

Title:

Mr

Forename:

A

Surname:

Taylor

Representing:

Organisation

Organisation (if applicable):

ATC Lasham ltd

Email:

What do you want Ofcom to keep confidential?:

Keep nothing 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, Proposed fee are extortionate and will compromise Safety. Small airfields will give up the ability to communicate with aircraft and there will be a high risk of conflict between aircraft in the air and on the ground.

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, all that has been done is to propose a fee structure imposing high costs on airfields and communication facilities .

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?:

Yes. These fees can be recovered from the Event Sponsors.

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?:

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. The fact that there is no reason to impose these fees other than as a Tax on aviation, negates any method of implementation

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.:

A huge 1000 plus% increase on charges will have a significant financial impact on all businesses, especially when it is difficult to pass on increased costs..

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. It is simply that aviation safety should never be considered a commercial target and no frequencies used in any sector of aviation are used for 'pleasure' or 'recreation', they are all used out of necessity for safety.