

SERVED: August 25, 2021

NTSB Order No. EA-5906

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

Adopted by the NATIONAL TRANSPORTATION SAFETY BOARD
at its office in Washington, D.C.
on the 24th day of August, 2021

_____)	
STEPHEN M. DICKSON, ¹)	
Administrator,)	
Federal Aviation Administration,)	
)	
Complainant,)	
)	
v.)	Docket SE-30627
)	
TODD M. DEFREITAS,)	
)	
Respondent.)	
)	
_____)	

OPINION AND ORDER

1. Background

Respondent appeals the oral initial decision of Administrative Law Judge William R. Mullins, issued on April 8, 2019.² By that decision, the law judge determined the Administrator proved respondent violated 14 C.F.R. §120.33(b)³ by performing safety-sensitive functions with

¹ The original caption for this matter was Daniel K. Elwell, Acting Administrator, Federal Aviation Administration v. Todd M. Defreitas.

² A copy of the initial decision, an excerpt from the hearing transcript, is attached.

³ Under the pertinent portion of §120.33(b), no individual may perform for a certificate holder or an operator, either directly or by contract, any function listed in subpart E of this part while having a prohibited drug in his or her system.

oxycodone and oxymorphone in his system. The law judge ordered revocation of respondent's mechanic certificate and any other certificate issued to respondent under 14 C.F.R. Part 65.

Respondent timely appealed. We grant respondent's appeal and reverse the law judge's decision regarding sanction and the revocation of respondent's certificate.

A. Facts

The record contains the following stipulated facts. At all times mentioned herein, respondent held a mechanic certificate with airframe and powerplant (A&P) ratings⁴ and was employed as a mechanic by American Airlines (American), a company authorized to conduct operations under 14 C.F.R. Part 121.⁵ Under 14 C.F.R. Part 120 and 49 C.F.R. Part 40, American implemented a drug and alcohol testing program to test safety-sensitive employees.⁶ As a mechanic, respondent provided safety-sensitive functions for American and was subject to drug testing under subpart E of 14 C.F.R. Part 120.⁷

On July 10, 2018, respondent was selected for a random drug test under American's drug-testing program and provided a urine specimen to a collector for testing.⁸ Respondent initialed the tamper-evident seals on the specimen bottles and certified that he had not adulterated the specimen in any manner, that each specimen bottle was sealed in his presence,

⁴ Joint Stipulation by Complainant & Respondent at ¶1 (April 5, 2019). *See* Exh. A-30.

⁵ Joint Stipulation by Complainant & Respondent at ¶¶2-3 (April 5, 2019). *See* Exh. A-3; Exh. A-4; Exh. R-15 at 5.

⁶ Joint Stipulation by Complainant & Respondent at ¶4 (April 5, 2019). *See* Exh. R-2. Part 120 requires certain operators to implement a Drug and Alcohol Testing Program with the purpose of helping prevent accidents and injuries from the use of prohibited drugs by employees who perform safety-sensitive functions. 49 C.F.R. §120.33(b). Part 40 sets forth procedures for transportation workplace drug and alcohol testing programs.

⁷ Joint Stipulation by Complainant & Respondent at ¶5 (April 5, 2019). Under 14 C.F.R. § 120.105, aircraft maintenance and preventative maintenance are safety-sensitive duties.

⁸ *Id.* at ¶¶6-7 (April 5, 2019). *See* Exh. A-6; Exh. A-7; Exh. A-9; Exh. R-1 at 4-5.

and that the information provided on the Federal Drug Testing Custody and Control Form and the label affixed to each specimen was correct.⁹ The collector forwarded respondent's urine specimen for analysis to Clinical Reference Laboratory, a laboratory certified by the Department of Health and Human Services,¹⁰ to perform drug testing under 49 C.F.R. Part 40.¹¹ On July 13, 2018, respondent's urine specimen tested positive for oxycodone and oxymorphone, which are prohibited drugs under 13 C.F.R. §120.7(m) and 49 C.F.R. §40.85.¹² On July 16, 2018, American's medical review officer (MRO) conducted a verification interview with respondent and verified his drug test as positive for oxycodone and oxymorphone.¹³ Thus, on July 10, 2018,

⁹ Joint Stipulation by Complainant & Respondent at ¶¶8-9 (April 5, 2019). *See* Exh. A-8; Exh. A-9 at 3-4.

¹⁰ *See* Exh. A-12 at 1. Drug testing laboratories in the United States are permitted to participate in DOT drug testing if certified by the DHHS under the National Laboratory Certification Program. 49 C.F.R. § 40.81(a).

¹¹ Joint Stipulation by Complainant & Respondent at ¶10 (April 5, 2019). The cutoff concentration for oxycodone/oxymorphone on a confirmation drug test is 100 nanograms per milliliter (ng/mL). *See* 49 C.F.R. § 40.87(c):

Initial test analyte	Initial test cutoff concentration	Confirmatory test analyte	Confirmatory test cutoff concentration
Oxycodone/ Oxymorphone	100 ng/mL	Oxycodone Oxymorphone	100 ng/mL.

An initial drug test is used to differentiate a negative specimen from one that requires testing for drug metabolites. 49 C.F.R. § 40.3. Confirmatory drug test is a second analytical procedure performed on a different aliquot (a fractional part of a specimen used for testing) of the original specimen to identify and quantify the presence of drug metabolite. 49 C.F.R. § 40.3.

¹² *Id.* at ¶¶11-12 (April 5, 2019). *See* Exh. A-10 at 5, 7-8; Exh. A-15; Exh. A-16; Exh. A-17 at 1, 3. Section 120.7(m) defines "prohibited drug" as "any of the drugs specified in 49 C.F.R. Part 40." Part 40 requires laboratories to test DOT specimen for five specific drugs, including opioids. *See* 49 C.F.R. §40.85.

¹³ Joint Stipulation by Complainant & Respondent at ¶¶13-14 (April 5, 2019); Exh. A-13. An MRO is a licensed physician responsible for receiving and reviewing laboratory results and evaluating medical explanations for certain drug test results. 49 C.F.R. §40.3.

respondent performed a safety-sensitive function for an air carrier certificate holder while having a prohibited drug in his system.¹⁴

In addition, the record shows that, since 2014, respondent had been performing maintenance at the gates of Boston's Logan International Airport (Logan) for American.¹⁵ In his capacity as a mechanic, he worked on an average of three aircraft per shift.¹⁶ In 2016, respondent began taking an unprescribed opioid, hydrocodone.¹⁷ As his consumption increased, respondent voluntarily underwent a 30-day rehabilitation program at Casa Palmera in San Diego in February-March 2017.¹⁸ Subsequently, respondent had negative drug tests in August 2017 and February 2018.¹⁹ However, around March 2018, he started consuming alcohol and unprescribed hydrocodone.²⁰ On July 10, 2018, the day of his positive test, respondent worked a full shift from 8:28 P.M. to 8:30 A.M. and performed maintenance on at least two flights.²¹ He took the drug test at the beginning of his shift and returned to work after providing the urine sample.²² The test of respondent's urine specimen from July 10, 2018, found that the quantitative amount of oxycodone in respondent's system was 1997 ng/mL and of oxymorphone – 1019 ng/mL, which is over ten times the regulatory cutoff concentration.²³

¹⁴ Joint Stipulation by Complainant & Respondent at ¶15 (April 5, 2019).

¹⁵ Tr. at 54.

¹⁶ *Id.* at 79; Exh. R-18 at 4.

¹⁷ Tr. at 58-60.

¹⁸ *Id.* at 59-62.

¹⁹ Exh. A-25.

²⁰ Tr. at 63.

²¹ *Id.* at 19; Exh. A-1 at 40, 42-43; Exh. A-2.

