² The Department openly acknowledges that “for many years the only carriers whose

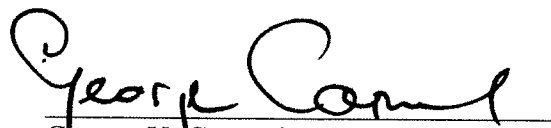
¹ 72 Fed. Reg. 65237 (November 20, 2007).

² In a concurrently published Advance Notice of Proposed Rulemaking in Docket DOT-OST-2007-0022 (72 Fed. Reg. 65233 (November 20, 2007)), the Department proposes subjecting the largest foreign airlines to on-time reporting under Part 234. In the event that such a proposal is adopted, foreign airlines subject to Part 234 reporting should not be required to file Form 251 reports unless the Department determines that such data would actually be used.

oversale data have been routinely reviewed, entered into an automated system, or published by the Department are the airlines that are subject to the on-time performance reporting requirement.” 72 Fed. Reg. 65244. The Department should make every effort to minimize reporting and other administrative burdens on airlines, particularly if a given reporting requirement serves no practical purpose. That is clearly the case with quarterly Form 251 reports filed by Jet Airways and other foreign airlines, and section 250.10 should be promptly amended as set forth in the NPRM.

With regard to the Department’s proposal to increase the maximum amounts of mandatory denied boarding compensation to \$400 for international passengers who are rerouted within four hours and to \$800 for international passengers who are not rerouted within that timeframe, Jet Airways believes these are reasonable increases. Jet Airways also concurs with the Department’s determination to subject subsequent increases to separate public rulemakings.

Respectfully submitted,



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