

## Cover sheet for response to an Ofcom consultation

### BASIC DETAILS

Consultation title: ADMINISTERED INCENTIVE PRICING

To (Ofcom contact): MICHAEL RICHARDSON

Name of respondent: JOHN RICKETT

Representing (self or organisation/s): SELF

Address (if not received by email): THE BUS HOUSE, BUT GATE, GRANTHAM  
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### CONFIDENTIALITY

Please tick below what part of your response you consider is confidential, giving your reasons why

Nothing

☒

Name/contact details/job title

☐

Whole response

☐

Organisation

☐

Part of the response

☐

If there is no separate annex, which parts?

If you want part of your response, your name or your organisation not to be published, can Ofcom still publish a reference to the contents of your response (including, for any confidential parts, a general summary that does not disclose the specific information or enable you to be identified)?

### DECLARATION

I confirm that the correspondence supplied with this cover sheet is a formal consultation response that Ofcom can publish. However, in supplying this response, I understand that Ofcom may need to publish all responses, including those which are marked as confidential, in order to meet legal obligations. If I have sent my response by email, Ofcom can disregard any standard e-mail text about not disclosing email contents and attachments.

Ofcom seeks to publish responses on receipt. If your response is non-confidential (in whole or in part), and you would prefer us to publish your response only once the consultation has ended, please tick here.

☐

Name



Signed (if hard copy)



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18<sup>th</sup> November 2009

### **Administered Incentive Pricing**


Dear Sir,

I am concerned that the policy you wish to pursue, with the rather curious title of Administered Incentive Pricing is nothing more than a tax increase and will, I believe, have a detrimental effect on safety.

Although the tax is principally aimed at marine users, it also appears to include aviation as well. As a private pilot and owner of a light aircraft, I am aware of the benefits of being able to communicate with unlicensed airfields whilst in the air. I also belong to a club which has an annually renewable licence to operate a ground station. Should the tax be imposed, which I understand will be levied at several thousand pounds per year, it is almost certain that our club will find the cost prohibitive, revoke the frequency and adopt a non-radio policy. I am also sure that many other organisations will take a similar stance.

I understand that in the current financial state of the nation, any idea that will raise revenue, regardless of their consequences, will be favoured by government institutions, however I believe this is one idea that may increase the chances of air accidents at only an incremental worth to the exchequer.

Yours truly



John Rickett

