

Yohan P. Cherrier
7096 Guelph Line RR# 3
Campbellville Ontario L0P 1B0
Tel (905) 876-0273
September 12th, 2008

Oliphant Commission
427 Laurier Avenue West, Suite 400
P.O. Box 2740, Station D
Ottawa, Canada K1P 5W7
Fax (613) 995-0785

RE: Application for Standing and Funding

To whom it may concern:

I make application for standing and funding to attend the commission hearings. The dealings between Mr. Schreiber and the Honourable Brian Mulroney including the creation of the Air Canada Public Participation Act (ACPPA) have had sufficient impact on Canadian society as to entrench discrimination within collective bargaining. (*Supreme Court decision January 26th 2006 on the term "Establishment"*) I ask for funding by virtue of my past dealings with the Superior Court of Ontario, The Federal Court of Canada and the copious amounts of money spent on a lawyer who used me to advance his own political agenda and to protect the very people that are at the root cause of this fiasco. Complaints have been filed with the Law Society of Upper Canada but as has been usual in this affair my complaints fell on deaf ears.

Added herein is a synopsis of my reasons for this application. (*42 pages including this cover letter*)

I wish to be advised if I must travel to Ottawa on October 2, Oct. 3, Oct. 6, and/or Oct. 7, 2008.

Thank you for your attention to this matter.

Sincerely and Respectfully



Yohan P. Cherrier

**“An injustice anywhere
is
an injustice eberywhere”**

Martin Luther King

There is NO statute of limitations for discrimination.

Yohan P. Cherrier
 7096 Guelph Line RR# 3
 Campbellville, Ontario, L0P 1B0
 Labour Day, September 3rd, 2007

The Honourable Garth Turner
 Member of Parliament for Halton
 600 Justice Building
 House of Commons
 Ottawa, Ontario, K1A 0A6
 Fax 613 992-0851

Dear Sir:

I am in receipt of your letter dated, August 3rd, 2007, advising me that you can be of no assistance in adjudicating my issue of Human Rights. How magnanimous of you to accept, on behalf of the entire Civil Service, pay cuts in the order of 35% with equivalent cuts in your pensions. These cuts of course should start with the number one civil servant, the Prime Minister, who by virtue of his position should wish to lead by example. After all, he should have been well aware of this situation through his then Transport Critic, Mr. James Moore, before he took office. Let me explain.

Mr, Robert Milton was the Chief Operations Officer (C.O.O.) of Air Canada from approximately 1992-1999. In my opinion Mr. Milton was:

- 1) Unequivocally incompetent, inept and grossly negligent in not recognizing and signalling that Air Canada was undergoing a hemorrhage of red ink, (Losses) and/or;
- 2) He was complicit, with certain parties of the Canadian Union of Public Employees (CUPE), in defrauding monies entrusted to Air Canada, by the public, via the Mulroney Conservative Government in 1988 when it was privatised, and/or;
- 3) He was engaged in predatory pricing for the sole purpose of putting Canadian Airlines out of business. (*Air Canada's operational costs were astronomical*)

All of these have implications of a judicial nature lest the Attorney General of Canada forget the Law, and/or, applies it selectively by convenience.

Mr. Milton acquired Canadian Airlines (CAIL) and then conveniently went rushing into Justice James M. Farley's Court Room to protect himself from his own incompetence! No sooner did Air Canada emerge from (CCAA), he had the audacity of grouping both employees of Canadian Airlines (CAIL) and Air Canada (AC) together and accuse the unions for the demise of Air Canada. Lest anyone forget, CAIL employees moved to Air Canada's work rules, NOT the other way around!

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September 3rd, 2007

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Pre-existing conditions at Air Canada need not be determined by my word alone. I believe the former Minister of Industry and Former Premier of Newfoundland and Labrador, Mr. Brian Tobin, made my case, in point form, in an article in the Globe and Mail, dated April 8th, 2003, entitled, Advise to David Collenette, KEEP YOUR HANDS OFF AIR CANADA. (entire article available on line)

Excerpt " Contrary to popular myth, Air Canada was not-forced to absorb Canadian Airlines- in fact it fought tooth and nail FOR the merger. "

Mr. Milton needed a scapegoat for his total ineptitude. In eleven years, Air Canada had gone from being completely solvent and debt free reduced to JUNK status and in debt, to its own employees, to the tune of 1.8 Billion dollars in their pension plans. Mr. Milton was then rewarded handsomely with millions of dollars for doing so.

It stands to reason that if Canadian Airline Employee/Owner/Shareholders can pay the penalties of being drawn into the Air Canada quagmire through seniority loss, pay cuts, and investment/pension losses then the Civil Service can share in that burden for letting it happen. The easing of my tax burden will partly compensate for the loss! Of course, the Prime Minister may select a more traditional methodology by cutting from the bottom up and/or truncating certain positions from the neck down. In either case we as Canadians need not fear. The largest U.S. retailer is expanding vigorously and providing employment. Albeit, the benefits and pensions leave much to be desired but statistically a job is a job. Why should we concern ourselves with Justice and our future senior citizens?

This Exposé would not be complete without the following comment. There is a Reporter for the Globe and Mail who often in Err, REGULARLY opinions on a variety of subjects. In this case, I believe that this reporter owes the cash strapped ex-employee/shareholders and management of Canadian Airlines a huge public apology!

The bottom line and purpose of this letter is as follows:

The Flight Attendant group of both Air Canada and Canadian Airlines were misled by their immediate leadership and subsequently misrepresented by the Canadian Union of Public Employees (CUPE) in Superior Court Justice Farley's Court Room!

Government cannot continue to sweep Canada's problems under the carpet of the House of Commons; the bulge is getting increasingly hard to hide and it serves no purpose to prevent future occurrences.

Corruption breeds subjective and selective incompetence and white collar crime affects every Canadian's pension but more importantly it devastates the future of Canada's children.

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September 3rd, 2007

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Those as copied below are either part of the solution or part of the problem. The commonality and joint characteristics of their respective positions serve to denote that the Law Society of Upper Canada may have a public relations disaster on their hands.

Thank you for your attention to this matter and feel free to forward this letter to the Prime Minister's office on my behalf.

This letter deposited to all Canadians with all due respect.

Sincerely,



Yohan P. Cherrier

PS. I make myself available to act as a guest speaker at social events held across the country but not at gatherings sponsored, hosted, or in anyway affiliated to CUPE.

CC:

Honourable Justice James M. Farley	Superior Court of Ontario (registered mail)
Honourable Justice James W. O'Reilly	Federal Court of Canada (registered mail)
Honourable Judge M. Shapiro	Superior Court Small Claims Division (mail)
Attorney General of Canada	C/o. Ms. Jacqueline Dais-Visca (Fax)
Canadian Human Rights Commission	C/o. Ms. Leslie Reaume (Fax)
Law Society of Upper Canada	C/o. Ms. Aldona-Maria Bigos (Fax)
Air Canada Legal Department	C/o. Ms. Rachelle Henderson (Fax)
Ontario Securities Commission	C/o. Manager Contact Centre (Fax)
Mr. Warren Edmonson	CIRB Chairperson (Fax)
Mr. Warren Nelson	Senior Labour Relations Officer (Fax)
Mr. Kevin Howlett	VP Air Canada Labour Relations (Fax)
Mr. Buzz Hargrove	CAW National President (Fax)
Mr. Ken Georgetti	CLC National President (Fax)
Mr. Paul Moist	CUPE National President (Fax)
Mr. Murray Gold	Koskie Minsky (Fax)
Revenue Canada	
Flight Attendants	

Yohan P. Cherrier
 7096 Guelph Line RR# 3
 Campbellville, Ontario L0P 1B0
 July 12th, 2007

Canada Industrial Relations Board
 c/o Mr Warren Nelson
 Senior Labour Relations Officer
 1 Front Street West, Suite 5300
 Toronto, Ontario, M5J 2X7
 Fax (416) 973- 6543

Dear Mr Nelson:

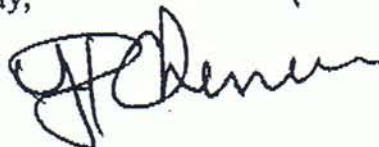
Please find enclosed a letter addressed to my National President of the Canadian Union of Public Employees (CUPE) dated July 9th, 2007. This letter is to be considered in addition of the multitude of complaints I have already filed.

