

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?:

If its not broke, don't mend it is a widely used comment.

In Labour's case it seems to be more - if it isn't taxed - tax it.

If it is taxed - tax it more

This is nothing to do with efficiency and everything to do with revenue raising, and the smokescreen weasel words above disguise nothing

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.?:

Only an idiot would suggest raising the overheads of a national life saving activity such as the RNLI unnecessarily - oh - this is government that we are talking about isn't it?

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

Do you have evidence that it won't?

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:

Wait and see the responses you get once this half brained idea gets out - there won't be a labour seat in the country that is safe - and none of the opposition parties will sign up this

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:

And just exactly how are you going to police this - I'm sorry you haven't paid our silly UK tax so we aren't going to talk to you even if port No ! has flared out

Get Real!

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:

You shouldn't be seeking to create stealth taxes like this at all - let alone charge such as the MCA, RNLI, shipboard radio etc

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?:

Police use to maintain security and utility - yes

Charge - No

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 - radio is a necessary part of operations within these industries to maintain safety and operational certainty - not a profit making radio station activity in its own right.

To try to apply those thought processes to this use of radio is perverse

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

Yes - this entire scheme should be strangled at - well before - birth

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:

No New Taxes

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.:

No New Taxes

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?:

No New taxes

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?:

Technical expert question

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

No New Taxes

Comments:

You will have gleaned my view on this - charge commercial radio stations - yes - fine!

They are making revenue from their use of the air waves directly

Charge users who utilise radio for operational guidance - especially of a life preserving or protecting nature - market forces have NO place