

Title:

Mr

Forename:

Martin

Surname:

Stocks

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?:

The proposal to introduce aeronautical spectrum pricing charges will be supported by very few individuals as it provides a financial disincentive to adequate training provision and safe flying in a general sense.

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?:

The proposal to introduce aeronautical spectrum pricing charges will be supported by very few individuals including me as it provides a financial disincentive to adequate training provision and safe flying in a general sense.

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?:

The proposal to introduce aeronautical spectrum pricing charges will be supported by very few individuals as it provides a financial disincentive to adequate training provision and safe flying in a general sense.

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

The proposal to introduce aeronautical spectrum pricing charges will be supported by very few individuals as it provides a financial disincentive to adequate training provision and safe flying in a general sense.

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

The proposal to introduce aeronautical spectrum pricing charges will be supported by very few individuals as it provides a financial disincentive to adequate training provision and safe flying in a general sense.

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?:

The proposal to introduce aeronautical spectrum pricing charges will be supported by very few individuals as it provides a financial disincentive to adequate training provision and safe flying in a general sense.

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?:

The proposal to introduce aeronautical spectrum pricing charges will be supported by very few individuals as it provides a financial disincentive to adequate training provision and safe flying in a general sense.

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.:

The proposal to introduce aeronautical spectrum pricing charges will be supported by very few individuals as it provides a financial disincentive to adequate training provision and safe flying in a general sense.

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.:

The proposal to introduce aeronautical spectrum pricing charges will be supported by very few individuals as it provides a financial disincentive to adequate training provision and safe flying in a general sense.