²² Tr. at 63-64.

²³ *See* Exh. A-10 at 5, 7-8; Exh. A-17 at 1, 3. *See also supra* text accompanying note 10.

During the verification interview on July 16, 2018, respondent erroneously informed the MRO that he held a medical certificate.²⁴ While respondent was issued a medical third class and a student pilot certificates in 2007, they were expired by the time of his interview with the MRO.²⁵ Based on the belief that respondent held a current medical certificate, the MRO reported the positive test to the FAA on July 16, 2018.²⁶ The next day, American removed respondent from safety-sensitive functions.²⁷ On July 19, 2018, respondent entered into a return-to-duty program to keep his employment at American.²⁸ As part of this program, respondent underwent treatment at Cornerstone of Recovery Center (Cornerstone) in Tennessee from July 25, 2018, to September 22, 2018, which included detoxification, residential treatment, partial hospitalization, and an intensive outpatient program (IOP).²⁹ On October 5, 2018, on recommendation by American's substance abuse professional, Ellyn Kravette, and as a result of his negative drug tests, respondent returned to duty as a mechanic at Logan.³⁰ In the time period between his return to duty and receipt of the order of revocation in March 2019, respondent performed maintenance on approximately 240 aircraft, as well as taxi and tow work associated with aircraft

²⁴ Tr. at 65-66.

²⁵ See *Id.* at 55; Exh. R-4 at 1; R-5 at 1. The FAA did not revoke respondent's student pilot certificate No. 2022640 or his third class medical certificate.

²⁶ Exhibit R-15 at 7.

²⁷ *Id.*

²⁸ See Exh. R-9; Exh. R-12.

²⁹ Exh. R-12.

³⁰ See Tr. at 77-78; Exh. R-1 at 7; R-12; R-18 at 3. Under Part 40 regulations, an employer is vested with discretion to return an airman to duty after a substance abuse professional has determined that the airman has successfully complied with prescribed education and/or treatment. 49 CFR §40.305.

maintenance.³¹ During this time, respondent was also subjected to four unannounced follow-up drug and alcohol tests, all of which were negative.³²

B. Procedural Background

On March 8, 2019, the Administrator issued an emergency order of revocation of respondent's mechanic certificate, alleging that respondent's performance of safety-sensitive functions for an air carrier with a prohibited drug in his system violated 14 C.F.R. §120.33(b) and demonstrated a lack of qualification to hold his mechanic certificate.³³ The Administrator submitted the emergency revocation order as the complaint in this case.³⁴

The law judge conducted a hearing on April 8, 2019, and issued an oral initial decision on April 9, 2019. Respondent timely appealed on April 10, 2019, and filed a supporting brief on May 24, 2019. The Administrator filed a reply brief on June 24, 2019. At the hearing before the law judge, Lacey Jones, a manager with the FAA's Drug Abatement Division, Special Investigations Branch, testified for the Administrator. Respondent's witnesses included: respondent; Bridget Kerchner, a manager of American's Drug and Alcohol Program; and Edward McCaskill, American's director of line maintenance.

1. Testimony of Lacey Jones

Ms. Jones testified that her role, which she had held since 2012, involves assigning cases out for investigation and conducting investigations, which includes

³¹ Tr. at 29; Exh. R-18 at 4.

³² Exh. R-21 at 3.

³³ Compl. at 2-4.

³⁴ On April 10, 2019, respondent waived the emergency timelines.

reviewing the enforcement investigative reports (EIR) and making sanction recommendations.³⁵ She testified she had previously worked on cases involving revocation of a mechanic certificate after a violation of §120.33.³⁶ She stated that she received the report of respondent's positive test and, after having reviewed his case, recommended revocation.³⁷ She stated that this case warrants revocation because the sanction was always revocation in lack of qualification cases.³⁸

Ms. Jones testified that, under the FAA guidance, the appropriate sanction for performing a safety-sensitive function with a prohibited drug in the system is revocation.³⁹ She explained that the guidance recommends revocation because a positive test result signifies a lack of care, judgment, and responsibility to hold a mechanic certificate, which was true in respondent's case.⁴⁰ She testified that completion of the return-to-duty process under 49 C.F.R. Part 40 did not mean an airman had the care, judgment, and responsibility to hold a certificate.⁴¹ She testified that the return-to-duty process involves the steps to take to return to work at a particular company and that the lack of qualifications was a completely separate issue.⁴²

Ms. Jones testified that the MRO is charged with reporting positive drug tests to the FAA and must verify whether a donor holds any medical certificate and, based on

³⁵ Tr. at 25.

³⁶ *Id.* at 26.

³⁷ *Id.*

³⁸ *Id.*

³⁹ *Id.* at 27. *See* FAA Order 2150.3C, Chapter 9, ¶8.a.(5).

⁴⁰ Tr. at 26-27.

⁴¹ *Id.* at 28.

⁴² *Id.*

what the donor provides, the MRO determines whether to notify the FAA.⁴³ Ms. Jones testified that, in this case, the MRO reported that respondent held a Part 67 medical certificate.⁴⁴ She confirmed that the report submitted by the MRO regarding respondent noted “A&P mechanic and part 67 AMC.”⁴⁵ She also confirmed that the FAA did not request to revoke a Part 67 certificate, only respondent’s mechanic certificate with A&P ratings.⁴⁶

Ms. Jones further testified that, anytime the FAA receives a report involving a violation of the Federal Aviation Regulations, it has an obligation to investigate.⁴⁷ She explained that an air carrier’s policy dictates whether to report an A&P certified mechanic’s positive drug test to the FAA and that the FAA does not require reporting of an airman certified under Part 65.⁴⁸ She acknowledged that respondent was certified under Part 65 and conceded that, while the FAA sanction guidance policy recommends revocation in positive drug test cases, there is no regulation requiring revocation in cases where a mechanic certificated under Part 65 tests positive for drugs.⁴⁹

Ms. Jones testified that the positive drug test itself demonstrates lack of qualifications and the successful completion of the return-to-duty process under Part 40

⁴³ *Id.* at 31-32.

⁴⁴ *Id.* at 32. 14 C.F.R. Part 67 governs issuance of medical certificates for airmen.

⁴⁵ *Id.* at 32-33.

⁴⁶ *Id.* at 33.

⁴⁷ *Id.*

⁴⁸ *Id.* at 34. 14 C.F.R. Part 65 governs certification of airmen other than flight crewmembers, a category that comprises traffic control tower operators, aircraft dispatchers, mechanics, repairmen, and parachute riggers.

⁴⁹ *Id.* at 34-35.

does not restore qualifications.⁵⁰ She testified that Part 65 certificate holders would need to go through the steps to reobtain the certificate.⁵¹ When asked what steps would be required, she stated that she was not an expert in the area of airmen certification, but that she understood they would need to requalify and take “some test.”⁵² She testified that respondent would be able to reapply within 12 months of the revocation.⁵³ She testified that all of the evidence the Administrator gathered in support of the decision in respondent’s case was contained in the EIR, which did not include an interview with Ms. Kravette or anyone at the Cornerstone program.⁵⁴

Ms. Jones was then asked why respondent was allowed to work for eight months on more than 200 aircraft if the Administrator knew respondent lacked qualifications in July 2018. She explained that the investigation was initiated in July and that investigations were thorough and required gathering all the legal evidence.⁵⁵ She testified that, in this case, the FAA relied on American to provide certain records before moving forward in the investigation and that the last records from American were received on or about January 25, 2019.⁵⁶

Ms. Jones also testified that the FARs required an airman, who tested positive for drugs or alcohol, to be removed from safety-sensitive functions.⁵⁷ She testified that, in

⁵⁰ *Id.* at 35-36.

