

2006	2007	Enforced LV	2008	2009	2010	2011	2012
J·J·A·S·O·N·D	J·F·M·A·M·J·J·A·S·O·N·D	J·F·M·A·M·J·J·A·S·O·N·D	J·F·M·A·M·J·J·A·S·O·N·D	J·F·M·A·M·J·J·A·S·O·N·D	J·F·M·A·M·J·J·A·S·O·N·D	J·F·M·A·M·J·J·A·S·O·N·D	J·F·M·A·M

..(medical OK)... Medically Suspended.....(medical restored). ← Lewis' medical clearance was suspended 2/16/07, but fully restored on 1/10/08.

The Lewis-CCR Case

Lewis started at CCR on 10/16/06...

...but was locked out four months later..

- BACKGROUND:** Lewis had been fully certified at:
- Troutdale, OR (TTD) '87-'91
 - Salem, OR (SLE) '91-'94
 - Broomfield, CO (BJC) '96-'98
 - San Jose, CA (RHV) '98-'00

Lewis fully certified to work Oceanic sectors at Oakland Center (2000-2006), but withdrew from Radar training when he became concerned about excessive fatigue (caused by shift rotations, overnights and overtime). He was then reassigned to the tower at Concord, CA (CCR).

Marable checked out the ROI on 4/17/08, then sent a 5-page draft to Richards, proposing a 14-day suspension. On this same day, Richards sent Lewis a letter saying "...a return to work plan will be discussed..."

On 5/1/08, Lewis withdrew his ULP and filed a new grievance, as offered by LR Specialist Glenn Rotella. Two weeks later, Marable sent Richards a revised disciplinary draft; the suspension was now a removal.

- THE RETALIATION -

This removal process was started after 5/7/08 and before 5/15/08, 15-months after Lewis was locked out. The removal was based solely on the ROI done in March 2007. The lockout continued for 21-months; Lewis was on "paid leave" for sixteen of those months.

locked out 2/16/07

Lewis was fired on 11/6/08, 21-months after he was locked out.

This is a case that clearly reveals an improper FAA practice, in which seasoned air traffic controllers are harassed and forced into early retirement, even offered disability retirements not supported by any medical documentation.

In October 2006, Jeff Lewis, a 47-year-old controller, transferred to the FAA control tower at Concord, CA (CCR). He had been fully certified at four comparable small towers, and had no conduct record. Just four months later, on 2/16/07, Lewis was inexplicably locked out. He began a 21-month ordeal, which ended on 11/6/08, when he was fired. Effectively, his right to collect the pension he had earned in a 22-year FAA career was stripped, just 6-months prior to his turning age-50 and becoming eligible to receive that pension.

Two months into this 21-month ordeal, Lewis was subjected to enforced leave that lasted more than 5-months. He was forced to burn off all of his sick leave and vacation leave, and then was in a no-pay status for roughly six weeks. A small portion of this was eventually reimbursed, but Lewis is still owed more than \$40,000 in lost pay. Despite this substantial suspension, FAA's attorney misrepresented to the MSPB that Lewis "had not been admonished".

During Lewis' ordeal, he made many inquiries, with letters, emails and other efforts to obtain clarifying information from FAA officials. Those officials routinely stonewalled and ignored Lewis. All of this is thoroughly documented, and shows the arbitrary damaging actions and lack of accountability within today's FAA. The facts of this case have still not been heard.

FAA officials not only ignored Lewis, but they knowingly concealed records. Thus, Lewis did not know most of their alleged concerns and was obstructed from presenting his own defense. It was more than a year after Lewis was fired, that he obtained key FAA records revealing a long list of slanders, manipulations, and coordinated efforts to obstruct Lewis' rights.

Among the most damaging slanders was a claim that Lewis was AWOL (did not care to come to work). Lewis was NEVER AWOL in his career, and he had been fully medically recertified in January 2008. Yet, the biweekly AWP Terminal Reports falsely declared for eight months that Lewis was "AWOL" and "pending medical revocation". This "AWOL" slander continued into June 2008, when Monique France at WSA-ATO concurred with AWP's removal proposal.

The simplest explanation for why this happened: **Lewis filed a grievance, and FAA retaliated.**

...For a short list of the most egregious slanders, etc., please see the [Chronology](#) page.

