

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.?:

You are a bunch of witless cretins for even thinking or considering such a proposal - what on earth do you think you will gain from such a proposition??

If a vessel sinks and lives are lost because an RNLI or other voluntary organisation cannot afford to pay for a license even with a "50%" reduction who will sleep less in their bed?? I bet it is not you you feckless arseholes!!!

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

Yes - and if you had bothered to look at the running costs of organisations that have to use radios to save lives you could maybe have considered a CBA as to how little it costs you in reality!!

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:

Hello is anybody there, are you receiving you bunch of idiots what do you think?? £250k per year pays for a lot of safety gear and also it is already paid for out of taxed income so why dont you fuck off and ask the government to provide a 100% dispensation for any organisation that provides a search and rescue capacity - that would really add value!!

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:

I quite frankly could not give a damm and to be quite honest shows a complete disregard for any and I mean any real impact that these half baked ideas even constitute to people who could be emperiled by events at sea.

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:

Obviously the crystals in your cats whiskers sets need replacing! What the hell do you think? I refer you to the answer above the funding for the RNLI, GAFIRS etc comes from private sources out of taxed income already. If you want the lives of others go ahead but dont say we did not warn you!

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?:

Maybe you should consider other ways of approaching this!

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?:

You really are not understanding the implications of what your proposing are you?? When was this idea dreamt up - some brainstorm session somewhere?

Look I dont know if any of you office bound grey faces ever get out into the open air (you should you know it does a power of good for sense and reason) but the maritime agencies require unfettered access to the airwaves - how many rescues have been picked up by amature stations ? What would be the revenue lost compared to the lives saved - do me a favour and just think about what your proposing

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

ALL OF THE ABOVE - I cannot think of any reason why you would want to apply fees to any user in this field - oh yes apart from revenue generation for central government.

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:

WTF!!!!

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.:

No!!

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?:

No!!

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 do not really know but I suspect that should you receive a response from users they would probably say no and have no idea about future likely growth and in these straightened times is it really likely for growth to continue???

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:

If I may be so bold this constitutes the biggest load of claptrap any agency has proposed for a very long time - well done that must have taken a lot of time, effort and consideration!! Now if I were you I would be finding ways of making the airwaves more effective- maybe by looking at the proper instruction and training of VHF radios.

You may want to delete this response (frankly I would not blame you) but I have posted this to Pistonheads where a thread is running on this very subject