

Question 1: Do you have any comment in relation to the authorisation of MCA systems on the basis of a common European approach?:

The licensing mechanisms appear thorough. The problem is the practical management of passenger activity with MCA in the confined aircraft space are glossed over.

Question 2: Do you agree that the ECC Decision and associated technical requirements and limits will adequately protect terrestrial networks?:

I am unhappy that all passengers will be exposed to continuous low level radio signal emissions without any passenger choice. Why have alternatives such as RF screening of window 'glass' to attenuate terrestrial bases stations not been considered?

Question 3: Do you agree that the initial authorisation regime of equipment for MCA should be via licensing rather than licence-exemption?:

Yes

Question 4: Do you agree that the aircraft operator should be the licensee of the radio equipment used for MCA on board?:

Yes

Question 5: Do you agree that the authorisation of radio equipment for MCA in the 1800 MHz spectrum band should be granted via a NoV to the existing aircraft licence?:

Yes

Question 6: Do you agree that under the current licensing framework no additional fee should be payable for MCA spectrum authorisation?:

The operators are not offering MCA systems 'pro bono' and expect to make revenue so I see no reason why the taxpayer should not benefit with a licence fee offsetting public regulatory agencies costs.

Question 7: In your opinion, do you think that MCA services would fall within the scope of the EC Regulation on roaming? Please explain why you think that MCA services would or would not fall within the scope of this regulation?:

I would expect EC Regulations on roaming to be extended to in flight call costs over Europe

Comments:

I will personally avoid travelling on airlines that install MCA phone equipment. Many passengers already infringe phone usage on flights, MCA will simply open the floodgates and make phone usage uncontrollable. Airline staff already appear unwilling to risk future business by taking a hard line with passenger, MCA will mean they will just give up.