I have no doubt that the National office of CUPE may wish to distance itself from the Airline Division, and/or the AC Component or CAIL Component. It is, however, very important to note that during the 2002 collective bargaining negotiations, the Air Canada Component of CUPE had been placed under administration by National via complaints filed by its members.

Mr. Ken Hopper acted as administrator and liaison to the National office. As such, the National office of CUPE would have been privy to the controversial bargaining that took place. By virtue that the collective agreement was recommended to the membership it follows that it was sanctioned by the National office.

Thank you for your attention to this matter and I expect to hear from your office in the near future.

Sincerely,



Yohan P. Cherrier

CC

Mr. Paul Moist	CUPE National President
Mr. Warren Edmonson	CIRB Chairperson
Mr. Buzz Hargrove	CAW National President
Mr. Kevin Howlett	AC Senior Vice-President, Employee Relations
Mr. Ken Georgetti	CLC National President
Ms Lesley Swann	AC Component President
The Membership and Friends	

F.01742

Yohan P. Cherrier
7096 Guelph Line RR# 3
Campbellville, Ontario L0P 1B0
July 9th, 2007

Canadian Union of Public Employees (CUPE)
Mr. Paul Moist, National President
21 Florence Street
Ottawa, Ontario, K2P 0W6
Fax 1 613 237-5508

(Via Registered Mail and Fax)

Dear Mr. Moist:

I attended court proceedings on the last day of CCAA before Justice Farley whereby CUPE lawyers went to great lengths to applaud themselves and wrap themselves in a Canadian flag in their closing commentary. I recall the revulsion that I felt knowing that Canada's Charter and Human Rights Act were being undermined by the very people that were suppose to be representing women's rights, equity and equality. This revulsion is only surpassed by the disgust I feel on a monthly basis via the extortion of CUPE union dues that go to further the injustice and allows for your salary.

Might I remind you that prominent CUPE lawyer, Mr. Michael Church, has unequivocally known as far back as December 13th, 2001 that the seniority issue must make its way to the Supreme Court. Both the CAIL Component and the AC Component have abandoned the file because it would serve to incriminate their leadership in a collusive relationship that has seen their members rights abridged.

One day the Air Canada Flight Attendants will come to realize that if they want to end the injustice, the lies, the abuse, the misrepresentation, and certainly the ensuing cover up, they will have to end their association with CUPE. If a vote could be taken tomorrow to defect to the CAW it would not be soon enough!

In regard to pensions and letter of understanding No. 30 (LOU 30) that has forced all flight attendants into the Air Canada CUPE pension plan, it is important to note that I have called into question that entire negotiation process of 2002. The leadership acted in their own self interest by accepting a \$19,000 dollar bribe and then imposing LOU 30 to cover up a huge pension deficit that existed exclusively at Air Canada. To achieve ratification of the agreement they emphasized a "false promise" of a 25 million dollar signing bonus to exclusively Air Canada flight attendants but failed to signal to them that their pensions had been compromised. They also encouraged, fostered, and promoted discrimination against their own most junior members; the ZIP flight Attendants group.

I have been asked why I have not run for a CUPE union position.

How could I run within an organization that has lost its fundamental values with respect, not only to, its members but to women across this nation? Further more, my name, my values, my integrity and my word are worth more to me than a position, a title and/or money, with the following very important exception; CUPE's check book and 200 million dollars of Canadian Airline Employee Investments. Investments made to advance an Air Industry cooperative in nature and discrimination free.

Cont'd.....2

July 9th, 2007

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With the above noted, I ask you the following question;

Did Mr. Terry Twentyman, Ms. Sheena Murdoch and the CAIL Component Executive including the Airline Division advisors such as Ms. M. White lend 100% support behind CEO Kevin Benson of CAIL for the acquisition of Air Canada? If not, WHY NOT?

Many people would like to understand why this question is so important.

It bears great significance in that it was CUPE National that was responsible for negotiations during the CCAA and therefore CUPE lawyers were privy to the motion that I placed before Superior Court Justice, James M. Farley, on June 3rd, 2004; added herein below. (Please note Recipient list)

It also bears great significance on Superior Court Judge, Shapiro, and his decision on the complete file before him, and because of the following question that I posed to him in my closing arguments.

At what level of our society does the cover up of this travesty begin?

My section 37 complaint against CUPE is exceptionally well documented and includes letters addressed to people of importance in our society including past prominent Government leaders, Canada's Courts, and Canada's Bureaucracy.

Are Canada's flight attendants ever going to get answers from their national representatives? Are Canada's people ever going to get answers as to how their Charter has been made into a useless piece of paper by its largest National Union? How Sad!!

Thank you for the courtesy of your time even though you've had six years to make things right! Its time for us to move on and I can only hope that my colleagues will see it the same way.

Sincerely,



Yohan P. Cherrier

CC.

Mr. Warren Edmonson

Mr. Warren Nelson

Mr. Kevin Howlett

Mr. Buzz Hargrove

Mr. Ken Georgetti

Ms. Lesley Swann

The Membership and Friends

CIRB Chairman

CIRB Senior Labour Relations Officer

AC Senior Vice-President, Employee Relations

CAW National President

CLC National President

AC Component President

**ONTARIO
SUPERIOR COURT OF JUSTICE
(COMMERCIAL LIST)**

**IN THE MATTER OF THE COMPANIES' CREDITORS ARRANGEMENT
ACT; R.S.C. 1985, c.C-36, AS AMENDED**

**AND IN THE MATTER OF SECTION 191 OF THE BUSINESS
CORPORATIONS ACT, R.S.C 1985,c. C-44 AS AMENDED**

**AND IN THE MATTER OF A PLAN OF COMPROMISE OR
ARRANGEMENT OF AIR CANADA AND THOSE SUBSIDIARIES LISTED
ON SCHEDULE "A"**

**APPLICATION UNDER THE COMPANIES' CREDITORS ARRANGEMENT
ACT, R.S.C.1985, c.C-36, AS AMENDED**

NOTICE OF MOTION

YOHAN P. CHERRIER ("Cherrier") will make motions to the Honourable Mr. Justice Farley on Thursday the 3rd of June 2004, at 10:00 a.m. or so soon thereafter as the motion may be heard, at the Courthouse, 393 University Avenue, Toronto, Ontario.

PROPOSED METHOD OF HEARING: Orally

THE MOTION IS FOR:

1. Determining if the Organizations and/or all individuals as indicated in the sworn affidavit of ("**Cherrier**") attached herein, are above or exempt of the laws of Canada and as such, to remove such individuals of their active role in the reorganization plan of Air Canada under the CCAA restructuring.
2. To insure that a Public Inquiry is initiated by the methods and recourses of the Judicial System of Canada, to determine where tens of billions of tax payer dollars went in relation to a government handout given exclusively to the then Crown Corporation known as "Air Canada" (Air Canada Corporation) in 1988 as part of the privatization of that Crown Corporation.

