

**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:**

This proposal is the most ill-conceived tax (as it is no more than a tax) on the safety of aircraft. Whilst pleasure craft have the alternative of using a mobile phone to communicate with the shore (as has rendered many shore stations obsolete), aircraft do not have that alternative.

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

No

**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. Volmet is a service for broadcasting weather, necessary in deciding if a flight can continue safely once airborne. Taxing this service is a tax on safety.

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

Yes but why not make Air-to-Ground stations used by grass airfields (used only for pleasure/private flying), parachutists, etc., free also??

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

No. Make Air-to-Ground stations used by grass airfields (used only for pleasure/private flying), parachutists, etc., free also??

**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. 10 years would be more reasonable for "commercial" users such as Heathrow and Luton.

**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.:**

No

**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. Existing General Aviation business depending on Air-Ground radio should be contacted and asked if they will keep their station. If the answer is no, this will affect aircraft safety. How many sport aircraft pilots, such as me, will die as a result of this tax?