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

DEPARTMENT OF TRANSPORTATION
93 JUN 18 AM 10:36
DOCKET SECTION

In re: 14 CFR Part 243)
)
PETITION FOR)
RECONSIDERATION)
Passenger Manifest Information)
Final Rule)

Docket No. OST-95-950

NATIONAL AIR CARRIER ASSOCIATION

PETITION FOR RECONSIDERATION

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and confusing environment at an airport prior to boarding. Further, utilizing the first point of contact to solicit and collect the required information reduces check-in time at boarding.

Tour operators normally prepare a manifest for charter air transportation which includes the full name of the individual together with the ticket number and other related information. It would be very easy for that tour operator to obtain the contact name and telephone number at the time of sale and include it on the manifest.

If information is not obtained by the tour operator or travel agent at the time the reservation is made or the ticket is sold, that will leave it to the carrier to try and obtain that information at check-in. Carriers at check-in must try and accomplish that in a minimum period of time, therefore, they will hand a U.S. citizen passenger a boarding card or a separate "3 x 5" card depending upon what system is used by that particular carrier requesting the individual to put his contact name and telephone number on that document. The document will provide that the information is requested pursuant to the U.S. Department of Transportation, Rule on Passenger Manifest Information. Passengers at the time of check-in will be less likely, we believe, to take the time to fill out the proffered card.

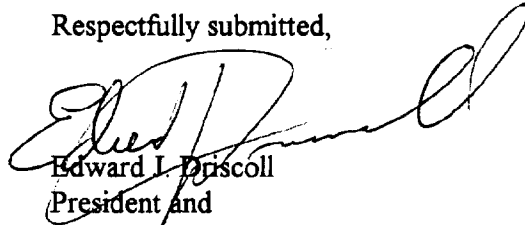
The issue of who should collect the information was addressed by the Task Force on Assistance to Families of Aviation Disasters. Recommendation three provides that travel agents and tour operators as well as airlines should be required to obtain the contact information.

The Rule itself as issued recognizes the benefits that will be achieved if the name of the contact and telephone number are obtained as it will make it easier to contact the proper individuals in event of an aviation disaster. That benefit will be enhanced many fold if the

Department will only use its authority to require the participation in the collection of that information by travel agents and tour operators as well as airlines and not leave it to the airlines to try to direct the travel agent or tour operators to solicit that information. Such a directive will be more easily accepted and followed if it is by the Department of Transportation since the Department does have responsibility over agents and tour operators and does require under the various regulations how these individuals will conduct themselves.

NACA, therefore, petitions the Department to extend the Rule to travel agents and tour operators in the interest of providing greater assurance that the purposes of the regulation will be achieved. Requiring the travel agents, tour operators as well as the air carriers to solicit contact information will improve the possibility of successful implementation of the rule many fold.

Respectfully submitted,



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President and
Chief Executive

NATIONAL AIR CARRIER ASSOCIATION