3. To determine if a Quebec Justice remains seized with a decision to limit the ownership of Air Canada by any individual or group of individuals or any organization, to not more than 10% of the global size of Air Canada ("The decision") as was the case when Canadian Airlines International Ltd. ("CAIL") in association with its partners made an offer to purchase Air Canada, in 1999 ("The offer") "The decision" that saw a reasonable offer quashed.
4. To make claim and appropriate the share of Air Canada that is due the employees of Canadian Airlines International for their investments into the Air Industry. This appropriation, should be valued at not less than \$200 Million dollars and in all cases no less than, and/or of equal value to what is the New Market Value in respect to all of the New Air Canada. The appropriation and it's value to be issued in new certificates and/or new shares, equivalent in value, ownership, and voting rights in keeping with every other holder of the New Air Canada share certificates.
5. To ensure the unrestrained emergence of the "New Air Canada" from the present CCAA proceedings and preclude it from future proceedings, and also to ensure to potential investors that there will be no continued future labour unrest, it is fundamentally necessary to address the outstanding issue of seniority and the inequities and discriminatory elements of the Burkett Award ("Burkett Award") as defined in the affidavit of "Cherrier". At the request of the Deutsche Bank that all material disputes be either resolved or dropped, it is in the interest of these proceedings that the Burkett Award is quashed and that the seniority issue be reviewed at the Supreme Court of Canada.
6. The costs of this Motion; and
7. Such further and other relief as counsel requests and this Honourable Court deems proper.

THE GROUNDS FOR THE MOTION:

8. On April 1st, 2003 Air Canada filed an application under the *Companies' Creditors Arrangement Act, R.S.C. 1985, c.C-36, as amended*.
9. Section 11(6) of the *Companies' creditors arrangement Act* ("CCAA") states that the onus is on the applicant to satisfy the Court that the circumstances exist to justify the continuance of the stay order; and that the applicant has acted, and is acting, in good faith and with due diligence.
10. That the applicant has NOT acted in good faith, and as such must be accountable for its activities. At the moment, these activities are questionable at best, under the present circumstances.
11. Such other evidentiary material as provided in the affidavit provided herein by ("Cherrier")

12. Such further and other grounds as counsel requests and this Honourable Court deems proper.

THE FOLLOWING DOCUMENTARY EVIDENCE WILL BE USED AT THE HEARING OF THE MOTION:

1. The affidavit of Yohan P. Cherrier, sworn May 5th, 2004, and exhibits thereto;
2. Such further or other materials as counsel may advise and this Honourable Court permit.

May 5th, 2004

Yohan P. Cherrier
XXXX XXXXXX XXXX
XXXXXX, Ontario XXX XXX
Tel: XXX XXX XXXX

Yohan P. Cherrier representing Himself

TO: STIKEMAN ELLIOTT
 5300 Commerce Court West
 199 Bay Street
 Toronto, Ontario M5L 1B9

Attention: Ashley John Taylor/ Sean F. Dunphy Solicitors for the Applicant

TO: LENCZNER SLACHT
ROYCE SMITH GRIFFIN
 Barristers and Solicitors
 Suite 2600-30 Adelaide Street West
 Toronto Ontario M5H 3P5

Attention: Peter H Griffin Solicitors for the Monitor

TO: KOSKIE MINSKY
 20 Queen Street West
 Suite 900, Box 52
 Toronto, Ontario M5H 3R3

Attention: Murray Gold Solicitors for CUPE

TO: JONES ROGERS LLP
155 University Avenue
Suite 1600
Toronto, Ontario M5H 3B6

Richard B. Jones Solicitors for Air Canada Pilots Association

TO: CAW TCA CANADA
205 Placer Court
Toronto, Ontario M2M 3M9

Lewis Gottheil Solicitors for
National Automobile, Aerospace, Transportation and General Workers
Union of Canada- CAW Canada

AND TO: Service List Attached

Yohan P. Cherrier
7096 Guelph Line RR# 3
Campbellville Ontario L0P 1B0
February 2nd, 2006
Tel 905 876 0273

Manager, Inquiries & Contact Centre
Ontario Securities Commission
20 Queen Street West,
Box 55, Suite 1903,
Toronto, Ontario M5H 3S8
Fax 416 593-8122

Dear Manager:

I wish to file a formal complaint against Mr. Robert Milton present Chief Executive Officer of ACE holdings but more importantly the past CEO and COO of Air Canada. My complaint involves Corporate Governance, Non-Disclosure, Fraud and or Conspiracy to commit fraud in collaboration with other parties. Had the proper facts about Air Canada's solvency been revealed at the time of the merger of Canadian Airlines, an ordinary investor would have had serious question surrounding and/or encouraging a take-over bid of Canadian Airlines International.

The delay in me filing this complaint comes as a result of the tardiness of the Supreme Court of Canada to render a decision on issues of Pay Equity and Equality.

On January 26th, 2006 in a 7-0 decision, the Supreme Court of Canada acknowledged that:

Salaries and working conditions of Flight Attendants, who are mostly women, can be compared with those of pilots and mechanics, who are mostly men, because all three groups work in the same "establishment"

Air Canada argued that collective agreements are "the defining source" of personnel and wage policies. The court countered:

That approach would turn collective bargaining into a tool for entrenching discrimination.

I have for the past four years been involved in a lengthy battle within my own union as a result of the merger. That time, permitted me to render an assessment of the business dealings of the management of Air Canada, its unions (an entity onto themselves) and the rank and file members. In short order I was able to conclude that Air Canada, as a Crown Corporation of the past and, as a private sector Company since 1988 was running the company at a dead loss to its investors and the public. These losses were justified in a death spiral undertaking to put Canadian Airlines International out of Business and subsequently return to the Crown Corporation Monopoly that once existed in Canada.

Cont'd.....2

February 2nd, 2006

Page 2

This behaviour was spear headed by the Corporation and jointly adopted by its union Executives primarily because of the security blanket that the Air Canada Public Participation Act (ACPPA) fostered at the negotiation table. Any and all cuts that were made to offer a more competitive edge during the Air War years were assumed by the most junior and most vulnerable members of each group. This aberration was particularly characterized within the Flight Attendant Group. In fact, things had so seriously become out of hand that payoffs to union executives and negotiations of contracts that fell below Canada Labour Code CLC standards became the order of the day. (See email dated January 30th, 2006, and letter, dated July 29th, 2003, attached)

Unfortunately for the employees of Canadian Airlines who were once owners of their own destiny as shareholder owners of Canadian Airlines International, this only became apparent after the integration was concluded.

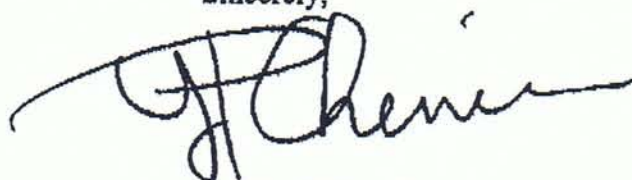
How this bears significance to Mr. Milton follows in that, if I as a lay person could understand and certify that Air Canada was doomed in its business acumen, then surely Mr. Milton prior to the merger was aware of that fact. To this end, I am in possession of physical empirical hard evidence that Mr. Milton knew but failed to disclose to the public the inherent insolvency of Air Canada.

Furthermore, through a witness I can confirm that Air Canada had knowledge as far back as 1990 that its practises as negotiated with the Air Canada Component of CUPE union posed certain risks with regard to compliance to Human Rights Legislation.

I cannot predict the outcome of future investigations by the Human Rights Commission relative to the decision of the Supreme Court. Nor, am I able to for see how the members of the Flight Attendant union or its Executives will react. However, I know that I must do what is in my power to shed light on events that have so undermined the Rights of Canadians in general, relative to their investments which indelibly contributes to the welfare of their pensions and the future welfare of my country.

I make myself fully accountable and available to answer all and any questions.

