

**Question 1: How should Ofcom manage the process of taking advice from users, regulators and government on efficient apportionment of AIP fees in the maritime and aeronautical sectors? Are any new institutional arrangements needed?:**

No

**Question 2: If you consider that our proposals for pricing ground station users for any spectrum would be likely to have a detrimental impact on safety, please let us know. In order for us to understand your assessment fully, it would be helpful if you could outline the mechanisms whereby this might happen.?:**

Charging the RNLI, and any other maritime or inland rescue organisations, anything for use of any spectrum must have a detrimental effect on their ability to carry on their work ie it will impact on safety.

**Question 3: Do you have any evidence which indicates that AIP charged to ground stations could have a material detrimental impact on UK competitiveness?:**

No. Charitable rescue organisations do not contribute to the UK's competitiveness, other than providing a safer environment for seafarers. Compare the UK to Somalia for instance!

**Question 4: Taking into account the information available in this document, including that set out in Annex 5, our initial views on VHF radiocommunications licence fees and on the reference rates for bands in other uses, and any information you have about the organisations to whom we are proposing to charge fees, please provide any evidence that you think is relevant to us in considering the financial impact of the fees we intend to propose for VHF radiocommunications, or for other uses:**

Any financial requirement to maritime (and onshore) rescue charities is obviously going to have a financial impact and restrict their capability to carry out their main function.

**Question 5: Do you agree that there is little to be gained, in terms of economic efficiency, from charging AIP to WT Act licences for aircraft:**

I have no knowledge of this area.

**Question 6: Do you consider that we should discount fees for any particular user or type of user? Specifically, do you consider that there should be a discount for charities whose object is the safety of human life in an emergency:**

Yes - though no fees should be charged to these organisations for carrying out their work.

**Question 7: Do you agree that Ofcom should apply AIP to ground stations? use of maritime and aeronautical VHF radiocommunications channels, to help manage growing congestion in current use and to ensure that the cost of denying access to this spectrum by potential alternative applications is faced by current users?:**

Whatever the other considerations charitable rescue organisations, such as the RNLI, should have sufficient and appropriate channels within the spectrum to enable them to carry out their work. This application should be deducted for the available channels before any other allocations are made to civil, military and commercial operations.

**Question 8: Do you agree with our initial view that it would be appropriate to apply a pricing system similar to that already existing for Business Radio licences to maritime and aeronautical VHF communications? If not, what are your reasons for proposing that we should develop a fee structure for maritime and aeronautical VHF channels which is distinct from that already established for Business Radio?:**

No - Charities are not Business Users and should not be treated as such.

**Question 9: Are there any short term reasons specific to the sector(s) why it would be inappropriate to apply fees from April 2009?:**

Any fees are detrimental to the work and operations of charitable rescue organisations, such as the RNLI and should not be imposed.

**Question 10: Ofcom would welcome stakeholders' views on the factors which should be taken into account when apportioning fees between individual users of radars and racons:**

**Question 11: Do you agree with our initial view that a reference rate of £126k per 1 MHz of national spectrum for L band and S band radar spectrum would achieve an appropriate balance between providing incentives to ensure efficient use of spectrum while guarding against the risks of regulatory failure in setting the reference rate too high? If you consider a different rate would be more appropriate, please provide any evidence that you think we should take into account.:**

I have no knowledge of this. My only concern is that charitable rescue organisations, such as the RNLI, should pay no fees for appropriate use of the radio spectrum and should be allocated sufficient fee bandwidth to enable them to carry out their work effectively.

**Question 12: Do you agree with our initial view that a reference rate of £25k per single MHz of national spectrum would be appropriate for deriving fees for licences to use X band radar?:**

I have no knowledge of this. My only concern is that charitable rescue organisations, such as the RNLI, should pay no fees for appropriate use of the radio spectrum and should be allocated sufficient fee bandwidth to enable them to carry out their work effectively.

**Question 13: Do you agree that, generally, spectrum used by aeronautical radionavigation aids is currently uncongested? Do you believe that this may change during the next few years and, if so, approximately when?:**

I have no knowledge of this. My only concern is that charitable rescue organisations, such as the RNLI, should pay no fees for appropriate use of the radio spectrum and should be allocated sufficient fee bandwidth to enable them to carry out their work effectively.

**Question 14: Do you agree with the basis on which Ofcom has arrived at its initial view on reference rates for aeronautical radionavigation aids?:**

I have no knowledge of this. My only concern is that charitable rescue organisations, such as the RNLI, should pay no fees for appropriate use of the radio spectrum and should be allocated sufficient fee bandwidth to enable them to carry out their work effectively.

**Comments:**