Cover sheet for response to an Ofcom consultation

BASIC DETAILS

Consultation title: Applying spectrum pricing to the maritime and aeronautical sectors

To (Ofcom contact):

Name of respondent: A.J. Hicks

Representing (self or organisation/s): Self/St. Mary's Airport (EGHE)

Address (if not received by email): ahicks@scilly.gov.uk

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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?	

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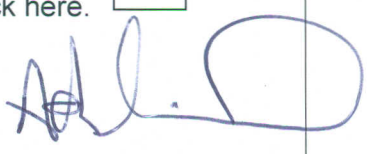
Name A.J. Hicks Signed (if hard copy) 

Q1. No knowledge of this.

Q2. The proposed increase in licence fees could well increase the number of unlicensed stations and actually reduce the control of the spectrum which in turn could have an impact on safety through interference with legitimate licensed users. I believe it is totally unacceptable to increase/introduce new costs/taxes because ANSPs have legal obligations to its customers and regulators and therefore is not in a position to modify its operation without breaching its legal duty.

Q3. No, but will these charges be implemented Europe wide or only to the UK?

Q4. The application of the AIP charge equally across all users will have a significantly greater impact on smaller aerodromes than the larger ones. Most small aerodromes have a finite income and increases of the level suggested will have a considerable impact and may well cause delays in replacing ageing equipment which will further impact on the spectrum.

Q5. Yes.

Q6. Yes. 100% discount.

Q7. No. The spectrum is currently managed and future proposals to restrict the band width of frequencies, e.g. 8.33 KHz as opposed to 25 KHz spacings could be phased in over an agreed period. This would "free up" the spectrum and modernise all of the equipment in use across the UK reducing interference and spurious transmissions. Potential alternative applications should be analysed and offered available slots in the lower use areas or gaps created by the move to tighter spacings.

Aeronautical stations are required and set up to limit the transmissions power and have recommended operating limits outside of which the frequency should not be used, this reduces interference to other users.

Q8. No. Business radio is available to allow businesses to make more efficient use of their time and provide a better service and hopefully to be more competitive and profitable. The majority of aeronautical and marine transmissions are for safety reasons, e.g. level and position of an aircraft to enable controllers to maintain proper and safe separation. This is a continuous process throughout the flight of every aircraft across the country.

Q9. There are many reasons why AIP fees are inappropriate to both these sectors whenever they are proposed to be applied.

Q10. No knowledge on radar.

Q11. No knowledge on this.

Q12. No knowledge on this.

Q13. This would appear correct at this time and I would expect this to continue with the increase in the use of GPS in aircraft and ships.