Sincerely,



Yohan P. Cherrier

CC

Ms. Helen Pelton

For the Record

Yohan P. Cherrier
7096 Guelph Line RR# 3
Campbellville, Ontario L0P 1B0
April 23rd, 2007

Mr. Warren Edmonson Chairperson
Canadian Industrial Relations Board
240 Sparks Street West Tower 4th Floor
Ottawa, Ontario K1A 0X8
Fax 1 613 995 9493

Mr. Warren Nelson
Canadian Industrial Relations Board
Senior Labour Relations Officer, Ontario Region
1 Front Street West, suite 5300
Toronto, Ontario M5J 2X7
Fax 416 973 6543

Dear Sirs,

Please find attached a letter addressed to my Air Canada Component President outlining a subsequent complaint with regard to monetary redress for Pension Shortfalls and Inequity.

I wish to add this complaint to the already long list of others as already submitted to the attention of the Canadian Industrial Relations Board.

The matter touches on my ability to sustain myself in retirement years and the possible ramifications that this could have on the Canadian Government and future Tax contributors namely the children of Canada.

Thank you for your attention to this matter.

Sincerely,



Yohan P. Cherrier

Encl 1: Letter to Ms. L. Swann, President AC Component CUPE
Encl 2: Email to Ms. L. Swann, with copies to the membership

Yohan P. Cherrier
7096 Guelph Line RR# 3
Campbellville Ontario L0P 1B0
April 23rd, 2007

Ms. Leslie Swann
Air Canada CUPE Component President
25 Bellfield Road
Etobicoke Ontario M9W 1E8
Fax 416 674-6824

Dear Ms. Swann:

Congratulations on your successful bid to the leadership of the Air Canada Component.

A few months ago I sent to your home a registered letter asking for your support in my intervener request before the CIRB. You elected to summarily dismiss me and pursued your agenda to the leadership of the Component.

During the CCAA restructuring of Air Canada it was revealed that Air Canada was 1.8 Billion dollars in arrears in the pension plan. I also bring to your attention that via the past collective agreements at Air Canada whereby the AC members were paid flying that fell within their vacation time, their pensions were artificially inflated by more than 30% and in some cases more than 60%. Past Service directors were being paid on average 14 months of pay but working less than 10 months. (Certainly not a benefit enjoyed by the private sector airlines or anyone from CAIL)

During the CCAA negotiations entertained by your predecessors, Ms. Sachs and Mr. Nolan, the only part of the collective agreement that did **NOT** entertain cuts was the Pension plan. In fact Air Canada was obliged to reimburse the pension over a 10 year period. Money does not grow on trees! Present members are subsidizing the artificial pensions of past Air Canada members via all the collective agreement cuts that were negotiated by the past union executives during the CCAA restructuring.

You attended and assisted me with my presentations to Justice Farley but obviously you failed to comprehend the full significance of my endeavours. Thus was my request for the 200 million dollars of investments of CAIL employees under part III of the Labour Code.

For 21 years I have administered my own pension via self directed RRSPs. Such was my choice at the time of my hiring. On March 17th, 2007 I noted that CUPE pension was withdrawn from my pay check for the first time. (I will be 50 years old this year)

I will not contribute to the CUPE pension to further subsidize what has already been fraudulently extracted from me in pay cuts. You are therefore commissioned by your present position to insure that I am reimbursed the monies that were removed from my pay. You might simultaneously explain to the CAIL membership why they have lost past investments, work conditions and seniority all in a bid to maintain an enormous lie that saw the public purse defrauded.

Cont'd.....2

April 23rd, 2007
Page 2

In conjunction with my attached email to you, entitled "PENSION SHORTFALLS and INEQUITY, and reasonable answers to those questions and in particular question 16 which serves to prove misrepresentation; I am asking you to file a system wide grievance on behalf of the CAIL airline members that they be made whole in respect of investments, pay, and seniority. Please insure that monies removed on my pay checks destined to CUPE pension are returned to me immediately.

You once asked me "What is the bottom line?"

The bottom line is best described by the following five words and their definition according to the Canadian Oxford Paperback Dictionary.

Collusion/n. 1. a secret agreement, esp. for a fraudulent purpose. 2. *Law* such an agreement between ostensible opponents in a law suit.

Conspiracy/n. 1 a secret plan to commit a crime or do harm. 2 the act of conspiring.

Extortion/n obtain (esp. money) by force, threats, persistent demands, etc.

Fraud n. 1 the action or an instance of deceiving someone in order to make money or obtain an advantage illegally. 2 a person or thing that is not what it is claimed or expected to be. 3 a dishonest trick or stratagem.

Misrepresentation/n represent wrongly; give a false or misleading account of.

You have elected to place your self at the epicentre of this deception and tragic fiasco. You should be made aware that I have filed with the CIRB a section 37 complaint against the Airline Division. This letter serves as notification as well as an addition to that complaint.

Thank you for your attention to this very important matter and I will expect a reply within the next 10 days.

Sincerely



Yohan P. Cherrier

CC

Mr. Warren Edmonson
Mr Warren Nelson
Mr. Buzz Hargrove
Mr. Paul Moist
Mr. Ken Georgetti
Cherrier Family members

CIRB Chairperson
CIRB Senior Labour Relations Officer
CAW President
CUPE President
CLC President

ENCL (1) Email titled "Pension Shortfalls and Inequity" (2 pages)

----- Original Message -----

From: Yohan P. Chérier
To: Swann, Lesley
Cc: Genereux, Claude ; Moist, Paul
Sent: Monday, April 23, 2007 10:13 AM
Subject: PENSION SHORTFALLS AND INEQUITY

Ms. Lesley Swann
 Air Canada CUPE Component President
 25 Belfield Road
 Etobicoke Ontario M9W 1E8
 Fax 416 674-6824

Dear Ms. Swann: **(MEMBERS PLEASE FORWARD)**

As you are well aware the last Component executive maintained for many years a paper line bidding system for work assignments. Due to certain negotiated work rules at that time, the top 20% of Air Canada Flight Attendants were being paid 14 months of pay per annum when they were only actually working 10 months.

(This because they were paid for flying over and above vacation pay that fell within their vacation period)

This superior pay also served to artificially inflate their pension contributions for which the company was obliged to match dollar for dollar.

During the CCAA it was revealed that Air Canada was 1.8 billion(1,800 Million) dollars in arrears in the pension plan. The past Executives, very close to retirement, acted to protect their artificially inflated pensions.

In order to achieve this they decimated the work conditions and pay of those of us that remain. We assumed 30-40% pay cuts!!

In essence we are called upon to subsidize through our wages the extravagances of past members. Air Canada has been given 10 years to reimburse the deficit but it is cuts in our wages that allow for this reimbursement.

Simultaneously, the cuts that we assumed serve to undercut our own pensions as we are contributing less! As inflation mounts more of us will have even smaller pensions when we retire than our predecessors. This is particularly so for those members that came from previously private sector airlines. This was the object of my presentations to Justice Farley during the CCAA and my quest to protect 200 million dollars of CAIL Employee investments.

