



*“Sustainable Weather, Climate, Oceans and Water Services for a Resilient Pacific”*

## Fourth Meeting of the Pacific Meteorological Council (PMC-4) Working Papers

14-18 August 2017  
Honiara  
Solomon Islands

### **Agenda Item 12.3**

Progress of the PIAWS Panel on cost recovery for aviation weather services

#### **Purpose:**

Inform PMC of progress in the Pacific region on the implementation of cost recovery for aviation weather services in the Pacific and to identify areas for further development by the PIAWS

#### **Background:**

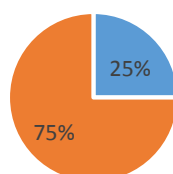
1. A survey was conducted by the WMO Commission on Aeronautical Meteorology (CAeM) in 2016-17 (Annex 1). Another survey was conducted by the Chair of the PIAWS in May 2017 on Aviation Met Progress in the Pacific including cost recovery.
2. The purpose of PIAWS Panel is to provide technical advice to PMC and implement specific activities as directed by PMC on matters relating to aeronautical meteorological services including compliance with ICAO Annex 3, **cost recovery**, quality management and competency standards.

#### **Update:**

1. 12 PMC countries responded to the PIAWS Survey. They were Australia, Cook Islands, FSM, Fiji, Kiribati, Niue, PNG, Samoa, Solomon Islands, Tonga, Tuvalu, and Vanuatu.

Results concerning cost recovery were as follows:

#### Cost recovery implementation



- Cost recovery implemented
- Cost recovery not implemented

The countries that have implemented coast recovery who responded to the PIAWS survey include Australia, Vanuatu, Solomon Islands and Cook Islands.

2. Cost recovery formula's deployed by these countries are as follows:

### **Australia**

#### **Meteorological Service Charge (effective 1st July 2017)**

Air Services will collect and maintain records relating to aircraft characteristics, ownership, registration, aircraft movements and other ancillary details necessary to calculate the Meteorological Service charge (MSC).

The MSC is incurred by:

- all domestic landings operating under IFR;
- all international flights (inbound and outbound); and
- all flights over an Australian Flight Information Region.

The charge is calculated on the basis of the MTOW and the distance in kilometres flown (assuming a minimum of 100 km). Distance is calculated in the same way as it is calculated for enroute. The charge is multiplied by 1.1 to include GST.

#### Calculation of the Meteorological Service Charge (MSC)

The formulae as agreed between Air Services and the Bureau used to calculate the MSC (inclusive of GST) are as follows:

(a) For aircraft with an MTOW of below 20 tonnes:

$$\text{MSC} = \$0.061 \times (\text{Distance}/100) \times \text{MTOW} \times 1.1$$

(b) For aircraft with an MTOW of 20 tonnes or greater:

$$\text{MSC} = \$0.274 \times (\text{Distance}/100) \times \text{square root of MTOW} \times 1.1$$

### **Vanuatu**

Increased landing fees to include cost recovery for meteorological services. Formula not given.

### **Federated States of Micronesia**

Formula not given.

### **Cook Islands**

Agreement between Cook Island Government and Air New Zealand based on flights per week and the budget of the Cook Islands Met Service. \$28020NZD is recovered from Air New Zealand since 2002. The amount recovered for Meteorological Services is 35% of the entire landing fees charged to Air New Zealand.

**Recommendations:**

1. The Meeting is invited to:
    - **Note** the content of this paper
    - **Request** the PMC to continue the development of cost recovery mechanisms and guidance as stipulated in the PIAWS Panel TOR
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**Attachments**

- Annex 1 – Commission for Aeronautical Meteorology Global Survey 2016-17

[Date of Submission: 12 August 2017]