

Title:

Forename:

Surname:

Name withheld 23

Representing:

Self

Organisation (if applicable):

Aircraft Owner

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:

Yes

Additional comments:

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

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

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.

Many small airfields are struggling due to the financial situation. Additional costs would be passed onto aircraft users already hit by high fuel charges and Mode C requirements

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

But airfields rely on their income from landing fees and sale of fuel where available Fewer landings and lower fuel sales will reduce income and put airfields out of business.

This creates a safety issue especially if an airfield went 'non radio'.

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.:

yes - but wrong conclusion