

Title:

Mr

Forename:

Mark

Surname:

Stevens

Representing:

Self

Organisation (if applicable):

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, these prices will lead to the removal of many of the VHF facilities which exist for safety reasons. Therefore only a minimal charge should apply - if at all.

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?:

Under no circumstances should fee settings be applied to aeronautical uses as this is a safety issue and either 1. no one will use the services because it is too expensive or the number of pilots and aircraft will reduce because of prohibitive operating costs. Resulting in the loss of income to the government in fuel duty and vat and a reduction in aviation related jobs

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 - too expensive these frequencies exist for safety reasons. either 1. no one will use the services because it is too expensive and safety will be compromised or the number of pilots and aircraft will reduce because of prohibitive operating costs. Resulting in the loss of income to the government in fuel duty and vat and a reduction in aviation related jobs

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 - too expensive these frequencies exist for safety reasons. either 1. no one will use the services because it is too expensive and safety will be compromised or the number of pilots and aircraft will reduce because of prohibitive operating costs. Resulting in the loss of income to the government in fuel duty and vat and a reduction in aviation related jobs

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 - too expensive these frequencies exist for safety reasons. either 1. no one will use the services because it is too expensive and safety will be compromised or the number of pilots and aircraft will reduce because of prohibitive operating costs. Resulting in the loss of income to the government in fuel duty and vat and a reduction in aviation related jobs

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 - too expensive these frequencies exist for safety reasons.either 1. no one will use the services because it is too expensive and sfety will be comprimised or the number of pilots and aircraft will reduce because of prohibitive operating costs. Resulting in the loss of income to the government in fuel duty and vat and a reduction in aviation related jobs

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.:

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