

Title:

Forename:

Surname:

Withheld

Representing:

Self

Organisation (if applicable):

Email:

What do you want Ofcom to keep confidential?:

Keep name 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 average GA pilot with an incom of £25,000 a year is already faced with an anual £3600 hangarage bill, £1400 insurance bill and a £2500 fuel bill (based on 50 flying hours a year). To stay in the sport he is having to cut back on his hours which is making him less safe, he is keeping his aircraft on wholly unsuitable grass strips, maintaining his aircraft to a bare minimum standard and sometimes operating un-insured! Many are also operating without a radio to avoid the ofcom charge. The frequencies have no other use and are solely safety items, which can and will be done without much to the safety and detriment to aviation.

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?:

GA will refrain from using radio services to save money.

Question 3: Do you agree with our proposal not to charge any fees for Fire assignments?:

what is the difference between fire safety and landing safety? wouldnt it be better to ensure aircraft land without the need for the fire service by having a radio? An average airfield fire service would be called out twice a year,

Question 4: Do you agree with our proposal to set a £75 fee for licences in any of the sporting frequencies?:

Radio can be done without, pilots will cut back and avoid airfields where it is necessary as they do now where there is over a £10 landing fee.

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?:

GA aviation is changing from airfields to non radio farm strips, why hasten the decline.

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?:

There is no point in phasing in, bring in the charges now so we can adjust to non-radio.

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.:

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.:

Your proposals seem to make excuses for getting around safety with the sole reason for generating income.