

Title:

Mr

Forename:

Michael

Surname:

Hogg

Representing:

Self

Organisation (if applicable):

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:

Commercial aviation should fund all aspects of aviation. The costs would be passed on to end users by commercial pricing, as they are now. Recreational aviation already contributes to costs via tax levies on fuel. Imposing further cost burdens on an already weak general aviation sector will compromise safety.

Question 1: Do you consider that our proposed fee rates for licences in the aeronautical VHF frequencies are appropriate?:

No

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 have no information to confirm these facts.

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?:

No.

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?:

As my concerns are related to recreational light aircraft and general aviation, I have no comment.

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?:

As I do not agree with the proposal, I have no comment on the logistics of it's implementation, should it proceed.

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.:

n/a

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.:

The use of radio improves safety, confirmed by the CAA, who brought in the 'safetycom' frequency. Small GA airfields will not be able to afford these new fees and will probably cease their Air/Ground service. This will inevitably compromise safety, which will clearly be as a direct result of the proposed fee structure. It can only be described as a tax on safety, which in my view is reprehensible.