

**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?:**

**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.?:**

There are occasions in Mountain Rescue when clear unambiguous communications are immediately safety critical, not just putting casualties at risk, but also team members. We cannot afford to lose dedicated channels. Apart from the risk of interference from most of the north of England from people with enormous base sets, on most weekends different rescue teams will be deployed on coincident tasks in relatively close proximity within the Lakes. A delay in passing a message, for instance during a crag lower, could quite credibly kill someone. Radios are not perfect now but they're the best method we have and don't want them degraded.

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

**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:**

Mountain Rescue teams consist of unpaid volunteers and are funded by voluntary public contributions, not the state. This essentially means me going out rattling tins in the rain - when not on a job or earning money for my family - and we have better things to spend money on. We can't even afford to equip team members with basic free PPE, and to be honest I'm getting fed up of the state dumping on us and expecting us to do it all for free and then proposing to take cash off us for the privilege (our team responds to >x100 999 calls a year in the Wasdale & Eskdale valleys alone. Cost that if the state paid on the same arrangement as retained fire brigades.

**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:**

**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:**

- 1/ Voluntary life-saving services ( eg Mountain Rescue)
- 2/ All life-saving or safety services

**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?:**

**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?:**

Only for those organisations which make a financial or material gain from their use

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

See above Q8

**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.:**

See above Q8

**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?:**

See above Q8

**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?:**

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

**Comments:**

I would be intrigued to see your risk assessment, required under the Health & Safety at Work Act, where you have to justify that your actions in this matter will not unreasonably put the public at risk. What value to you put on a life?