Could you please take the time to answer the following very important questions:

1. *Who was the administrator of the CAIL pension plan prior to December 1999?*

2. *Who is the administrator of the old CAIL pension plan today?*
3. *Was the CAIL pension plan prior to 1999 an extension of the old CPAL plan? If so how?*
4. *Were all the predecessor private sector airlines including CP, PWA, EPA, Nordair, and Wardair fully integrated into the CAIL pension plan prior to December 1999 and were all parties fully contributed to fulfill the test of solvency?*
5. *Barring any differences between the present Air Canada plan and the old CAIL plan of the day, in December 1999 was the CAIL plan solvent? In other words, was the plan sufficiently financed by CAIL to insure that all contributing members would be provided for in their retirement years?*
6. *Have the Air Canada pension plan and the CAIL pension plan been integrated or merged?*
7. *During the CCAA process it was reported that Air Canada was 1.8 billion dollars in arrears in its pension obligation. How has this deficit affected the pensions of the CAIL members?*
8. *Since the acquisition of CAIL by Air Canada has Air Canada contributed consistently and regularly to the CAIL plan to insure that it is still solvent and if not, Why?*
9. *Were health care benefits, post retirement, part of the old CAIL plan? If so what were its provisions?*
10. *Approximately 800-900 CUPE members administer their own pension through self directed means. The government at the time actively encouraged the populace to take advantage of RRSP contributions and self administration. What provisions have been made to protect these members from radiation related problems and/or health problems post retirement?*
11. *How does the VSP package affect those members that administer their own pension and what parts of the package directly benefit them?*
12. *Could you explain the differences between the pre 1999 CAIL plan and the present plan and how it affects the CAIL members and their retirement?*
13. *Is the present pension plan sufficiently funded to provide for the contents of its promises to its members? In other words, is there enough money in the plan today to fulfill its obligation at the present time to all its contributors? if not, Why not?*
14. *In your experience and estimation are there any other matters or information that would have bearing or significance on the retirement and/or pensions of either the CAIL or AC members, including those that have administered their own pensions that should be brought to their attention?*
15. *Is there any other independent administrator or organization that could corroborate your answers to my questions?*

Finally, as a Fire Marshal must uncover the spark in a pile of rubble that ignited a blaze so to must I uncover the root cause of the carnage that fell upon the Airline Division; carnage that has sent me from being an owner/shareholder with representation on the board of directors to a man doing women's work with a collective agreement that falls below Labour Code Standards and has discrimination as its root.

16. Did Mr. Terry Twentymen, Ms Sheena Murdock and the CAIL Component Executive including the Airline Division advisors such as Ms. M. White lend 100% support behind CEO Kevin Benson of CAIL for the acquisition of Air Canada? If not, Why not?

You once asked me, "What is the bottom line?"

The bottom line is that the Airline Division acted against the interests of the majority of its members to advantage a very small portion of the collective; mainly its past Executives and Air Canada FA's hired prior to 1979.

Thank you for your time and I trust that you will reply in an expedient manner. I believe the membership has a right and interest to your answers.

Sincerely
Yohan P. Cherrier

BCC. The members

EXHIBIT "B"

4 PAGES

Mr. Yohan Chertier

7096 Guelph Line RR#3

Campbellville, Ontario

Air Canada Employee # 91835

Former Canadian Airlines F/A

January 15th, 2002

This is Exhibit "B" referred to in the affidavit of...

YOHAN P. CHERTIER

sworn before me, this 15th

day of JANUARY 20 02

[Signature]

COMMISSIONER FOR TAKING AFFIDAVITS

RE: Failure to represent Hearing dated December 13th, 2001
Canadian Airlines Component vs CUPB National

BRIAN ALLAN KITTLE, a Commissioner, etc.
City of Hamilton, for Martin, Martin, Evans,
Husband, Barristers and Solicitors.
Expires November 3, 2004.

Dear Mr. London:

Attention: Mr. P. London
Canadian Industrial Relations Board
240 Sparks Street
4th Floor West Tower
Ottawa, Ontario, K1A 0X8

I wish to express my thanks to you, for giving me the opportunity to voice my views on the merger situation at the aforementioned hearing. I realize that I was not scheduled to speak, and I praise you for your largesse of spirit and your understanding, that permitted a free voice to be heard.

As can be expected, I have been giving much consideration to the scenario that now afflicts the airline industry. In the past days, as more and more workers are let go due to downsizing and rightsizing of corporations, I cannot help but sympathize with those that are losing their jobs. This week an announcement was made that Ford plant workers were being furloughed; however, included in this announcement was the fact that more senior employees would be permitted to bump more junior ones at other plants. This procedure reinforced my convictions that seniority is everything to a unionized labourer.

Webster's Ninth New Collegiate Dictionary defines Seniority as follows:

Seniority 1) The quality or state of being senior, Priority
2) A privileged status attained by length of continuous service, as in a Company.

As is our own age, Seniority is fixed in time by two very specific dates, namely, when we are born or start, and when we cease to be, or when we leave. These dates bear reference to our existence in time and space and are unalterable much like our age cannot be changed even though, sometimes, we may wish to change it.

Lately, the Air Canada Corporation, has set its agenda of issues that it wishes to bring to the negotiation table. It has placed CUPB under advisement that it will be implementing changes in technology, that would incorporate a new preferential bidding system, for work assignments to its 8000 + flight attendants. This is to be done to improve its finances and facilitate scheduling improvements. With this announcement, the entire premise under which the CUPB Air Canada Component presented its case to arbitrator Burkett becomes null and void. Their presentation and notion of best, good and average flying will no longer apply. A preferential bidding system gives the individual a greater choice of flying to conform to their own respective lifestyles.

All of this being said, I challenge the Burkett award as discriminatory under the charter of rights of Canada, section 15, which reads:

15(1)

Every individual is equal before and under the law and has the right to the equal protection and equal benefit of the law without discrimination based on race, national or ethnic origin, colour, sex, AGE, or mental or physical disability.

15(2)

Subsection (1) does not preclude any law, program or activity that has as its object the amelioration of the conditions of disadvantaged individuals or groups including those that are disadvantaged because of race, national or ethnic origin, colour, sex, AGE, or mental or physical disability.

The Burkett award, as it stands at present, clearly discriminates against an older group that, due to age, was on the job market at what can be considered an inappropriate time. Air Canada was not hiring in the 80's! That is why the bulk of us, that were looking for employment in those years, found it with the private companies of the day. Had there been only one airline, we would not be where we are today, i.e. we would all be employed by Air Canada.

Air Canada, began its expansion in the 90's. We, at that time, were already employed and therefore not available for hiring. We were, however, engaged in mergers and acquisitions in the private sector companies and, with it, the regulations that came with the mergers, namely, **Date of Hire** policies, that were established to create a uniform and consistent system, by which to integrate various groups of different backgrounds and different Corporate identities. These precedent integrations find their way into accepted standards, and any deviation from them creates, in itself, an injustice to those that have already been merged in such a fashion in the past.

If Mr. Burkett wishes to change the rules, i.e. of which there is no precedent, then, he would also have to review all past mergers, to insure that his system is applied to all equally. No one gave me when I started flying (or at anytime in my career), X number of years of free seniority over others within the CALL group. To change the rules of integration, at this late date in the history of aviation of Canada, would seriously compromise the lifestyle and expectation of amelioration in one's human condition, that comes with years of hard earned service. It constitutes a discriminatory action, and fails the fundamental rights of the individual, as guaranteed in the charter of rights of Canada.

A great injustice is being perpetrated here. There exists within the collective mass of documents that have surfaced in the past year, sufficient evidence to support that, as a group, Canadian Airlines Personnel, has been disadvantaged, and discriminated against, by both the Company, and our own national union. An instance of the company's discrimination, but not limited to, were remarks, made by the president and CEO of Air Canada, Robert Milton, in regards to the seniority issue. His statements served only to divide the flight attendants into the conquerors and the conquered. It poisoned the environment in which we were obliged to work, and also, the manner in which we must address resolve to the seniority issue.

CUPÉ NATIONAL discriminated against CALL FAs, in its failure to enforce Airline Division policies, that had been voted, and adopted, at the 1990 convention. A date of hire policy, for all future mergers, and more specifically, the merger of Air Canada and Canadian Airlines, had been adopted at that time.

The newly elected AC CUPÉ Component discriminated against CALL FAs in the repeated statements that they would, if elected, secure benefits for prior Air Canada flight attendants only and that we, at CALL, would be excluded from those gains.

These are but the highlights of the injustices, that we have been subjected to. There exists a long list of others that I have not touched on here. CALL personnel has over the last fifteen years done everything in its power including subsidizing travelers at the expense of their wages and well-being to insure competition in Canadian Aviation. We will not surrender our dignity! We ask only that we be respected and acknowledged for the years of dedicated service that we provided to the Canadian Aviation History and the Canadian Public!

