

Dear Sir

With reference to the taxing and what could lead to the breaking up of what is at present a successful and safe aviation radio spectrum currently working across Britain. I do not think this has been thought through properly. Politicians cannot change the physics of radio no matter how much money they think they may get. Radio propagation is a very complex science you cannot just take a frequency from one airfield and allocate it to another then pocket a big payout thinking that was easy. To the uninitiated it may appear that the frequencies that are operated at different airfields were dished out at random like sweets from a paper bag, well they were not. Over the years since Hertz discovered the first radio waves there has been a careful approach to allocating frequencies hence the complex frequency mix that operates today. Taking a frequency from airfield X because they can no longer justify the cost of operating it and allocate it to airfield Y will take years of suck it and see to find all of the problems. It has taken about 100 years so far to get to this point.

There are cases coming to light now about people using the safety frequency on a radio transmitting with just a few watts power output interfering with operations at other airfields. There transmission such as "G-XXXX final" has been heard at a few other airfields. If you're a pilot on a base leg and cannot see who has just transmitted you will probably do a go around worst still because you cannot see another aircraft do nothing. The answer to this problem is easier for the Safety frequency to just transmit your full broadcast and do not miss words when you transmit. Admittedly safety com transmissions all use the same frequency but this highlights the point of what can happen when different frequencies interfering with each other. A VHF transmission is line of sight; when the weather and even sun spots come into play they can change the propagation properties of radio waves hence causing a possibility of interference between radio frequencies..

This is a very large and complicated subject so my suggestion is before you do anything, talk to the scientists and engineers that deal with radio propagation problems on a more regular basis. At the moment the present allocation works so why change it. If an existing airfield doesn't have a frequency allocated at present what is the incentive for them to apply for one now.

When the radio frequencies were sold for telephones etc then they were buying a complete spectrum so the same problems would not arise. A similar thing would need to happen to the VHF aviation band but as it is an international band not owned by OFCOM then they must abide by the international rules.

Yours Sincerely

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