

**Question 1: Do you agree with our proposal to permit the licence-exempt use of BMA devices in specific spectrum bands using UWB technology?:**

No comment

**Question 2: Do you agree with our proposal to exempt users of HDFSS operating with e.i.r.p. no greater than 50 dBW in the 27.50-27.8185 GHz, 28.4585-28.8265 GHz and 29.4625-30 GHz bands from the need to possess a WT licence?:**

No comment

**Question 3: Do you agree with our proposal to allow an increase in power for Meter Reading & Asset Tracking licence-exempt devices in the 169.4 - 169.475 MHz band to 500mW?:**

No comment

**Question 4: Do you have any comments on our proposals to align with the draft Commission Decision relating to SRDs?:**

Airborne exemption.

I am an active glider pilot and own a glider.

I am aware of the benefit derived from the use of Flarm collision avoidance devices, particularly in mountain flying in the Alps region.

The safety benefit of this sort of technology is represented by highlighting the potential collision reduction in helicopter and general aviation operations, attributed to the BGA. On the down side there is a concern that reliance on technology might also introduce complacency and compromise VFR pilots' lookout and hence safety.

It is worth pointing out that a growing number of UK glider owners will seek to fit these devices as on balance they are relatively cheap and offer valuable information to the pilot in real time.

This change has my unconditional support.

**Question 5: Do you have any comments on our proposal to simplify the LMSS equipment listings in the Exemption Regulations and IR2016?:**

**Additional comments:**