

July 28, 2002

Docket Management System
US Department of Transportation
Room Plaza 401
400
Seventh Street, SW
Washington DC, 20590-0001
Docket FAA-2002-11301

Dear Sir/Madam

I am a full-time student hoping to make a difference by providing my opinion about the Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specific Aviation Activities.

First of all, I would like to start by congratulating all members of the FAA for the wonderful job they have done throughout the years to provide a safer environment for passenger and all sections of the Aviation department.

I fully support the new proposals. I believe this modifications to the rule would allow us to feel much more comfortable about the personnel working in Aviation activities.

There is no place in the Aviation industry for those who work under the influence of alcohol and/or drugs. Therefore, current laws need to be reinforced to ensure more stable and secure working conditions.

Revision #1

"To require pre-employment testing before hiring or transferring an individual to perform a safety-sensitive position"

I believe this is a great rule change in order to eliminate individuals using drugs at the time of hiring. However, I believe that further evaluation might be needed. Furthermore, I believe NORTH AMERICAN makes a great point in the sense that they should be allowed to train candidates before getting the results from the drug test. This change will allow the process of testing to run smoothly without creating any big delays.

Revision #2

"To require employees to conduct another pre-employment test for applicants or employees who transfer to safety-sensitive positions if more than 60 days elapsed between a pre-employment test and placing the individual in a safety-sensitive position"

I agree with this proposed change. I believe that if applicants or employees are to be transferred to safety-sensitive positions and more than 60

days have elapsed from the pre-employment test, than another test should be given.

I want to emphasize once again in trying to minimize delays when applying this rule change. We need to make sure that Aviation companies are the least affected by this rule change.

I believe that all other proposals are very clear and need no further discussion. Hopefully, my opinion would help portray how some of us feel about the current rulemaking proposed by the FAA.

Sincerely yours,

Jaime Mejia