Sincerely,

Mr. Yohan Chertier 905 876 0273

- CC:
- Mr. David Collette Minister of Transportation (by E-mail)
 - Mr. Robert Milton President Air Canada (by E-mail)
 - Ms. Judy Darcy CUPÉ national President (by E-mail)
 - Mr. Claude Genereux CUPÉ national Secretary Treasurer (by E-mail)
 - Ms. Pam Sachs AC Component President (by E-mail)
 - Ms. Pat Cheung Local 4094 YVR Local President (by E-mail)
 - Ms. Sheena Murdoch Local 4094 YVR V.P. (by E-mail)
 - Ms. Helen Pelton Martin Martin Evans Husband Law (by E-mail)
 - (Personal Legal Counsellor)

confd.....2

To insure continuity and understanding by all, and out of respect for the Office of the Minister of Labour, I will first reproduce your letter on the following page and follow with my conclusions and comments thereafter.

Thank-you for your letter dated August 29th, 2003 in response to my letter addressed to the Minister dated July 31st, 2003.

Dear Ms. Bradshaw:

Fax# 819 994-5168

Attention: Honourable Claudette Bradshaw
Minister of Labour
c/o Scott Naugler, Legislative Assistant
Room 142, Confederation Bldg.
House of Commons
Ottawa, Ontario, K1A 0A6

Without Prejudice

September 10th 2003

Mr. Yohan Cherrier
Air Canada Employee # 91835
Former Canadian Airlines F/a

6 PAGES

EXHIBIT "O"

This is Exhibit "O" referred to in the affidavit of YOHAN P. CHERRIER sworn before me, this 13th day of JANUARY 2004.

Brian Allan Kittie
A COMMISSIONER FOR TAKING AFFIDAVITS

BRIAN ALLAN KITTIE, a Commissioner, etc.,
City of Hamilton, for Martin, Martin, Evans,
Hubbard, Barristers and Solicitors.
Expires November 3, 2004.

Reproduction

Office of the Minister
of Labour
Ottawa, Canada K1A 0J2
August 29th 2003

Dear Mr. Chertier

Thank-you for your letter dated July 31st, 2003, addressed to the Minister of Labour, the Honourable Claudette Bradshaw in which you share your concern about the use of seniority as a denial for Pay Equity. The Minister has requested that I respond to your letter.

As per section 11(4) of the Canadian Human Rights Act, male and female employees may have different wages if the difference is based on a factor prescribed by the guidelines, issued by the Canadian Human Rights Commission, to be a reasonable factor that justifies the difference. Seniority is one of the reasonable factors mentioned in the Guidelines. Consequently, seniority cannot be considered as a factor of prohibited discrimination.

However, on June 19, 2001, the *Pay Equity Task Force* was established by the Honourable Anne McLellan, Minister of Justice and the Attorney General of Canada, and the Honourable Claudette Bradshaw, Minister of Labour to undertake a comprehensive review of the federal pay equity legislation. The Task Force will make recommendations as necessary and appropriate to clarify the way in which pay equity should be implemented in a modern society. The report is scheduled to be released in September 2003.

Meanwhile, you can review the submissions and consultations on their web site at the following address: <http://www.payequityreview.gc.ca>.

I trust the information provided will be of interest and thank you once again for your correspondence.

Sincerely,

Scott Naugler
Legislative Assistant

Canada

cont'd....3

I wish to draw to the attention of the Minister of Labour that my letter dated July 31st 2003, if taken singularly and out of context, would certainly justify the response that I have received from your office. This however, is not the case. My letter came as a result of previous letters written to the Canadian Human Rights Commission dated January 28th 2003 and March 3rd 2003 of which the Minister had been copied, and for which I received acknowledgement of reception from the Office of the Minister of Labour.

My concerns as addressed to the Canadian Human Rights Commission centered around an Arbitrator's award that would redefine my accumulated years of seniority into a movable variable and my concerns that this decision was serving to discriminate against me, and others, in an unjustifiable way.

On May 28th 2003 I received a response from the Canadian Human Rights Commission advising me that seniority was not justifiable grounds on which I could file a complaint of discrimination. As a result of this response, I made a pay parity request. The state, in response, is using 'seniority', the very measure that was denied to me, as the principal measure for the denial of my pay equity claim.

I dare say that my case stems from what constitutes natural law and justice as described so eloquently by both the Chairman of the Canadian Industrial Relations Board, Mr. Paul Lordon and Superior Court Justice James M. Farley.

My seniority is either fixed or variable. It either protects individuals or it does not..... it cannot be both!

cont'd.....4

Page 4
September 10, 2003

It should be self evident to all that legislative reform is not only required, but mandatory, to insure that the intent of what was created as the Charter of Rights and Freedoms of Canada is appropriately reflected in both the Canadian Human Rights Act, as well as our Canadian Labour Code.

If not, then the *Pay Equity Task Force* had better sharpen their pencils so as to recalculate the astronomical cost that this change in ideology will create, not only at Air Canada, but throughout the entire private sector, civil service, and our society in general. Let us all be advised of the tax burden that will undoubtedly unfold as a result of this change.

Canada is a nation that distinguishes itself amongst all other nations for it's sense of fair equitable play, enlightened social justice, and tolerance. The one singular attribute that forms the basic wealth of Canada, is it's people. Let us respect each other for the contributions that we have made to the communal good and benefit of all.

To my colleagues, I know that all may not be in agreement, but let us turn our attention to what is vital to all of us at the moment. i.e. the successful restructuring of the NEW AIR CANADA! Time is of the essence. There exists a comprehensive plan that will improve the way we do business, insure our success and secure our future. To this end, changes are necessary and we must act decisively and with calculated haste. I still await a response from the present Air Canada Component executive, namely, Ms. P. Sachs, Mr. R. Nolan, Mr. B. DiGiulio, and Ms. C. Renaud, on their impending resignations.

As the calamity that was Enron awakened our society and served to demand fiscal accountability from our business leaders and CEOs, so then should this dark moment in Canadian history serve to reform and demand social responsibility and accountability from our business leaders. In light of this, I add herein a letter written to Superior Court Justice James M. Farley on May 24th 2003.

cont'd.....5

Page 5
September 10, 2003

Mr Yohan Cherrier
Air Canada F/a # 91835
Former Canadian Airlines F/a
May 24th, 2003

Honorable James M. Farley
Osgoode Hall
130 Queen St. W
Toronto, Ontario M5H 2N5

RE: The restructuring of Air Canada

Dear Honourable Sir,

As is the case in every situation, there always exists multiple facets to every story. Since my last letter dated May 13th, 2003 I have made my position and the contents of our last letter known to my colleagues across this nation. I am not an elected officer of the union and so, as such, I represent no one, yet in some ways and without presumption or pretension, I represent everyone.

In all fairness and with all due respect to the position that is your office, I bring to your attention the contents of three emails that have been written in an attempt to reconcile the tenure of this situation. I add these attached herein, as an addendum. More importantly and with all due respect to all parties involved in this massive undertaking, I draw your attention to the fact that the President of Air Canada is little by little destroying the fabric of what is our national carrier and the goodwill that is attached to its proud history and heritage. He is stealing the identity of what Air Canada should be and turning it into nondescript sub-entities such as Jazz, Tango and Jetz. Whether we be either Canadian or Air Canada has little significance in and as long as the meaning and sense of the name bears a revealing connotation of who we truly are as a society.

