



International Civil Aviation Organization

**FOURTEENTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE
AND METEOROLOGY SUB-GROUP OF
APANPIRG (CNS/MET SG/14)**



Jakarta, Indonesia, 19 – 22 July 2010

Agenda Item 17: Review of deficiencies in the CNS and MET fields

2) Status of MET deficiencies (APANPIRG Deficiency List)

COST RECOVERY PROPOSAL

(Presented by the Secretariat)

SUMMARY

This paper calls for additional guidance in cost recovery that would apply to States that do not have a significant number of flights (and overflights) that would allow for sufficient cost recovery in developing and maintaining the necessary MET services to fulfil Annex 3 provisions. Beneficiaries of such guidance material would include Pacific Island States and other small States in the Region that have a low volume of air traffic.

This paper relates to:

Strategic Objectives:

- A. Safety – Enhance global civil aviation safety
- D. Efficiency – Enhance the efficiency of aviation operations

Global Plan Initiatives:

- GPI-18 Aeronautical information
- GPI-19 Meteorological Systems

1. Introduction

1.1 Reference is made to Article 28 of the *Convention on International Civil Aviation* (Doc 7300) that includes aeronautical meteorological service as part of international air navigation services. In addition, reference is made to *Traffic for Airports and Air Navigation Services* (Doc 7100, 2006) for which aircraft operators pay for air navigation services. Cost recovery for MET services is provided in several documents such as the *Manual of Aeronautical Meteorological Practice* (Doc 8896, 8th edition, 2008) and the *Manual on Air Navigation Services Economics* (Doc 9161, 4th edition, 2007). Cost recovery for MET services made available in accordance with the Regional Air Navigation Plan (Basic ANP and FASID) needs to abide by basic principals such that the service is exclusively needed for international air navigation or serves for multiple functions that include international air navigation. Assessment of resources needed for the latter is provided in the guidance

material to determine the portion or percentage of resources needed for international air navigation for proper cost recovery (Appendix 3 to Doc 9161).

1.2 Furthermore, guidance is available for determining cost recovery that utilizes various parameters depending on the phase of flight (e.g. distance flown combined with number of flights by user category – enroute; number of flights by user category – terminal; landing fees – aerodrome) with various options presented in Doc 9161.

2. Discussion

2.1 The guidance material is sufficient for recovering cost for MET services for many States given the volume of traffic in the aerodrome/terminal area and/or enroute airspace. Some States, however, have limited air traffic and cost recovery is insufficient for providing the necessary MET services that satisfy provisions in Annex 3 (Doc 9161, para. 7.3), yet these States are increasingly important in flight planning as alternate aerodromes at a time when fuel savings is essential for airlines.

2.2 One possible remedy is sufficient funding by the State that is necessary in providing MET service in accordance to Annex 3 provisions. Many of these States however have limited funding given other high priority matters within their State (basic infrastructure). Yet part of infrastructure building would require the development of commerce and trade that requires international aviation.

2.3 Therefore, there is a dilemma in many States that basic priorities be attended too, but part of infrastructure building involves international aviation and the services required are increasingly important. A method for these States to provide the necessary services that benefit both infrastructure building for the State and requirements of the airlines is necessary to break the impasse of minimal development possible under the current cost recovery guidance provided.

2.4 A logical method of cost recovery would be to start from the current guidance material and determine the size of airspace that provides a sufficient number of flights (utilizing recommended parameters such as distance and number of flights in each user category) that would yield the cost recovery necessary for providing enroute/terminal and aerodrome service for that airspace.

2.5 The solution may take into account sensible air space blocks, political-geographical harmony, and bi-lateral agreements in the sharing of duties (Doc 9161, paragraph 7.24). For example, one State could provide SIGMET for the airspace block while another State could provide TAF for this airspace block.

2.6 Furthermore, consolidation of services are enabled in Annex 3, 2.1.4 which allows the MET Authority of a State to arrange services by delegating provisions of meteorological services for international air navigation on its behalf.

2.7 Given the aforementioned, the following draft Conclusion was formulated for consideration by the meeting.

Draft Conclusion 14/xx – Cost Recovery Guidance Material Update

That, ICAO be invited to consider updating the cost recovery guidance material that would take into account States whose air traffic volume is not sufficient in obtaining the cost recovery for the necessary MET services required in Annex 3 and consider shared services in airspace blocks that are based on the number flights needed in obtaining the necessary cost for the services required for that airspace block.

3. Action required by the Meeting

3.1 The meeting is invited to:

- a) note the information in this paper; and
- b) consider the draft Conclusion proposed.