⁵¹ *Id.* at 36-37.

⁵² *Id.* at 37.

⁵³ *Id.*

⁵⁴ *Id.* at 40.

⁵⁵ *Id.* at 41.

⁵⁶ *Id.* at 43.

⁵⁷ *Id.* at 41-42.

this case, American did remove respondent from safety-sensitive functions and he had gone through the return-to-duty process.⁵⁸ When asked whether she warned American to remove respondent from safety-sensitive functions during the FAA's investigation, she testified that the Part 40 regulations required a return-to-duty process prior to the airman returning to safety-sensitive duties after a positive test.⁵⁹ She testified that she had not seen respondent's return-to-duty or follow-up drug tests.⁶⁰

2. *Testimony of Bridget Kerchner*

Ms. Kerchner works as a manager of American's drug and alcohol program, overseeing and ensuring regulatory compliance of American's domestic drug and alcohol program, which included pilot, mechanic, and dispatcher certificates.⁶¹ She testified that she was also the designated employer representative, who is the individual an MRO reports drugs tests to.⁶² She explained that, in a mechanic's case, she was not required to report a positive test to the FAA, but that she shared the information with the mechanic's management to take appropriate action.⁶³ She testified that this case was reported to the FAA by the MRO.⁶⁴ She testified that the FAA requested records from her in respondent's case on three occasions and that she last provided the records in January 2019.⁶⁵

⁵⁸ *Id.* at 42.

⁵⁹ *Id.*

⁶⁰ *Id.*

⁶¹ *Id.* at 46.

⁶² *Id.* at 47.

⁶³ *Id.*

⁶⁴ *Id.*

⁶⁵ *Id.* at 47-48.

3. *Testimony of Edward McCaskill*

Mr. McCaskill has been working as American's Director of Line Maintenance at Logan and John F. Kennedy airports for five years.⁶⁶ He testified that, when a mechanic under his supervision tested positive for drugs, he would notify the employee and forward the information to his leadership team at the local airport, who would handle everything with the drug and alcohol department.⁶⁷ He stated that he passed the information regarding respondent's positive test in July 2018 to his senior manager and subsequently became aware respondent was authorized to return to work.⁶⁸ He explained he had no role in the decision to return respondent to work because this was handled through the return-to-duty program.⁶⁹ He testified he was aware of other American mechanics who had positive drug tests, completed the return-to-work process, and returned to work.⁷⁰ He testified that respondent had not been the subject of any disciplinary action by American after his return to work in October 2018.⁷¹ He testified he was not aware of any safety concerns or reports of unsafe practices regarding respondent after October 2018.⁷²

⁶⁶ *Id.* at 50-51.

⁶⁷ *Id.* at 51.

⁶⁸ *Id.* at 51-52.

⁶⁹ *Id.* at 52.

⁷⁰ *Id.*

⁷¹ *Id.*

⁷² *Id.* at 52.

4. *Testimony of respondent*

Respondent testified that he never had a positive drug test before July 10, 2018.⁷³ He stated that, prior to his work for American, he worked as an A&P mechanic at Air Wisconsin and Virgin America from 2011 to 2014, during which time he did not take any unprescribed drugs and his pre-employment and random drug tests were negative.⁷⁴ He also testified that, during his employment for Air Wisconsin and Virgin American, he drank four or five light beers a day, but made sure he stopped drinking 10 hours prior to his shift.⁷⁵ He testified that, when he started taking unprescribed hydrocodone in 2016 while working at American, he took extra sick or “comp” days to make sure the opioid was not in his system to avoid a positive test.⁷⁶ He stated that taking the opioid relaxed him and made him feel like he did not have a lot of problems.⁷⁷

Respondent testified that, in February 2017, as his consumption gradually increased, he contacted Ms. Kravette, the substance abuse professional with American’s Employee Assistance Program.⁷⁸ He testified that, after discussing his drinking and drug use with Ms. Kravette, she organized a treatment program.⁷⁹ He testified that he underwent a 30-day, 12-step treatment program at Casa Palmera in San Diego.⁸⁰ He explained that, after completing the program in March 2017, he chose to return to Boston,

⁷³ *Id.* at 56.

⁷⁴ *Id.* at 55-57.

⁷⁵ *Id.* at 57-58.

⁷⁶ *Id.* at 59.

⁷⁷ *Id.*

⁷⁸ *Id.*

⁷⁹ *Id.* at 60-61.

⁸⁰ *Id.* at 62.

because continuing with an intensive outpatient treatment would require him to live in San Diego.⁸¹ He stated that his plan to remain sober involved attending Alcoholics Anonymous (AA) meetings, abstaining, and finding healthy activities.⁸² He testified he pursued these steps for about 90 days, but did not get involved with AA meetings like he should have and subsequently relapsed on both alcohol and hydrocodone.⁸³ He testified he was not told by American during his period of relapse that he performed his job improperly.⁸⁴ He testified that, after his shift on July 10, 2018, he next worked on July 14-15 due to having days off and that he did not consume hydrocodone on either work day.⁸⁵

Respondent testified that he learned that the test on July 10 was positive in a phone call with the MRO.⁸⁶ He testified that, during the phone call, the MRO asked what certificates respondent held and he responded that he held an A&P mechanic certificate and a student pilot license.⁸⁷ He explained that, at the time of the call, he had not verified whether his student pilot license was active and that he only wanted to be truthful.⁸⁸ He testified that he next spoke with his manager, who advised him he tested positive, and Ms. Kravette.⁸⁹ He testified that he advised Ms. Kravette of his frequency of drug use and

⁸¹ *Id.* at 61-62.

⁸² *Id.* at 62.

⁸³ *Id.* at 62-63.

⁸⁴ *Id.* at 64.

⁸⁵ *Id.* at 64-65.

⁸⁶ *Id.* at 65.

⁸⁷ *Id.* at 65-66.

⁸⁸ *Id.* at 66.

⁸⁹ *Id.*

then met with her two days later in New York, where they discussed his drug and alcohol abuse and treatment facilities.⁹⁰

Respondent testified he wanted to get treatment because he wanted to get better and keep his job.⁹¹ He testified that he chose Cornerstone, where he underwent a five-day detoxification and then a very intense recovery renewal program, consisting of 12-hour days of group therapy and individual therapy with a psychiatrist, a spiritual advisor, and a licensed therapist.⁹² Throughout his stay, respondent also participated in an aviation professionals program, led by a counselor who was a former pilot and held an A&P mechanic license, involving discussions on relapse prevention and the issue of addiction in aviation.⁹³

Compared to Casa Palmera, which was a “luxury” center, respondent explained that Cornerstone was much more intense because it was double the length of the stay and the days were much longer.⁹⁴ He testified that the ratio of counselors to patients at Cornerstone was higher, and the majority were former addicts and in recovery themselves.⁹⁵ Respondent testified that he transitioned to the IOP for professionals after the 30-day recovery renewal program, which involved living at the facility but having more freedom and a nine-to-five day.⁹⁶ He testified that the purpose of the IOP was to

⁹⁰ *Id.* at 66-68.

⁹¹ *Id.* at 68.

⁹² *Id.* at 68-71. *See* Exh. R-10.

⁹³ Tr. at 70.

⁹⁴ *Id.* at 71.

