

Thomas K. Lehrich

Thomas Lehrich is Counsel to the Managing Director for the Federal Maritime Commission, the agency responsible for promoting international trade and regulating oceangoing shipping between the United States and foreign nations. Prior to joining the FMC he was the Assistant Chief Counsel for the Transportation Security Administration (TSA), Office of Chief Counsel. Tom joined TSA after serving ten years with the Department of Transportation, Office of Inspector General, a 500-plus employee office with oversight responsibility over all the modes of transport regulated by the Department of Transportation. In these senior posts he has developed national expertise in aviation, complex litigation issues and transport.

In his position with TSA Tom advised the leadership of TSA on investigations and audits, regulatory, appropriations, and airport operations and security. His portfolio also included transactional areas, complex regulatory litigation and advising the CFO on budget and finance matters related to an almost \$6 billion budget.

For several years, Tom has been a guest lecturer on investigations and administrative law for the Department of Homeland Security at the Federal Law Enforcement Training Center in Southern Georgia.

In his position as Chief Counsel, with the DOT OIG he advised the IG and senior Department officials on complex transportation, ethics, general law, and oversight issues. Tom has considerable expertise in and insight into aviation and airport law as well as transport infrastructure programs and projects.

During his tenure at DOT OIG, Tom helped solve many of the pressing transport issues for our nation, including passenger rail issues, the Buy America program, Federal Aviation Administration (FAA) and airport laws, the auctioning of take-off and landing slots, the application of FAA user fees, the management of the ethics program, the review and reform of the Commercial Drivers License Program regulations, and the North America Free Trade Agreement (NAFTA).

In the aviation field, Tom served as the primary legal advisor in the areas of FAA airspace, airport improvement programs, and safety. Tom also worked on the reviews of the nation's major airline carriers' customer service programs, airport expansion projects, grant programs, revenue diversion issues, and aviation repair stations and NAFTA implications on opening the borders for Mexican trucks. Prior to joining the DOT, Tom served as a partner in private practice. He also served as a judicial clerk for the late Honorable William H. Kaye in the Pennsylvania Court of Common Pleas.

Tom enjoys writing on transport legal topics. His articles include: "Safe Skies with Flying Agents: An Overview of Law Enforcement Officers Carrying Accessible Firearms on Commercial Aircrafts," published in the *ABA Transportation Committee Quarterly*. Tom has also written articles for the *Air and Space Law* journal: "Citizenship Requirements and Why Branson Can't Save United" and "The Passenger Facility Charge Program—A Legal Overview." He recently published an article addressing the FAA's jurisdiction over commercial air space

travel. Tom was featured in the Federal Bar Association Transportation and Transportation Security Law Section's *TransLaw* journal where he gave his insights on the future of the aviation industry and was the editor for *Translaw*. Tom is also an officer with the Federal Bar Association, Transportation and Transportation Security Section.

Tom received the highest recognition at the DOT Office of Inspector General, the Award for Superior Achievement, among many other awards including several President's Council on Integrity and Efficiency Awards of Excellence for Highway-Rail Grade Crossing Safety, NAFTA, and AMTRAK. He has also received two Secretary's Team Awards for the NAFTA Cross-Border Trucking Demonstration Project team and the Partnering Excellence on Aviation Safety team. While with TSA he received the Honorary Achievement award for his work on the aviation security infrastructure fee program the program that funds aviation screening for the aircarrers.

Tom resides in Washington, DC with his wife Debbie and their three children.