

Title:

Forename:

Surname:

Withheld

Representing:

Self

Organisation (if applicable):

Email:

What do you want Ofcom to keep confidential?:

Keep name confidential

If you want part of your response kept confidential, which parts?:

Ofcom may publish a response summary:

Yes

I confirm that I have read the declaration:

Yes

Ofcom should only publish this response after the consultation has ended:

You may publish my response on receipt

Additional comments:

Question 1: Do you consider that our proposed fee rates for licences in the aeronautical VHF frequencies are appropriate?:

NO. They are a direct attack on the safety of air travel

Question 2: In devising our revised proposals, have we identified all of the aeronautical uses of VHF communications frequencies which require a distinct approach to fee setting, as set out in tables 5 and 6?:

No idea - I'm certainly NOT going to help you identify any more frequencies upon which to levy these anti-avation taxes/fees

Question 3: Do you agree with our proposal not to charge any fees for Fire assignments?:

YES

Question 4: Do you agree with our proposal to set a £75 fee for licences in any of the sporting frequencies?:

NO This may well result in a loss of safety parameters with potential tragic results

Question 5: Do you agree with our proposal to set an annual fee of £19,800 per ACARS or VDL assignment, with no variation related to the number of transmitters?:

NO

Question 6: Do you consider that our proposed approach to phasing in fees for use of the aeronautical VHF communications channels are appropriate? If there are particular reasons why you consider that any user or group of users would need longer phasing-in periods, please provide any supporting evidence for us to consider. Specifically, do you have any evidence for us to consider that would support either of Options 1 and 2 for the highest proposed fee in this sector?:

NO. Any requirement to levy any charge on a safety device (ie: Any radio frequency used in the passing of vital aviation field) which affords air crew and their passengers necessary flight safety information and warning, is courting a dire reduction in safety

Question 7: Do you have any further quantified information to contribute to the analysis of financial impacts of the proposed fees on particular spectrum users, as set out in Annex 5? We would like to publish all responses, but will respect the confidentiality of any material which is clearly marked as such.:

Not at this time.

Question 8: Do you consider that our assessment of the impacts of our proposals has taken full account of relevant factors? If you consider that there is additional evidence that would indicate particular impacts we should take into account, we would be grateful if you could provide this.:

NO. The proposals appear to be unsafe in so far as it may very well reduce or eliminate radio usage by some airfield operators and Air Traffic Control, thus reducing safety factors.

The adverse publicity that OFCOM will create IF a aircraft incident is shown to have been caused in whole or part by the introduction of these proposed fees may incur

accusations and charges of a serious nature against OFCOM and its management due to it knowingly compromising safety despite it having been warned repeatedly by the airline, aircraft owners and operators etc. of the effects on such an unsafe introduction of these proposed fees..