⁹⁵ *Id.*

⁹⁶ *Id.* at 73-74.

bridge a patient into going home and getting back to life.⁹⁷ He testified he continued with the aviation professionals meetings while in the IOP,⁹⁸ and that he also attended AA meetings at least five times a week and worked on avoiding a relapse.⁹⁹ Respondent stated that the leadership at Cornerstone taught him to undergo a 12-step program, change friends and associations, avoid going to bars, and develop relationships.¹⁰⁰

During his stay at Cornerstone, respondent concluded that his primary problem was alcohol and not drugs.¹⁰¹ After completing the Casa Palmera program, respondent held the mistaken belief that he could drink socially once he stopped taking pills.¹⁰² He testified that, at the end of his stay at Cornerstone, he had a conference call with his counselor and Ms. Kravette, where he discussed his personal recovery plan on discharge.¹⁰³ He testified that the plan included therapy, AA meetings, and taking Wellbutrin for depression, Adderall for attention deficit disorder; and naltrexone for opioid use disorder.¹⁰⁴ He testified that naltrexone helped with opioid cravings and that he was currently taking these medications.¹⁰⁵

⁹⁷ *Id.* at 73.

⁹⁸ *Id.*

⁹⁹ *Id.*

¹⁰⁰ *Id.* at 73-74.

¹⁰¹ *Id.* at 74.

¹⁰² *Id.*

¹⁰³ *Id.* at 74-75. *See* Exh. R-11.

¹⁰⁴ *Id.* at 75-76.

¹⁰⁵ *Id.* at 76.

Respondent testified that, after leaving Cornerstone, he adhered to his stated recovery plan.¹⁰⁶ After his return to work on October 5, 2018, and before receiving the FAA's revocation order, respondent indicated that no one at American or the FAA told him he engaged in unsafe practices nor was he disciplined.¹⁰⁷ Respondent testified that he received a phone call from the FAA investigator regarding his alleged violation of 14 C.F.R. §120.33(b) and provided the investigator with relevant information.¹⁰⁸ He testified that he then received an emergency order of revocation in March 2019 and mailed his mechanic certificate to the FAA.¹⁰⁹ He testified that he did not return to work at American after he received the revocation order because American would not allow him to perform line maintenance without a certificate,¹¹⁰ but that as of the hearing, he was still an active American employee.¹¹¹

Respondent testified that, since he was discharged from Cornerstone, he had not consumed alcohol or taken any unprescribed drugs and that he had been taking his prescribed medications.¹¹² When asked why anyone should have confidence he would not relapse again, he testified that he had changed through the 12-step AA program.¹¹³ He explained that he felt like he had to relapse for something severe like this to happen to

¹⁰⁶ *Id.* at 76-77.

¹⁰⁷ *Id.* at 78.

¹⁰⁸ *Id.* at 79-80.

¹⁰⁹ *Id.* at 80.

¹¹⁰ *Id.* at 81.

¹¹¹ *Id.*

¹¹² *Id.* at 81-82.

¹¹³ *Id.* at 82.

give him the willingness to change and to fully accept his addiction.¹¹⁴ He testified that he also realized that he needed to be in recovery for the rest of his life and not just a specific amount of time.¹¹⁵

On cross-examination, respondent testified that he could appreciate the reasons the FAA had regulations prohibiting its pilots, mechanics, and dispatchers from performing their duties while under the influence of drugs or alcohol, because they had important jobs where people's lives were at stake and the FAA did not want impaired people working on or operating around aircraft.¹¹⁶ He explained he did not go to rehab when he relapsed in February 2018 because he did not feel he was ready and was scared.¹¹⁷ When asked whether he would be here had he gone to rehab at that time, he testified that he could not speak to that.¹¹⁸ He testified that he was most worried about relapsing again and that his job was important to him.¹¹⁹ When asked whether he could have stopped instead of continuing to use until the random drug test, he testified that most addicts could not just stop.¹²⁰

C. Law Judge's Oral Initial Decision

In the oral initial decision on June 12, 2018, the law judge determined that the Administrator proved the regulatory violation of 14 C.F.R. §120.33(b) as alleged by a

¹¹⁴ *Id.*

¹¹⁵ *Id.*

¹¹⁶ *Id.* at 83-84.

¹¹⁷ *Id.* at 84.

¹¹⁸ *Id.* at 85.

¹¹⁹ *Id.*

¹²⁰ *Id.* at 84-85.

preponderance of the evidence.¹²¹ In making this determination, the law judge summarized the procedural history of the case; the facts underlying the case; the Administrator's allegations and the regulatory violations alleged in the complaint; respondent's contentions; the admitted exhibits; the testimony of the witnesses and respondent; and the relevant case law.¹²² The law judge found that a positive test for a person employed in a drug-sensitive environment and subject to drug testing showed a lack of care, judgment, and responsibility, which equated to a lack of qualification.¹²³ The law judge also noted that the Board did not want to set a precedent that completing a rehabilitation program absolved an airman from a revocation, because this would not serve safety in air commerce and transportation.¹²⁴ The law judge concluded that a revocation and the finding of lack of qualification was the only option in a case where an airman has an addiction issue and tests positive while working a safety-sensitive job.¹²⁵

D. Issues on Appeal

On appeal, respondent contends that the Administrator failed to show respondent lacked qualifications to hold his certificate and that the law judge erred in failing to consider mitigating factors in determining the sanction.¹²⁶ Specifically, respondent contends that the FAA's assertion respondent lacks a qualification to hold his mechanic certificate simply because of the single positive drug test is arbitrary and capricious because of the divergent manner in which the FAA

¹²¹ Oral Initial Decision at 108.

¹²² *Id.* at 100-106.

¹²³ *Id.* at 106-107.

¹²⁴ *Id.* at 107.

¹²⁵ *Id.*

¹²⁶ Appeal Br. at 11-16.

assesses the risks associated with substance abuse for mechanics versus other airmen.¹²⁷

Respondent also argues the law judge erred by failing to evaluate all the facts in determining whether respondent lacked qualifications, particularly respondent's compliance with the Part 40 return-to-duty process.¹²⁸ Respondent further argues that the law judge erred by ignoring any mitigating factors, such as the completion of the return-to-duty program and his safe and skilled performance thereafter, and that the Administrator presented no aggravating factors.¹²⁹ The Administrator argues the law judge committed no error and opposes respondent's arguments for reversal.

2. *Decision*

While we give deference to the law judge's rulings on certain issues, such as credibility determinations,¹³⁰ we review the law judge's decision *de novo*.¹³¹

A. *Lack of Qualifications*

The Administrator argues that respondent showed he lacked the requisite care, judgment, and responsibility required of a mechanic certificate holder when he performed safety-sensitive duties on July 10, 2018, with prohibited drugs – oxycodone and oxymorphone – in his system.¹³² Respondent contends that the Administrator failed to show respondent lacked qualifications to

¹²⁷ *Id.* at 11-12.

¹²⁸ *Id.* at 12-14.

¹²⁹ *Id.* at 15-16.

¹³⁰ *Administrator v. Porco*, NTSB Order No. EA-5591 at 13 (2011), *aff'd sub nom.*, *Porco v. Huerta*, 472 Fed.Appx. 2 (D.C. Cir. 2012) (per curiam).

¹³¹ *Administrator v. Smith*, NTSB Order No. EA-5646 at 8 (2013); *Administrator v. Frohmuth and Dworak*, NTSB Order No. EA-3816 at 2 n. 5 (1993); *Administrator v. Wolf*, NTSB Order No. EA-3450 (1991); *Administrator v. Schneider*, 1 N.T.S.B. 1550 (1972) (in making factual findings, the Board is not bound by the law judge's findings).

¹³² Reply Br. at 7-8.

exercise the privileges of his mechanic certificate, because had respondent not mistakenly informed the MRO that he held a Part 67 medical certificate, the FAA would not have learned of the positive drug test and he would have continued working as a mechanic for American.¹³³ We disagree with respondent's contention.