It is beneath anyone in Canada to be associated with, let alone work for, a company called ZIP. The name sake implies a failure and the manner in which this subsidiary was created is an affront to what Canada stands for. Mr. Milton has demonstrated very poor leadership qualities and has exercised his mandate by dividing and conquering, rather than uniting his employees. Ultimately, he has lost his credibility and the trust of those that have it in them to make this airline great. I see enormous futility and frustration in pursuing any future with this man at the helm.

I thank you for the attention that you bring to these matters and trust and hope that we can emerge from this poor page in our history stronger and with a true sense of our identity.

Sincerely and in true Solidarity
Yohan Cherrier

P.s. As you will note, I copy this letter and all details associated with it to Mr. Buzz Hargrove. Regretably my own union has abandoned its own people.

CC:
Mr. Buzz Hargrove President CAW
Ms. Helen Feltou Martin Martin Evans Husband Law

cont'd....6

Page 6
September 10, 2003

I wish to thank the Office of the Minister of Labour for the quick response and the attention that is placed on this matter.

Sincerely,

Yohan Cherrier

cc.

Mr. James M. Farley	Superior Court Justice
Mr. Robert Milton	President & CEO Air Canada
Mr. Paul Lordon	CIRB Board Chairperson
Mr. Bob Fagan	CHRC Intake Manager
Mr. David Collenette	Minister of Transport
Ms. Judy Darcy	CUPE National President
Mr. Claude Genereux	CUPE Secretary-Treasurer
Mr. Buzz Hargrove	CAW National President
Mr. Ken Georgetti	CLC National President
Ms. Pam Sachs	AC Component President
Mr. Ronald A. Pink	Attorney for Cail
NEB of CUPE Members	
Ms. Helen Pelton	Personal legal council

BCC. All flight Attendants

Addendum

Letters

To

Revenue Canada

The Governor General of Canada

Copied to

Mr. Stephen Harper

Mr Stephane Dion

Mr Gilles Duceppe

Mr Jack Layton

Ms. Elizabeth May

Yohan P. Cherrier
7096 Guelph Line RR # 3
Campbellville, Ontario L0P 1B0
Account No. [REDACTED]

Canada Revenue Agency
Collection Department
C/o Ms. Rachelle Casey
Fax 1 506 548-7799

RE: Our Discussion via phone on July 15th, 2008.

Dear Ms. Casey:

Please find attached letters that were sent to Revenue Canada on the following dates.

February 13th, 2007 (1 page)
March 15th, 2007 (2 pages)
October 24th, 2007 (1 page)
October 24th, 2007 (Letter to Her Excellency and copied to Revenue Canada) (2 pages)
December 11th, 2007 (4 pages)

I would greatly appreciate that these letters be attached to my file permanently.

Please also be advised that I find it ironic and misplaced that a fellow union member of the Canadian Union of Public Employees is called to act against me. It is the Canadian Union of Public Employees that is guilty of misrepresentation in this case.

Of course you will do what you have to do and I will do what I have to do!

Thank you for your attention to this matter.

Sincerely,



Yohan P. Cherrier

Yohan P. Cherrier
 7096 Guelph Line RR# 3
 Campbellville, Ontario L0P 1B0
 February 13th, 2007
 Account No. [REDACTED]

Canada Revenue Agency
 Hamilton Tax Services Office
 P.O. Box 2220
 55 Bay Street North
 Hamilton, Ontario L8N 3E1

RE: You're Request for me to File a Return dated January 31st, 2007 (Copy attached)

To Whom It May Concern:

I have been embroiled in a dispute over representation since December 13th, 2001 involving matters of discrimination that have been brought to the attention of the Canadian Human Rights Commission (CHRC), the Canadian Industrial Relations Board (CIRB), the Attorney General of Canada, and the Superior Court of Ontario as well as the Federal Court of Canada. Not to mention a slew of Federal Cabinet Ministers.

A decision by the Supreme Court of Canada was issued on January 26th, 2006 pertaining to my dossier. Since that time, the above noted have done absolutely NOTHING! Procrastination seems to be the order of the day!

In light of this, the possibility of me filing any return before the above noted have performed their duty to protect Canada's peoples is absolutely ZERO. I have been duped by Canada's Judiciary one time too many!! Might I suggest that my intentions be duly noted to Canada's Finance Minister! Might I also suggest that Revenue Canada begin immediate proceedings against me.

Let me repeat, to the Government of Canada, what was once said to my union President and Vice President:

"COME AND GET MY HOUSE! IT WILL LOOK GOOD ON YOU!"

Thank you for your attention to this matter.

Sincerely,



Yohan P. Cherrier

CC.

Mr. Warren Nelson
 Mr. Buzz Hargrove
 Ms. Helen Pelton

Senior Labour Relations Officer (CIRB)
 CAW President
 For the Record

Yohan P. Cherrier
7096 Guelph Line RR# 3
Campbellville, Ontario L0P 1B0
March 15th, 2007
Account No. [REDACTED]

Canada Revenue Agency
Hamilton Tax Services Office
P.O. Box 2220
55 Bay Street North
Hamilton, Ontario L8N 3E1

ATTENTION:
Ms. Linda Arbuckle
Non Filer Section

RE: Your letter dated February 28th, 2007 (attached)

Dear Ms. Arbuckle

Pursuant to my letter addressed to the Canada Revenue Agency dated February 13th, 2007 it would be important to note that my inability to file stems from a lack of disclosure and a lack of sufficient transparency from the Canadian Industrial Relations Board and the Canadian Human Rights Commission.

I have filed a section 37 complaint with the former and several complaints with the latter stemming from discrimination that has occurred at Air Canada. The discrimination was perpetrated by my union and employer against a predominantly female group of which I am a part of. These matters reflect on Canada as a whole and serve to undermine the Charter of Rights and Freedoms and the Human Rights Act of this nation. The specifics of these matters form part and parcel of the section 37 complaint filed with the Labour Board.

I have been advised that action by the board on these matters may be delayed by several months and/or may be altogether abandoned. The CIRB Chairman has been privy to the situation for several years. Some of these matters will be addressed in a court hearing scheduled for April 19th, 2007, at the Superior Court of Ontario, Small Claims Division. However, the universality of the problem is a matter that must be addressed by the Board.

I WILL **NOT** ALLOW for these matters to be swept under the carpet yet again nor will I simply walk away.

Cont'd.....2

March 15th, 2007

Page 2

This serves notice to Revenue Canada and the Canadian Industrial Relations Board that my ability to file and to calculate my cumulative expenses relative to this dossier is directly related to the decision of the Board. Since it has been made unclear what other related matters or what other expenses may be incurred or reimbursed through the court action I am left in limbo as to any claims or filings.

I have made the choice to be accountable for my actions and thus it is time for the agencies responsible to step up to the plate.

Thank you for your attention to these matters.

Sincerely,



Yohan P. Cherrier
The Non Filer

CC.

Mr. Warren Nelson
Mr. Warren Edmonson
Mr. Buzz Hargrove
Cherrier Family

CIRB Senior Labour Relations Officer (via fax)
CIRB Chairperson (via fax)
CAW President (via fax)
(via email)

Yohan P. Cherrier
 7096 Guelph Line RR# 3
 Campbellville, Ontario L0P 1B0
 October 24th, 2007
 Acc# [REDACTED]

Canada Revenue Agency
 Chief of Appeals
 Hamilton Tax Service Office
 55 Bay Street North
 Hamilton, Ontario L8R 3P7

NOTICE OF OBJECTION

To whom it may concern:

This objection to taxation comes as a result of the abridgement of my Charter Rights by the Federal Government of Canada under the following sections:

Section 2, Freedom to the Press
Section 7, Freedom not to be deprived
Section 12, the Right to not be subjected to cruel and unusual treatment
Section 15, Equality Rights
Section 24, the Right for a competent Court to offer remedy
Section 28, the Right of Guarantee of Male and Female Equality
Section 32(1), the application of the Charter to Parliament and Government.

