



Ontario
Labour Relations
Board

Commission
des relations
de travail de l'Ontario

Our File Number / Numéro de dossier

505 University Avenue
2nd Floor
Toronto, Ontario
M5G 2P1

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Toronto (Ontario)
M5G 2P1

October 25, 2005

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Kevin Gauthier
12 – 53rd St.
Wasaga Beach, ON
L9Z 1W8

Dear Mr. Gauthier:

Your correspondence of October 21, 2005, to Diane Ince, has been forwarded to me for reply.

This is not a matter within the jurisdiction of the Ontario Labour Relations Board but is covered under federal legislation (Canada Labour Code), therefore, I am unable to respond to your letter and am returning your materials to you.

Sincerely,

Voy T. Stelmaszynski
Board Solicitor

VTS/md
Encl.



GREATER TORONTO AIRPORTS AUTHORITY

Operations

Michael MacWilliam
Manager, Aviation Standards, Noise & Enforcement
Tel: 416-776-7117
Fax: 416-776-5047

November 6, 2007

Mr. Kevin Gauthier
12-53rd St.
Wasaga Beach, ON L9Z 1W8

Dear Mr. Gauthier:

Thank you for your correspondence dated September 12, 2007 with respect to aircraft rollback incidents.

The Greater Toronto Airports Authority (GTA A) is committed to safety. As such, we will take any appropriate action as deemed necessary.

Yours truly,

A handwritten signature in black ink, appearing to read "Michael MacWilliam", written over a horizontal line.

Michael MacWilliam
Manager, Aviation Standards, Noise & Enforcement



U.S. OFFICE OF SPECIAL COUNSEL

1730 M Street, N.W., Suite 218
Washington, D.C. 20036-4505
202-254-3600

February 14, 2008

Mr. Kevin Gauthier
12-53rd Street
Wasaga Beach, Ontario
L9Z 1W8

Re: OSC File No. DI-08-1168

Dear Mr. Gauthier:

The Office of Special Counsel has completed its review of the information you referred to the Disclosure Unit. You alleged a violation of law, rule, or regulation and a substantial and specific danger to public safety by employees throughout the aviation industry.

The Special Counsel is authorized to receive disclosures from an employee, former employee, or applicant for employment of the federal government concerning a federal agency. 5 U.S.C. § 1213(a)(1). Because you are not an employee as defined by section 1213, the Office of Special Counsel does not have jurisdiction. Therefore, the Disclosure Unit will take no further action concerning these allegations.

Should you wish to pursue this matter further, you may contact the U.S. Department of Transportation, Office of Inspector General, 1200 New Jersey Avenue, S.E., 7th Floor, Washington, D.C. 20590; hotline number: (800) 424-9071.

Accordingly, we are closing our file. Should you wish to discuss this matter, please contact me at (202) 254-3604.

Sincerely,

A handwritten signature in cursive script that reads "Catherine A. McMullen".

Catherine A. McMullen
Chief, Disclosure Unit

CAM:DST/dst



200 Promenade du Portage
Place du Centre - 4th Floor
Gatineau, Quebec
K1A 1K8

Our file Reference

15 May 2008

Mr. Kevin Gauthier
12 - 53rd Street
Wasaga Beach, Ontario
L9Z 1W8

Dear Mr. Gauthier:

This is further to your telephone conversation and FAX to me, dated today. I note the attached response letter from Transport Canada (TC), dated 28 April 2008, whereas Ms. Jennifer Taylor, Director, National Operations, stated to you that she considers that "the safety matters relating to roll-backs" are adequately managed, and that TC considers the matter closed. The TSB is of the opinion that the TC response is appropriate and that any investigation from our part is not warranted.

As discussed with you this morning, the TSB is an independent agency created to advance transportation safety through the investigation of occurrences in the marine, pipeline, rail and air modes of transportation. More detailed information on our mandate may be found at <http://www.tsb.gc.ca/en/common/mandate.asp>.

As you will discover on visiting the above site, the TSB Air Branch is required to conduct investigations into aviation occurrences, make findings as to their causes and contributing factors, identify safety deficiencies evidenced by transportation occurrences, make recommendations to eliminate or reduce those deficiencies and report publicly on the findings.

In closing, I wish to re-iterate to you that the TSB has the power to investigate any situation or condition where it believes that the safety of passengers in federally-regulated transportation systems is endangered. I believe that safety actions already taken by TC, along with the related responsibilities of the operators for safety under their Safety Management System, are adequate to mitigate the risks you insist still exist. Therefore, I believe this issue has been satisfactorily handled and that no further correspondence with you is warranted.

Sincerely,

Réal Levasseur
Chief, Head Office Operations
Air Investigations Branch

cc: Ms. Jennifer Taylor, Director, National Operations, Transport Canada



Office of the
Prime Minister



Cabinet du
Premier ministre

Ottawa, Canada K1A 0A2

February 26, 2009

Mr. Kevin Gauthier
12 - 53rd Street
Wasaga Beach, Ontario
L9Z 1W8

Dear Mr. Gauthier:

On behalf of the Right Honourable Stephen Harper, I would like to acknowledge receipt of your recent correspondence regarding an issue which falls within the responsibilities of the Honourable John Baird, Minister of Transport, Infrastructure and Communities.