Both the FAA regulations and American's Substance Abuse Policy require an MRO to report positive drug test results for holders of medical certificates issued under 14 C.F.R. Part 67.¹³⁴ Specifically, the regulations require an MRO to ask the donor to answer whether he or she holds an airman medical certificate issued under 14 C.F.R. Part 67; if the donor answers in the affirmative, the MRO must report the individual to the Federal Air Surgeon.¹³⁵ As such, the MRO's determination whether to report such a donor depends on the donor's response to the question whether he or she holds a medical certificate. The regulations rightfully place the burden of disclosure on the donor, since the donor is best positioned to know what certificates he or she holds. Here, after respondent held himself out as holding both a mechanic certificate and a medical certificate, albeit erroneously, the American's MRO acted in compliance with the regulations and his employer's policy when he reported respondent's positive drug test to the Federal Air Surgeon. Thus, respondent's mistaken reporting does not undercut the MRO's duty to report or the FAA's duty to investigate and commence the enforcement action against respondent based on the information he himself provided.

Respondent also contends that the Administrator failed to show respondent lacked qualifications to exercise the privileges of his mechanic certificate because of the divergent

¹³³ Appeal Br. at 15.

¹³⁴ See Exhs. R-6 at 1; R-1 at 14.

¹³⁵ 14 CFR § 120.113(d)(1). See also Tr. at 31-32.

manner in assessing the risks associated with substance abuse among the two professions: the FAA regulations do not require employers to report mechanics in the same manner as it requires reporting for pilots. Indeed, the FAA's website states that employers *must* report all verified positive drug test results for any Part 67 medical certificate holder, but that employers *may* report the same for all other employees.¹³⁶ The FAA regulations also appear to treat Part 67 and Part 65 certificate holders differently when it comes to substance abuse. While Part 67 certificate holders are expressly prohibited from having a substance dependence or engaging in substance abuse for the previous two years,¹³⁷ the regulations governing mechanics do not include the same prohibition.¹³⁸ And, the rules governing certification of mechanics do not encompass a requirement to hold a medical certificate issued under 14 CFR Part 67.¹³⁹

Thus, we agree with respondent that the FAA appears to regard mechanics versus airmen who are Part 67 medical certificate holders differently in terms of risks from substance abuse. However, we disagree with respondent that this divergence signifies that any mechanic with a positive drug or alcohol test and, therefore, in violation of 14 C.F.R. § 120.33(b), cannot be found to lack qualifications in exercising the privileges of his certificate. To the contrary, there is ample precedent in NTSB case law that any airman, regardless of what Part he or she is certified under, lacks the degree of care, judgment, and responsibility required of a certificate holder if he or she conducts safety-sensitive functions while under the influence of alcohol or drugs.¹⁴⁰ Here,

¹³⁶ See Exh. R-6 at 1.

¹³⁷ See 14 CFR §67.107

¹³⁸ See 14 CFR Part 65, Subpart D.

¹³⁹ See 14 CFR Part 65, Subpart D, §§ 65.71-65.91.

¹⁴⁰ See e.g., *Administrator v. Berger*, Docket No. SE-17971 (2015) (holding that respondent lacked the qualifications to hold his mechanic certificate when he performed safety-sensitive duties with alcohol in his system); *Administrator v. Magro*, NTSB Order No. EA-5515 (2010) (affirming the law judge's finding that respondent lacked the qualifications to hold his mechanic

respondent consumed alcohol and unprescribed hydrocodone for approximately four months, between March 2018 and July 2018, while performing his duties as a mechanic at one of the largest U.S. airports.¹⁴¹ Also, on July 10, 2018, the day of his positive drug test, he performed maintenance on two flights while having a concentration of oxycodone and oxymorphone in his system that was over ten times the regulatory cutoff.¹⁴² Respondent showed a clear lapse in judgment when he consumed the unprescribed opioids and disregarded the potential effect of this substance on his performance of safety-sensitive duty. As such, we affirm the law judge's finding that respondent showed a lack of care, judgment, and responsibility required of his mechanic certificate.

B. Sanction

The Administrator contends that revocation is appropriate in cases where an airman exhibits a lack of care, judgment, and responsibility required of his or her certificate.¹⁴³ The Administrator relies on the FAA's sanction guidance, FAA Order 2150.3C, enumerating certain acts of misconduct that generally show the certificate holder does not possess the care, judgment, or responsibility to hold a certificate.¹⁴⁴ One such act is performing a safety-sensitive function

and medical certificates when he performed safety-sensitive duties with marijuana in his system); *Administrator v. Strickler*, NTSB Order No. EA-5874 (2020) (affirming the law judge's finding that respondent lacked the qualifications to hold his airline transport pilot and medical certificates when he performed safety-sensitive functions with marijuana in his system); *Administrator v. Majkrzak*, Docket No. SE-30468 (2020) (holding respondent lacked the qualifications to hold his aircraft dispatcher certificate when he performed safety-sensitive functions with marijuana in his system).

¹⁴¹ See Tr. at 63.

¹⁴² See Exh. A-10 at 5, 7-8; Exh. A-17 at 1, 3. See also *supra* text accompanying note 11.

¹⁴³ Reply Br. at 9.

¹⁴⁴ See Exh. A-32, pages 1-2.

with a prohibited drug in your system, in violation of §120.33(b).¹⁴⁵ Thus, the Administrator contends that §120.33(b) is a strict liability offense, such that any facts outside of the positive drug test while performing safety-sensitive duties are irrelevant, and the positive drug test alone warrants a revocation.¹⁴⁶ In support, the Administrator cites to *Administrator v. Stanberry*, where the Board noted that, where an airman is found to lack qualifications, revocation is warranted and mitigating factors are not relevant.¹⁴⁷

However, the *Stanberry* case is inapplicable, because it was decided prior to the enactment of the Pilot's Bill of Rights, and because the Administrator's position fails to consider the D.C. Circuit's recent ruling in *Siegel v. Administrator of the FAA*, which suggested that the Board must evaluate mitigating factors regarding sanctions, even when the violation is one for which the FAA expressly states revocation is warranted.¹⁴⁸ In the Pilot's Bill of Rights, Congress struck the statutory language previously requiring the NTSB to defer to the Administrator's choice of sanction in enforcement actions. After the Pilot's Bill of Rights, we apply principles of judicial deference to the interpretation of laws, regulations, and policies that the Administrator carries out in accordance with the United States Supreme Court's ruling in *Martin v. Occupational Safety and Health Review Commission*.¹⁴⁹ We must conduct a reasonableness inquiry when determining whether an agency's statutory interpretation is entitled to deference.¹⁵⁰

¹⁴⁵ *Id.*

¹⁴⁶ See Reply Br. at 7-10. See also Tr. at 26, 28-29.

¹⁴⁷ NTSB Order No. EA-3308, 1991 NTSB LEXIS 64 (1991).

¹⁴⁸ See 439 U.S. App. D.C. 466, 470, 916 F.3d 1107, 1111 (2019)

¹⁴⁹ 499 U.S. 144 (1991).

¹⁵⁰ *Martin*, 499 U.S. at 145, 150-158. In *Martin*, the issue was whether, in situations involving interpretations of ambiguous regulations, the Secretary of Labor, who set and enforced the workplace health and safety standards, was entitled to deference by the OSHRC, a body carrying

Whether the Administrator's choice of sanction is reasonable is case-specific and based on the facts and circumstances adduced at the hearing and warrants an evaluation of aggravating and mitigating factors.¹⁵¹

The Administrator's argument that the FAA revokes certificates of any airman who violates § 120.33(b) is ineffective. In support of this contention, the Administrator cites to three cases where the Board affirmed revocation of certificates for violations of § 120.33(b).¹⁵² However, in all three cases, respondents held medical certificates, issued under 14 C.F.R. Part 67. In this regard, the FAA's asserted zero tolerance policy for alcohol and drug violations under § 120.33(b) appears inconsistent. The FAA uniformly revokes certificates of airmen who hold medical certificates and have a verified positive drug or alcohol test above the regulatory limit. Yet, in the case of a mechanic who does not hold a medical certificate, the FAA does not even require the employer to inform it of the mechanic's positive drug test.

