

**Title:**

Mr

**Forename:**

stephen

**Surname:**

webb

**Representing:**

Organisation

**Organisation (if applicable):**

Brimpton Airfield, Aircraft Group

**Email:**

**What do you want Ofcom to keep confidential?:**

Keep nothing confidential

**If you want part of your response kept confidential, which parts?:**

None

**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 - We already pay a licence fee.

**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 - We already pay a licence fee.

**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?:**

There should be little or no fees, applied to any aeronautical VHF communication frequencies, as this could ultimately have major safety implications.

**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

**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, small unlicensed aerodromes like Brimpton cannot afford any imposed charges, neither can light aircraft users /renters/instructors and flight schools absorb any charges. Charges will only increase the Non- Radio utilisation in both uncontrolled airspace and unlicensed aerodromes. This is a SAFETY issue! Stop trying to grab more money from us.

Will you take responsibility when accidents start to happen due to no radio use in the airspace listed above?

The thought of Aircraft flying around the Aldermaston danger zone and the airfield without airfield information and relevant info on other Aircraft in vicinity is dangerous.

Is safety such a low priority that OFCOM is prepared to risk the the consequences to rake in a few extra tax pounds for a cash strapped gov't.

**SAFETY FIRST!!!!!!! You are Cash Grabbing!**