

Question 1: How should Ofcom manage the process of taking advice from users, regulators and government on efficient apportionment of AIP fees in the maritime and aeronautical sectors? Are any new institutional arrangements needed?:

Question 2: If you consider that our proposals for pricing ground station users for any spectrum would be likely to have a detrimental impact on safety, please let us know. In order for us to understand your assessment fully, it would be helpful if you could outline the mechanisms whereby this might happen.?:

Question 3: Do you have any evidence which indicates that AIP charged to ground stations could have a material detrimental impact on UK competitiveness?:

Question 4: Taking into account the information available in this document, including that set out in Annex 5, our initial views on VHF radiocommunications licence fees and on the reference rates for bands in other uses, and any information you have about the organisations to whom we are proposing to charge fees, please provide any evidence that you think is relevant to us in considering the financial impact of the fees we intend to propose for VHF radiocommunications, or for other uses:

Question 5: Do you agree that there is little to be gained, in terms of economic efficiency, from charging AIP to WT Act licences for aircraft:

Question 6: Do you consider that we should discount fees for any particular user or type of user? Specifically, do you consider that there should be a discount for charities whose object is the safety of human life in an emergency:

I CONSIDER THAT IT IS WHOLLY BENEFICIAL TO GIVE A MAXIMUM DISCOUNT TO THE RNLI, AS WITHOUT SUCH A TRULY SELFLESS CHARITY WE AS A COUNTRY WOULD BE HELPLESS IN TIMES OF NEED AT SEA AND ALSO DURING TIMES OF GREAT FLOODS.

Question 7: Do you agree that Ofcom should apply AIP to ground stations? use of maritime and aeronautical VHF radiocommunications channels, to help manage growing congestion in current use and to ensure that the cost of denying access to this spectrum by potential alternative applications is faced by current users?:

I AGREE THAT OFCOM SHOULD CHARGE FOR THE USE OF THE SPECTRUM SO AS TO LIMIT THE USE OF CERTAIN FREQUENCIES WITHIN THE SPECTRUM.

BUT I ALSO BELIEVE THAT CHARITIES WHO RELY SOLELY ON

VOLUNTARY DONATIONS TO OPERATE AND STILL HAVE TO PAY TAX AND FOR THE USE OF OTHER RADIO SERVICES SHOULD BE EXEMPTED FROM THE AIP CHARGES.

Question 8: Do you agree with our initial view that it would be appropriate to apply a pricing system similar to that already existing for Business Radio licences to maritime and aeronautical VHF communications? If not, what are your reasons for proposing that we should develop a fee structure for maritime and aeronautical VHF channels which is distinct from that already established for Business Radio?:

SEE ABOVE RESPONSE (Q7)

Question 9: Are there any short term reasons specific to the sector(s) why it would be inappropriate to apply fees from April 2009?:

YES, I FEEL THAT APRIL 2009 IS NOT A LONG ENOUGH PERIOD AFTER THIS CONSULTATION PERIOD TO REVIEW THE PUBLIC FEELINGS AND VIEWS CORRECTLY AND TO FORMULATE A SUITABLE DISCOUNT STRUCTURE FOR CHARITIES TO HAVE A 100% DISCOUNT APPLIED TO THEM SO THAT ALL DONATIONS ARE USED IN THE CORRECT WAY AND NOT TO PAY ANOTHER STEALTH TAX.

Question 10: Ofcom would welcome stakeholders' views on the factors which should be taken into account when apportioning fees between individual users of radars and racons:

Question 11: Do you agree with our initial view that a reference rate of £126k per 1 MHz of national spectrum for L band and S band radar spectrum would achieve an appropriate balance between providing incentives to ensure efficient use of spectrum while guarding against the risks of regulatory failure in setting the reference rate too high? If you consider a different rate would be more appropriate, please provide any evidence that you think we should take into account.:

Question 12: Do you agree with our initial view that a reference rate of £25k per single MHz of national spectrum would be appropriate for deriving fees for licences to use X band radar?:

Question 13: Do you agree that, generally, spectrum used by aeronautical radionavigation aids is currently uncongested? Do you believe that this may change during the next few years and, if so, approximately when?:

I AGREE THE SPECTRUM FOR RADIONAVIGATION IS UNCLUTTERED, BUT SURELY THIS IS FOR A REASON SO AS TO MAKE IT SAFER.

DUE TO THE CURRENT ECONOMIC AND FINANCIAL CRISIS WE ARE GOING THROUGH IT MAY BE SOME TIME BEFORE THE AERONAUTICAL FREQUENCIES ARE BEING USED MORE HEAVILY.

Question 14: Do you agree with the basis on which Ofcom has arrived at its initial view on reference rates for aeronautical radionavigation aids?:

Comments:

WHY IS THE CURRENT GOVERNMENT AND OFCOM TRYING TO CREATE YET ANOTHER SNEAKY STEALTH TAX UPON SOME OF THE COUNTRY'S BRAVEST AND MOST DEDICATED VOLUNTEER MEN AND WOMEN, NAMELY THE RNLI. IF IT WAS NOT FOR THE RNLI WHAT WOULD THE GOVERNMENT HAVE DONE DURING THE FLOODS IN ENGLAND OVER THE LAST FEW YEARS.

ALSO WHAT WOULD THEY DO IF THIS CAUSED MORE VALUABLE LIFEBOAT STATIONS TO CLOSE DUE TO THE INCREASED AMOUNT OF FINANCIALLY RESTRICTIVE PRESSURES BEING APPLIED UPON THEM. HOW WOULD THE PUBLIC REACT TO BEING TOLD THAT A LIFEBOAT COULD NOT BE LAUNCHED TO SAVE A GROUP OF DROWNING CHILDREN BECAUSE IT WAS DEEMED TOO EXPENSIVE TO LAUNCH AND TO USE FUEL (WHICH IS TAXED) AND TOO EXPENSIVE TO USE THE LAND BASED RADIO'S TO COMUNICATE WITH EACH OTHER. MY MAIN POINT OF THIS IS TO SAY THAT IT IS MENTIONED IN THE REPORT SUMMARY THAT EMERGENCY SERVICES AND MOD FORCES ARE BEING GIVEN SUBSIDISED RATES, SO IF THE RNLI IS NOT AN EMERGENCY SERVICE THEN WHAT THE H##L ARE THEY THEN.