It is of great significance that the FAA holds the airmen with medical certificates to a higher standard than airmen who hold only a Part 65 certificate, such as a mechanic. If the FAA, as it contends here, treated all cases with positive drug tests as a strict liability offense warranting revocation, it would require employers to report each case of a positive drug test, regardless of the type of certificate the violator holds. Instead, the FAA vests employers with discretion to

out adjudicatory functions. The Court held that "a reviewing court should give effect to the agency's interpretation so long as it is reasonable." 499 U.S. at 146.

¹⁵¹ See *Administrator v. Jones*, NTSB Order No. EA-5647 at 21 n.62 (2013). See also *Administrator v. Hackshaw*, NTSB Order No. EA-5510 (2010) (*recon. denied*, NTSB Order No. EA-5522 (2010)); *Administrator v. Simmons*, NTSB Order No. EA-5535 (2010); *Siegel v. Administrator*, 916 F.3d 1107 (D.C. Cir. 2019).

¹⁵² See *Administrator v. Gabbard*, NTSB Order No. EA-5293 (2007); *Administrator v. Zumarraga*, NTSB Order No. EA-5618 (2012); *Administrator v. Magro*, NTSB Order No. EA-5515 (2010).

return a Part 65 certificate holder who does not hold a medical certificate, such as a mechanic, to duty after completing the employer's return-to-duty process.¹⁵³ Therefore, in those cases, the FAA's regulatory framework allows consideration of a successful completion of the return-to-duty process and return to safety-sensitive duties as a mitigating factor.

Here, the Administrator relies solely on the positive test in support of the revocation and does not offer any aggravating factors.¹⁵⁴ On the other hand, the respondent offers his completion of the return-to-duty program as mitigating.¹⁵⁵ On receipt of respondent's positive drug test, American promptly removed him from safety-sensitive duties.¹⁵⁶ Respondent then underwent an intensive, 60-day rehabilitation program and was returned to safety-sensitive duties by American's substance abuse professional, an individual entrusted to make such determination by the regulations.¹⁵⁷ Subsequently, respondent tested negative on four unannounced drug and alcohol tests between October 2018 and April 2019.¹⁵⁸ He has also been attending AA meetings and been compliant with ongoing psychological and pharmaceutical treatment.¹⁵⁹ To find that these events are not mitigating and revoke respondent's mechanic certificate would render the return-to-duty process for Part 65 certificate holders meaningless.

¹⁵³ See 49 C.F.R. §40.305. *Also see generally* 49 C.F.R. Part 40, Subpart O for the steps an airman must take to return to the performance of safety-sensitive duties after a positive drug or alcohol test.

¹⁵⁴ See Reply Br. at 9-15.

¹⁵⁵ See Appeal Br. at 15-16.

¹⁵⁶ See Exh. R-15 at 7.

¹⁵⁷ See 49 C.F.R. Part 40, Subpart O. *Also see* Exh. R-21 at 2.

¹⁵⁸ See Exh. R-21 at 3.

¹⁵⁹ Tr. at 75-76.

Although the case law is contradictory on this issue, there is sufficient precedent finding completion of a return-to-duty process to be a mitigating factor. In *Administrator v. Majkrzak*, a case involving an aircraft dispatcher certificate holder, the law judge found completion of a return-to-duty process not mitigating.¹⁶⁰ On appeal to the Board, the respondent in *Majkrzak* requested a modification of the date and length of revocation and did not appeal the law judge's findings of fact or sanction determination.¹⁶¹ As such, the Board has not yet expressly considered whether completion of a return-to-duty process serves as a mitigating factor. However, at the administrative law judge's level, the same law judge who decided *Majkrzak* held in an earlier case of *Administrator v. Henry* that completion of a return-to-duty program was a mitigating factor and reduced the sanction of revocation to a 180-day suspension.¹⁶² In addition, in *Administrator v. Berger*, a case involving a mechanic certificate holder, a different law judge considered completion of the return-to-duty program to be a mitigating factor, lowering the sanction from revocation to a 180-day suspension.¹⁶³

While *Henry* and *Berger* are not binding on the Board, they are persuasive. The *Berger* case is particularly persuasive because the facts are similar to the current case. In *Berger*, after being subjected to a random drug and alcohol test shortly after reporting for duty as a mechanic for United Parcel Service, respondent tested positive for having an alcohol concentration greater

¹⁶⁰ Docket No. SE-30468 (2018).

¹⁶¹ See NTSB Order No. EA-5881 (2020).

¹⁶² See Docket No. SE-19769 (2015) (noting that “to ignore those matters in mitigation...would undermine the purpose of the return-to-duty program and render meaningless the opinions of the certified medical and substance abuse professionals” who determined that respondent was medically qualified to return to flying).

¹⁶³ See Docket No. SE-17971, 2007 WL 1233699 (NTSB) (2007).

than the regulatory limit.¹⁶⁴ Like here, respondent in that case also held a mechanic certificate, did not hold a medical certificate, and successfully completed the return-to-duty program.¹⁶⁵ The law judge found that, in such a case, the FAA's policy permitted him a discretion to impose a sanction less than revocation.¹⁶⁶ In arriving at this conclusion, the law judge gave a detailed description of the regulatory framework for returning airmen to safety-sensitive duties after a positive drug or alcohol test and noted the varying risks the FAA assigned to airmen depending on the type of certificate they held.¹⁶⁷ The law judge's reasoning in *Berger* is persuasive, and we find no reason to depart from it.

Given the FAA's own regulatory framework allowing an employer to return to safety-sensitive duties an airman who does not hold medical certificate and without an obligation to notify the FAA of the positive drug test, we find the FAA's argument that revocation is the only appropriate sanction for every airman with a positive drug test, regardless of the type of certificate they hold, unpersuasive. Therefore, we find that, in those cases where an airman who does not hold a medical certificate successfully completes a return-to-duty process after a positive drug or alcohol test, the successful completion of the return-to-duty process is mitigating.

The FAA sanction guidance policy states that performance of a safety-sensitive function with a prohibited drug in system generally warrants a revocation and does not consider any other penalty for such violation.¹⁶⁸ However, in considering mitigating factors, the policy identifies

¹⁶⁴ *Id.*

¹⁶⁵ *Id.*

¹⁶⁶ *Id.*

¹⁶⁷ *Id.*

¹⁶⁸ FAA Order 2150.3C, Chapter 9, ¶ 8.a.(5) (2020).

three severity levels of violations, with level 3 associated with increased likelihood of harm to persons or property.¹⁶⁹ The policy also advises consideration of the culpability of the violator – careless, reckless, or intentional – with intentional culpability the most severe.¹⁷⁰ The sanction matrix, then, considers the severity level 3 and intentional conduct to warrant the maximum penalty.¹⁷¹ The maximum penalty for an individual certificate holder is 150-270 days.¹⁷²

Although respondent here completed American’s return-to-duty program and has been compliant with treatment, he still knowingly and deliberately engaged in prohibited substance abuse while performing safety-sensitive duties as a mechanic at the gates of one of the largest airports in the United States. A penalty in the maximum range is warranted for such a breach of trust and the violation of the conditions of his certificate to deter respondent and others performing safety-sensitive duties. The law judges in *Henry* and *Berger* reduced the sanction from revocation to a 180-day suspension, which falls within the maximum penalty range. Thus, we reverse the law judge’s decision with respect to sanction and mitigate respondent’s sanction to a 180-day suspension.