You may be assured that your comments have been carefully reviewed. I have taken the liberty of forwarding a copy of your correspondence to Minister Baird, who will no doubt wish to give your views every consideration.

Thank you for taking the time to write to the Prime Minister. For more information on the Government's initiatives, you may wish to visit the Prime Minister's Web site, at www.pm.gc.ca.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "L. A. Lavell".

L. A. Lavell
Executive Correspondence Officer

Canada



Government
of Canada

Office of the Federal Ombudsman
for Victims of Crime

240 Sparks Street
P.O. Box 55037
Ottawa, Ontario
K1P 1A1

Gouvernement
du Canada

Bureau de l'ombudsman fédéral
des victimes d'actes criminels

240, rue Sparks
C.P. 55037
Ottawa (Ontario)
K1P 1A1

September 18, 2007

Mr. Kevin Gauthier
12 – 53rd Street
Wasaga Beach, Ontario
L9Z 1W8

Dear Mr. Gauthier:

The Office of the Federal Ombudsman for Victims of Crime has reviewed your letter dated September 7, 2007, with enclosed documents.

The mandate of the Office of the Federal Ombudsman for Victims of Crime is limited to issues affecting victims of crime exclusively within federal responsibility. Secondly, our office is unable to review any complaints or matters relating to occurrences prior to the establishment of our office in March 2007.

We understand the issues you raise are of a serious nature and therefore regret that we cannot assist you in these matters.

Please note that we are returning your documents.

Respectfully,

Karin Molzahn
Complaints Review Officer
Office of the Federal Ombudsman for Victims of Crime
www.victimfirst.gc.ca

LEGAT Bruno (MOVE)

From: LEGAT Bruno (MOVE)
Sent: vendredi 25 février 2011 12:36
To: 'rockev@rogers.com'
Cc: PETROVA Irina (MOVE); SEEBOHM Eckard (MOVE)
Subject: ACARS (Aircraft Communicating Addressing and Reporting System) equipment allegedly used improperly
Attachments: D - 232607 Ares 213202.pdf

Dear Mr Gauthier,
please find enclosed a letter signed by Mr Eckard Seebohm, Head Of Unit of Air Safety.

Best regards

Bruno LEGAT

Secretary to Air Safety Unit
EUROPEAN COMMISSION
Directorate General for Mobility and Transport
DG MOVE E3 / Air Safety and Environment
rue De Mot 24 DM 24 5/11
1040 Brussels
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EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT
DIRECTORATE E - Air Transport
E.3 - Air safety

Brussels, 25 FEB. 2011

DG MOVE E3/IP/bl D(2011) 232607

**Subject: ACARS (Aircraft Communicating Addressing and Reporting System)
equipment allegedly used improperly**

Dear Mr Gauthier,

Thank you for your correspondence dated 8 February 2011 in which you express concern about possible cases of tampering with aircraft on board equipment, namely ACARS (Aircraft Communicating Addressing and Reporting System), to generate false departure and arrival times at gates of departure and arrival.

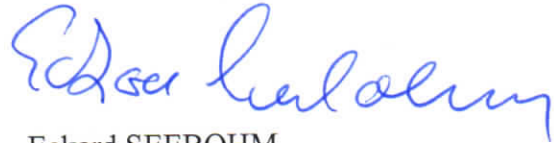
We do believe that if such practice existed, it had been most probably initiated by airline management for economic and financial reasons which, however, could not excuse any non-conformance to the official instructions in the Operations Manual and Standard Operational Procedures.

Whether representing immediate safety hazards or not, cases of the kind described by you, show an overall safety attitude to the operational work that has nothing to do with the best safety management practices. However, the European Commission is not competent to investigate such alleged abuses, either because they concern general accusations or non-EU airlines. Also, in case EU-operators would be involved, it remains the responsibility of EU Member States to oversee the correct implementation of EU legislation and related operational procedures. The National Aviation Authorities (NAA) of the Member States could perform their own inquiries and give additional directions to the inspector's staff, so they could be on the lookout for tampering. Moreover, the NAA have the power to require that the air operators under their regulatory control include mandatory materials in the Operations Manual with the objective of adding more specific instructions concerning the ACARS and data entry to prevent this sort of abuse.

Kevin Gauthier - former Air Canada pilot
12-53rd St.
Wasaga Beach, Ontario
Canada
L9Z 1W8
Telephone: (705) 429 3097
Facsimile (705) 429 3097 (on request)
Email: rockev@rogers.com

Nevertheless, the Commission, in consultation with the European Aviation Safety Agency (EASA) will further consider the need for regulatory intervention to address the issues raised in your letter. We would certainly take into account your views on possible mitigation measures

Yours sincerely,



Eckard SEEBOHM