

**Title:**

Mr

**Forename:**

Andrew

**Surname:**

Haigh

**Representing:**

Organisation

**Organisation (if applicable):**

Maypole Airfield EGHB

**Email:**

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

Keep nothing confidential

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

**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. The fees will discourage small airfield, like Maypole, from having a G/A radio and safety will be degraded

**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?:**

I don't know.

**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?:**

Yes, but only if it represents a fair cost for the administration of the frequency allocation.

**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?:**

I don't know.

**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. I disagree with any higher charges for aeronautical VHF communications as they affect GA airfields whatsoever. As the owner of Maypole Airfield, if the charges increase, now or in the future, we will terminate our radio license as we do not have the income to support increased costs. Our radio has saved at least two aircraft accidents and losing the radio would reduce safety for all involved.

**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.:**

Our radio has saved at least two aircraft accidents from happening and losing the radio would reduce safety for all involved.

**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.:**

I think you have little idea of the issues surrounding the smaller end of the GA environment. The country needs GA but it relies upon most of the GA facilities being run on a shoestring by enthusiasts and income is generated accordingly sparsely. Most small airfield do not make a commercial profit and do not have £1,000s to spend on anything. In this light a G/A radio license above £100 will be seen as an avoidable cost.