¹⁶⁹ *Id.* at ¶ 6.c.

¹⁷⁰ *Id.* at ¶ 6.d.

¹⁷¹ *Id.* at ¶ 6.e., Figure 9-1.

¹⁷² *Id.* at ¶ 6.f., Figure 9-2.

ACCORDINGLY, IT IS ORDERED THAT:

1. Respondent's appeal is granted;
2. The law judge's oral initial decision is reversed with regard to sanction;
3. The Administrator's revocation of respondent's mechanic certificate with A&P ratings is reversed;
4. Respondent's mechanic certificate with A&P ratings is suspended for 180 days.

HOMENDY, Chair; LANDSBERG, Vice Chairman; GRAHAM

and CHAPMAN, Members of the Board, concurred in the above opinion and order.

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF ADMINISTRATIVE LAW JUDGES

* * * * *

In the matter of: *

DANIEL K. ELWELL, *
ACTING ADMINISTRATOR, *
FEDERAL AVIATION ADMINISTRATION, *

Complainant, *

v. * Docket No.: SE-30627

JUDGE MULLINS

TODD M. DEFREITAS, *

Respondent. *

* * * * *

Courtroom 1306
U.S. District Court for the Northern
District of Texas
100 Commerce Street
Dallas, Texas

Tuesday,
April 9, 2019

The above-entitled matter came on for hearing,
pursuant to notice at 9:00 a.m.

BEFORE: WILLIAM R. MULLINS
Administrative Law Judge

APPEARANCES:

On behalf of the Administrator:

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ORAL INITIAL DECISION

JUDGE MULLINS: This has been a proceeding before the National Transportation Safety Board, held under the provision of Section 44709 of the Federal Aviation Act of 1958, as amended, on the appeal of Mr. Todd M. Defreitas, who I will refer to as Respondent. And he has appealed from an Emergency Order of Revocation that has --

Let's go off the record for a moment.

(Pause in proceedings.)

JUDGE MULLINS: All right, we're back on record.

And through these proceedings, I will refer to Mr. Defreitas, as Respondent. He has appealed an Emergency Order of Revocation that has revoked his airman's certificate, mechanic's certificate with airframe and powerplant privileges.

The Order of Revocation, and the complaint in this proceeding, was filed on behalf of the Federal Aviation Administration through the Enforcement Division of the Southwest Team.

The matter has been heard before me, William R. Mullins. I'm an Administrative Law Judge for the National Transportation Safety Board, and as is provided by the Board's rules and as required by the Board's rules, I'll announce a decision at this time.

1 The matter did come on for hearing yesterday. We started --
2 well, we were supposed to start at 1:30, but the court reporter
3 wasn't here, and so we finally got started at 2:00. We recessed
4 about 5:00 last night, after completion of all of the witnesses
5 and evidence; however, we've reconvened this morning at 9:00 for
6 this decision.

7 The Administrator was present throughout these proceedings
8 and was represented by Mr. Greg Lander, Esquire, of the
9 Enforcement Division of the Southwest Team. I think that's an
10 appropriate way to put it. And the Respondent was present
11 throughout these proceedings and was represented by Mr. Jeffrey A.
12 Bartos and Ms. Raziya Brumfield, Esquires, and both of those
13 attorneys are from the Washington, D.C. area.

14 As I said, the matter came on for hearing yesterday, and
15 pursuant to notice that was given to the parties. The parties
16 were afforded a full opportunity to offer evidence, to call,
17 examine, and cross-examine witnesses. In addition, the parties
18 were afforded an opportunity to make argument in support of their
19 respective positions.

20 DISCUSSION

21 JUDGE MULLINS: This matter was based on a random drug test,
22 and there was a lengthy stipulation entered into at the outset of
23 this hearing, which admitted all of the allegations of the
24 complaint, and really the matter was on for sanction. But on --

25 Let's go off the record a minute.

1 (Pause in proceedings.)

2 JUDGE MULLINS: All right, we're back on the record.

3 I read the stipulation into the record at the outset of the
4 trial. I won't read it again. But this matter began, and the
5 Respondent was a mechanic and still employed by American Airlines
6 at the Boston airport, Logan International, I guess that's the
7 name of the airport. And on July 10th of last year, the
8 Respondent was selected for a random drug test, and as a result of
9 that drug test, he was tested positive for oxycodone and
10 oxymorphone, prohibited drugs under the -- under any kind of
11 measurement, I guess, but certainly under the regulations, the
12 FARs. In any event, the parties entered into this stipulation,
13 all of those allegations were admitted, and the matter came on
14 just on the simple matter of sanction.

15 The Administrator had two witness. The first was Ms. Lacey
16 Jones, who's the manager of the Special Investigation Branch for
17 the FAA, and she's based in the Washington, D.C. area. And she
18 testified about receiving this notice that there had been a failed
19 drug test, and she initiated these proceedings. And she talked
20 about -- and one of the issues was a delay, if any. The Emergency
21 Order was issued in, I think, March 18th of this year, after the
22 drug test was on July 10th of last year.

23 The second witness called by the Administrator was Bridget
24 Kerchner, and she's the manager of the drug and alcohol program
25 for American Airlines, and also the designated employee

1 representative. And she testified about being aware of this
2 situation. She did indicate that she had provided information to
3 the FAA as late as January of 2019, this year, which was part of
4 the, I guess, lengthy process that it takes to initiate these
5 proceedings.

6 The Respondent had two witnesses. The first witness was Mr.
7 Edward McCaskill, and he's the line maintenance supervisor at
8 Logan Airport. He testified that he has 146 mechanics that work
9 for him at that location. He testified that he was aware of, and
10 one of the -- certainly not an issue, but one of the elements that
11 came out in the evidence was that after this random drug test on
12 July 10th of last year, that Respondent, at the -- I'm not sure if
13 it was at the request of American Airlines, but certainly American
14 Airlines sponsored him into a drug and rehab program, actually, in
15 Knoxville, Tennessee, and he was there for a period of time, and
16 he has continued his employment. And interesting, in this case,
17 after the initiation of the emergency order, apparently his
18 certificate was returned to him, and he has been practicing or
19 he's been operating under the authority of that certificate since
20 this emergency order.

21 Mr. McCaskill talked about this rehabilitation program that
22 he went through and the fact that there hadn't been any further
23 problems with the Respondent during the period of time from that
24 July 10th random drug test, and after the issuance of the
25 emergency order to this date.

1 Then the second witness called by the Respondent was the
2 Respondent himself. Mr. Defreitas talked about that he had been
3 using these drugs. He thought he was -- had cured himself, for
4 whatever reason, but there was a relapse. He admitted that he
5 tested positive on that date, and he talked about this
6 rehabilitation program that he went through, and felt like that he
7 was successful in this rehab, and he hadn't used the drugs or
8 alcohol. And apparently, there was an alcohol issue, although
9 that was not surfaced on the random drug test. But anyway, he
10 felt like he had that particular problem solved.

11 That concluded the four witnesses that were received
12 yesterday. In addition, the Administrator had 32 exhibits, which
13 were all stipulated and admitted. And the Respondent had 21
14 exhibits, and those were all stipulated to, and I don't think,
15 based on the joint stipulation entered at the outset of the trial,
16 that I need to really address any of the exhibits that were
17 admitted. They're part of the record.

