

**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?:**

Take advice from all parties affected by Ofcom's proposals

**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.?:**

Charging or increasing licence fees eg the RNLI, the Navy Army Airforce, Rescue Services whether voluntary or national Coast guards, Lifeguards on beaches, Air Ambulances Mountain rescue, ambulances etc etc is completely unacceptable and will make these services even more difficult to fund than they are already, we the public are constantly fundraising on ever decreasing because of over taxed and credit crunched incomes any way and all the services mentioned in this paragraph are vital.

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

Why have Ofcom had the bare faced cheek to apply 'UK competitiveness' in business to these organisations, RNLI, CoastGuard, Air Ambulance, Mountain Rescue etc?

**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:**

Look at the accounts for the RNLI and any of the organisations I mentioned earlier. They run on shoestrings, and on the volunteer workers in and for these organisations

**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:**

Why are you making these questions so speciously complicated? It is completely wrong to charge these organisations

**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:**

YES Emphatically so

**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?:**

the only congestion is caused by the selling off of the spectrum to commercial users as far as I can see

**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?:**

A ) NO B) see reasons listed in answer to earlier Questions

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

Because as I have stated earlier, see answer to Questions 4,3 and 2

**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:**

By whether the users are the organisations I listed- RNLI etc,they should be charged very little or nothing.

**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?:**

As I am not a radio ham I cant answer this question but I am sure the RNLI etc can

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

No ,because why would OFcom even consider charging the RNLI etc,unless OFcom is staffed by those who know the cost of everything and the value of nothing,completely oblivious to the concept of these organisations such as RNLI AirSea Rescue etc

**Comments:**

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