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Cost of aviation MET  
services Recovery in  
Tunisia

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# Cost of aviation MET services Recovery in Tunisia



## Introduction

the objective of the convention established between the INM and his partners in Civil aviation about the Cost recovery of the air navigation meteorological services is to establish a financial balance of the establishment to ensure the provision of these services in a minimum level of quality, the maintain and improvement of this predefined level of service.

The merit goes to all those involved in this process based on the good collaboration (regal authority, DGAC, OACA, Tunisair ...)

This experience should be perfected by the establishment of a cost accounting system.

# Cost of aviation MET services Recovery in Tunisia



## Summary of the Tunisian experience

The method of recovery adopted in Tunisia is considered satisfactory and could be shared.

### **1. Legal formula**

Law No. 89 of 2011, dated 11 January 2011, concerning the regulation of services to be derived by the National Institute of Meteorology for the provided services

(sect. III, Chapters 5, 6, 7, 8 and 9 concerning Aviation costs)

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## summary of the Tunisian experience

### 2. Approved Methodology:

10 per cent (10%) of the usage of equipment and air navigation services applicable on each flight. (Basic Principle I)

This ratio is based on the ICAO methodology and mechanism of recovery cost on three points:

1. Inventory of utilities and services
2. Identification of technological equipment, observational products and services.
3. Good evaluation of cost for equipment and services

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### summary of the Tunisian experience

#### 3. Cost recovery method:

The resulted benefits are distributed as follows:

1. The 1/5 of cost should be paid by the OACA
2. The air carrier company has to pay the rest (80 percent) of the information,
3. The Department of Civil Aviation and Airports shall draw the fees from the air carriers for the benefit of the Institute

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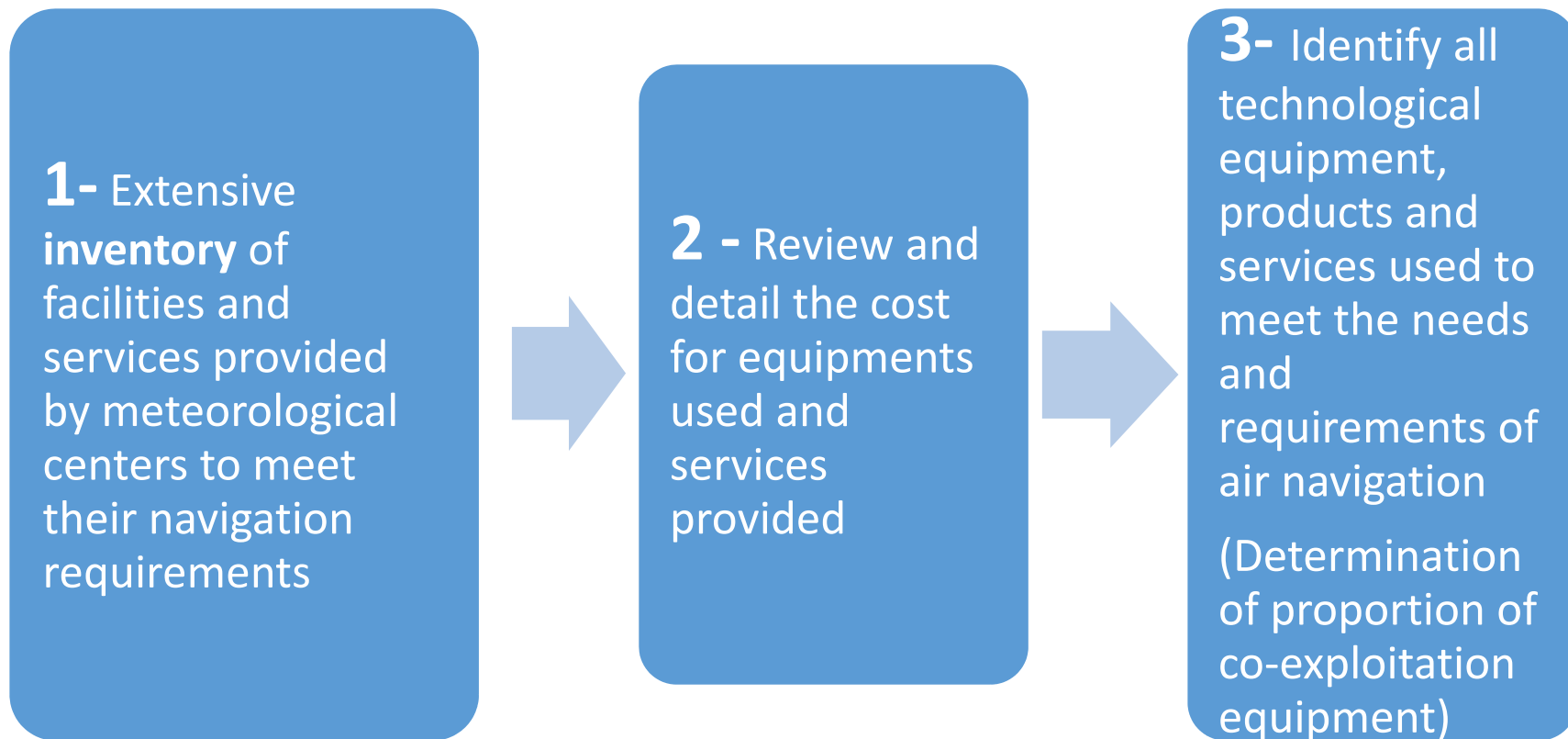
## The general principles followed

Ref. documents: WMO 9161 - & ICAO 904 -

1. Clearly distinguish meteorological services from other air navigation services., the costs of these services should be divided between the air traffic services provided for airports services costs and en route aviation traffic services costs,
2. Total cost of services provided only to aviation can be totally recovered (100%) by users
3. Consideration of the equitable distribution of costs in respect of equipment and products of common use (essential services)



## Three Phases of the methodology proposed by WMO & ICAO





### Advantages of the current practices

1. This ratio provides a growing revenue by the growth in the number of trips, which will encourage the Institute (INM) to well satisfy commitments to provide high quality services and ensure continuous improvement .
2. Do not need to review the current practices for recovery costs
3. Avoid charges of daily calculation of the service costs





### Improvements of Air navigation Met services

1. since 2013, the INM has carried out an upgrade plan and strengthened its meteorological runway equipments at all Tunisian airports (RVR, POM, Ceiling and high of cloud bases ....)
2. the INM has proposed a local meteorological service level classification at different airports that goes beyond the levels required by the airport's approach level. this classification was the basis of the upgrade plan established and in execution

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### Conclusion

The essential of the Tunisian experience is reflected in the successful reconciliation between the meteorological service provider (INM) and his partners in relation to civil aviation.

So, the main recommendation is to reach a convention and implement it.

**You have to start and the improvements will follow**

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Thank you for attention

شكرا على الانتباه