18 But as I said, this matter really came on, on the matter of
19 sanction. And then the affirmative defenses, which was laches
20 stale complaint, and those sort of things, and I -- the Board
21 precedent in this area is pretty clear that -- and although I have
22 had some issues, personal issues with that, I always have believed
23 that if a stale complaint applies to regular cases, it certainly
24 should apply to emergency cases because of the issues of safety in
25 air transportation and safety in air commerce; however, the Board

1 has tended not to go there in its cases. And in this particular
2 case, with Ms. Kerchner's testimony that they were providing -- AA
3 was providing information to the FAA as late as January of this
4 year concerning this, then I don't think that those defenses have
5 any merit in this particular proceeding.

6 There were a number of cases that were provided to me from
7 the Administrator and a couple of cases from the Respondent. I --
8 well, let me talk about the cases that the Administrator
9 presented.

10 One of the cases -- and I don't think it's good to use the
11 Chaparral case as a precedent before me, and I'll tell you why.
12 And I still -- and I'm delighted to get to comment on this, but
13 the Chaparral case involved an expert witness, i.e., an aviation
14 safety inspector who was designated as an expert. And he
15 testified that he used portions of the investigative report, which
16 had been usually precluded from being admitted, but he said he'd
17 used that to form a basis of his opinion.

18 And I said, well, under Supreme Court decision, you have to
19 provide that because that's discoverable. And Ms. Price, who's
20 now the senior attorney or managing attorney of the Southwest
21 Region, refused to do that. And Harry Riggs represented
22 Chaparral, and Harry Riggs, you may or may not know Harry, but
23 he's been an aviation practitioner forever, was head of the
24 Experimental Aircraft Association Advisory Committee for a number
25 of years, and was a co-founder of the lawyer pilot -- I mean, not

1 the lawyer pilot, but the NTSB Bar Association.

2 But in any event, in the Chaparral case I gave Harry the
3 option that I would dismiss it. I mean, it was an emergency, and
4 Chaparral is or was a big Learjet operator here in the Dallas
5 area, up at Addison Airport, and they were -- I gathered from --
6 my recollection of the evidence was that their big client was Ford
7 Motor Company, and they were flying to Mexico and bringing back
8 parts to Detroit all the time for Ford.

9 But anyway, they needed to get on, and so I gave Harry the
10 option of I would just dismiss it, based on their not providing
11 this information that the expert said he relied on, and he elected
12 to opt for the dismissal. So it went to the Board, and if you
13 read the Chaparral case, it never mentions an expert witness. It
14 never mentions the Supreme Court case that supported that I
15 thought that -- or very much supported the decision that I made in
16 that case. In any event, it's out there basically for the premise
17 now that you can't disclose anything from the investigative
18 reports if the Administrator says it's work product or whatever.

19 So the matter came, was remanded to me, and Chaparral needed
20 to get on with their business, so they settled it. So they never
21 -- Harry said, I was going to take that to the circuit court, but
22 my client needed to get back in business. And I wonder if
23 sometimes on the cases -- I mentioned that because both of the
24 cases cited by the Respondent here were judge's decisions, and I
25 assume they were never appealed. And I don't know, I've always --

1 I don't know how much precedent I'm supposed to give to another
2 judge's decision versus the Board.

3 But I will say this. I found both of those cases easily
4 distinguishable from the current case. The one case involved an
5 inadvertent ingestion of a drug which created a positive on the
6 drug test. And the other one was a lengthy rehabilitation that I
7 think -- I think it was Judge Pope, talked about that since he had
8 been back at work and the FAA was aware he'd been back at work,
9 that he was entitled to a reduction in the -- from revocation to,
10 I think it was 180 days suspension.

11 This case -- first of all, Mr. Defreitas, I think it's very
12 laudable that you have gone through this rehab, and that you
13 appear to be, and you certainly have testified that you're drug-
14 free now, and perhaps alcohol-free, and you are to be commended
15 for that. Opioid addiction is such a problem in our society today
16 that this is much more than your employment at American Airlines;
17 this is your life and your family's life, and you need to make
18 sure that that does not get back into your life, because it can be
19 -- it can destroy your life. And I see that fairly often, just in
20 the newspaper articles.

21 But the bottom line for me, though, is that if where there is
22 obviously an addiction and a person who's employed in a work --
23 drug-sensitive environment or work-sensitive position subject to
24 random drug testing, and they do test positive, that really does
25 show a lack of care, judgment, and responsibility, which equates

1 to a lack of qualification. And I would have to find that in this
2 case.

3 The other aspect of it is that if we set a precedent or if
4 the Board sets a precedent saying, well, after you test positive,
5 you can go get involved in a rehab program, and if you survive
6 that rehab program while the FAA's trying to get this case ready
7 for trial, then you'd be good to go. And I don't think that's the
8 kind of precedent that would serve safety in air commerce and
9 safety in air transportation. I just think that's a bad
10 precedent. I think if you have an addiction issue and you test
11 positive, and you're working in one of these sensitive jobs
12 requiring a certificate, then revocation and a finding of lack of
13 qualification is the only option that I see, certainly under the
14 facts of this case, where there was simply just an addiction. And
15 so the Emergency Order of Revocation will be affirmed.

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ORDER

IT IS THEREFORE ORDERED that safety in air commerce and safety in air transportation requires an affirmation of the Administrator's Emergency Order of Revocation as issued.

And specifically, I find that since this case was just on the issue of sanction, that a preponderance of the evidence presented convinces me that the appropriate sanction here would be a finding of lack of qualification, and an affirmation of the Emergency Order as issued.

EDITED BY:
ON APRIL 17, 2019

WILLIAM R. MULLINS
Administrative Law Judge

1 APPEAL

2 JUDGE MULLINS: All right, Mr. Defreitas, Mr. Bartos, you
3 have the right to appeal this order, and you may do so by filing
4 your Notice of Appeal within 2 days of this date, since this is an
5 emergency case. And that Notice of Appeal goes to the Office of
6 Administrative Law Judges at Room 4704, at 490 L'Enfant Plaza
7 East, S.W., Washington, D.C. Zip code is 20594.

8 And you must also perfect the appeal by filing a brief in
9 support of the appeal within 5 days of this after the date of the
10 notice was filed. And those appeals go to the Office of General
11 Counsel, Room 6401, but also at that same street address in
12 Washington, DC.

13 And I would tell you -- and I think it was in some of the
14 instruction that was sent out from our office in Washington, that
15 you will get -- if there is an appeal, you'll get a copy of the
16 transcript of these proceedings provided at no cost. However, I
17 must caution you that you probably won't get that transcript until
18 after the brief is due. And I don't know what the Board, i.e.,
19 General Counsel's Office, does if you get the brief and see
20 something else that needs to be raised and you choose to file an
21 amended brief. I don't know how they deal with that.

22 I do know that we're on a 60-day timeframe. I've used the 30
23 days that they usually give to the ALJs to get a decision, and
24 then there will be another 30 days before the Board is to issue
25 its decision.

1 And I would ask, Mr. Bartos, if you would step up, and I will
2 hand you a copy, a written copy of those rights to appeal.

3 And I would like the record to reflect that I handed counsel
4 for the Respondent a copy of the appeal rights. The
5 Administrator, I think, probably has copies of all that, in case
6 there is an appeal and you could respond to it.

7 Mr. Bartos, do you have any questions about the decision?

8 MR. BARTOS: No, I do not, Your Honor.

9 JUDGE MULLINS: All right. Any from the Administrator?

10 MR. LANDER: No, Your Honor.

11 JUDGE MULLINS: All right, thank you folks. This will
12 conclude these proceedings.

13 (Whereupon, at 9:31 a.m., the hearing in the above-entitled
14 matter adjourned.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: Todd M. Defreitas

DOCKET NUMBER: SE-30627

PLACE: Dallas, Texas

DATE: April 9, 2019

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Kimala S. Showers
Official Reporter