In support of my claim I remit the following evidentiary materials. Both the Government and my Union are in abeyance of their constitutional obligations not only to me but others that find themselves in a similar situation.

I expect this objection to be deposited before the appropriate Court that will be able to adjudicate with competence.
 I've been through too many courts already.

Sincerely,



Yohan P. Cherrier

CC

Her Excellency the Right Honourable Michaëlle Jean	
Mr. Stephen Harper	Prime Minister of Canada
Mr. Stéphane Dion	Leader of the Opposition
Mr. Gilles Duceppe	Leader of the Bloc Québécois
Mr. Jack Layton	Leader of the NDP
Ms. Elizabeth May	Leader of the Green Party
Cherrier Family	

Yohan P. Cherrier
7096 Guelph Line RR# 3
Campbelleville, Ontario L0P 1B0
October 24th, 2007

Her Excellency the Right Honourable
Michaëlle Jean
Governor General of Canada
Rideau Hall
1 Sussex Drive
Ottawa, Ontario K1A 0A1

RE: Discrimination against Women and Men doing Women's Work (*Federal Court of Appeal*)

Dear Madam:

It is with a very heavy heart that I write to advise you that Canada's Human Rights record has been severely tarnished. Included herein is a short synopsis and resumé of events that have transpired over the past 7 years. It was the Office of the Minister of Labour that sent me to Justice Farley's Court room. I have been shuffled from one government department to the next and subsequently from one court to the next without the privilege of legal or financial assistance because of the severity of the accusation.

A Government that governs under the rule of omission or that deliberately refuses to acknowledge Canada's problems does not a "CLEAN" Government make. This issue transcends political parties and speaks directly to Fundamental Canadian Values. It speaks to how tax payers have been duped and absconded of federal treasury dollars not once but twice. It speaks to investors NOT being able to make investments on the stock market with confidence. It serves to make a mockery of Canada's judicial system and/or raises questions of its transparency. It also would preclude the Canadian people or its Government to enforce Human Rights issues outside its borders when rot and corruption can be found in its own back yard.

If my Government is unwilling or unable to abide by its own Charter of Rights and Freedoms and its own constitution then I would say that Canada's Government is failing its people. This gives rise for me requesting assistance from her majesty under Admiralty Laws.

Federal Courts Act *Maritime Jurisdiction* section 22(2)(o) Any claim by a master, officer or member of the crew of a ship for wages, money, property or other remuneration or benefits arising out of his or her employment:

Cont'd.....2

October 24th, 2007

Page 2

I take the liberty of copying as follows to insure that all parties in the House of Commons are apprised equally of my request.

I thank you for your time and attention to this all important matter.

Your Loyal Canadian Subject



Yohan P. Cherrier

CC:

Mr. Stephen Harper
Mr. Stephane Dion
Mr. Gilles Duceppe
Mr. Jack Layton
Ms. Elizabeth May
Revenue Canada
Cherrier Family

Prime Minister of Canada
Leader of the Opposition
Leader of the Bloc Quebecois
Leader of the NDP
Leader of the Green Party

Yohan P. Cherrier
7096 Guelph Line RR# 3
Campbelleville, Ontario L0P 1B0
December 11th, 2007
Acc# [REDACTED]

Canada Revenue Agency
Interim Chief of Appeals
Mr. Frank Baltutis
Hamilton Tax Service Office
55 Bay Street North
Hamilton, Ontario L8R 3P7

RE: NOTICE OF OBJECTION

Dear Sir:

I am in receipt of your letter dated December 4th, 2007 accompanied by the booklet "*Resolving Your Dispute.*"

It is very apparent to me that you have not comprehended the gravity of the situation at hand. My objection stems from a much broader base and cannot be pinpointed to a specific incident. As such I will put in bullet format each and every objection that comes to mind with respect to accountability of the Canadian Government, its bureaucracy and my Union.

1. I object to a former Crown Corporation entering into a collective bargaining agreement with a group of men to discriminate against women.
2. I object to that group of men, whom controlled the union, doubling and tripling their salaries immorally while selling out the working conditions of their more junior colleagues.
3. I object to those men accepting a \$19,000.00 dollar bribe for recommending the ratification of a collective bargaining agreement that falls below Canada Labour Code standards.
4. I object to that leadership failing to file my grievances for PAY PARITY because it would serve to expose their wrong doings.
5. I object to my present Air Canada Component President who came with me to the Police, came with me before Justice James Farley and then misrepresented the seniority issue to secure her position as President.
6. I object that, in doing so, she has given the past leadership an escape pathway.
7. I object that my representation within the Airline Division of CUPE has been ridiculous and asinine.

8. I object that my work conditions have been degraded to allow that group of men to get away.
9. I object that my investments into the Air Industry have been compromised by those very individuals.
10. I object that my Pension has been compromised by those same individuals.
11. I object to having lost nine years of seniority to protect the artificial seniority of that group of men.
12. I object to the National President of CUPE and the National President of the Canadian Labour Congress (CLC) pretending that they do NOT have an obligation to me via the union dues that I am forced to pay.
13. I object to two police departments telling me that I have a CIVIL Case and that pursuant to "it" charges may be laid.
14. I object to the Canadian Human Rights Commission (CHRC) knowing that I have fully legitimate complaints of discrimination but then sit on those complaints without action.
15. I object to the Canadian Industrial Relations Board (CIRB) having been kept abreast of my each and every move from the outset, but then washing their hands of it.
16. I object to the Office of the Minister of Labour knowing as far back as September 10th, 2003 that there was no legal basis to allow the Burkett Award to proceed based on a flawed protocol that serves to underscore misrepresentation.
17. I object to any and all past Air Canada Chief Executive Officers (CEO) who have declared a profit when that profit was achieved by selling assets that had been given to Air Canada via tax payer monies when it was privatised.
18. I object to Mr. Robert Milton telling the Canadian people that he would start a deep discount airline called "ZIP" when he knew that to achieve it he had to compromise Canada's future health care system and expose his most junior employees to increasing amounts of cosmic radiation exposure.
19. I object to the union leadership, namely the President and Vice-President, who were made aware of this cosmic radiation at conference but chose to recommend ratification of the "ZIP" agreement anyway to fill their own pockets.
20. I object on behalf of other CEO's that do care for the employees and the profitability and general welfare of their enterprises. (The Air Canada fiasco reflects poorly on them.)

21. I object for all the shareholders who were duped and lost money.
22. I object to three agents of the Canadian Judiciary, namely three Judges, who have read my affidavit with their eyes closed.
23. I object that my motion placed before Justice Farley on June 3rd, 2004 was summarily dismissed when it spoke directly to issues and matters that should have been dealt with publicly.
24. I object to the Attorney General of Canada contributing to a "cover up" and in doing so acting against the people of Canada!
25. I object that my Charter Rights have been abridged and not respected.
26. I object that two Prime Ministers have known of this affair yet pretend that it does NOT exist.
27. I object that the pool of money that is collected by Revenue Canada has been abused.
28. I object that there is no accountability for the manner in which my tax dollars are spent.
29. I object on behalf of every hard working Canadian who pay taxes.

The Mulroney-Schreiber Affair is merely the tip of the iceberg of the Air Canada Fiasco. However, it does denote a pervasive attitude that Revenue Canada's money pool is an endless and bottomless pit to be absconded with impunity.

In order to give greater clarity to Revenue Canada concerning my objection; until all of the matters as listed above have been examined by a board of public inquiry I WILL NOT.....repeatWILL NOT file any more income tax!!

This has for effect to limit Revenue Canada's options as follows:

- A) You can seize my Home.
- B) You can throw me in Jail.
- C) You can do a combination of both.

However, should these options become a reality then I will automatically be entitled to legal representation paid for, by the state. My representative had better be the very best legal mind that money can buy!!