



Meteorological Charges

Airlines should pay only for a fair share of cost-efficient meteorological services.

Aviation is one of the few industries directly charged for Meteorological (MET) products and services. IATA believes firmly that in many cases aeronautical users are subsidising other users by being burdened with an excessive share of the costs.

SITUATION

- Allocation of MET costs to civil aviation is an historical legacy that has not kept pace with new technology and opportunities for competitive provision.
- Nearly all States establish their own MET authority and provider.
- The well-established and efficient cost-recovery schemes in Civil Aviation have encouraged Governments and MET providers to optimise this source of funding.
- Consequently, civil aviation is the principal industry being charged for these products and services while other users of MET services do not contribute their fair share.
- The freely available MET data paid for by aviation is used by a growing group of users (e.g. commercial weather stations, traffic service providers and TV) for commercial purposes.
- MET costs have tended to unjustifiably increase in line with traffic.
- States are increasingly introducing additional or separate MET charges on aviation to raise revenues, resulting in increased costs and a proliferation of charges.
- Where incorporated within ANS or airport charges MET costs are generally regarded as “pass-through”.
- Aeronautical users pay for basic MET “core costs” they neither request nor use.
- “Core costs” typically represent some 50% of total civil aviation MET costs in Europe for example, and some 7% of total ANS costs.

IATA REQUIREMENTS

1. MET costs must not be treated as “pass-through” costs but should be subject to the same downward pressure on costs, improved efficiency and continual improvement as all other ANS and airport costs.
2. As a basic transparency requirement for consultation purposes, MET providers should detail cost allocation between:
 - Total MET costs and civil aviation
 - ‘Core’ and aeronautical costs
 - ANS en route and TNC, and between IFR/VFR.
3. While MET costs must be transparent and identifiable, they should be included within the service provider’s charges.
4. ICAO Doc 9161/3 Appendix 6 reinforces – “Since no single user requirement determines the level and cost of the core activities, the further allocation of core activity costs among aeronautical and non-aeronautical users should be approached with considerable caution”.
5. The allocation of MET service costs to civil aviation should be limited to the costs for facilities and services intended exclusively for aeronautical users.
6. Governments and MET providers should develop commercial exploitation of the currently free data derived from aviation MET provision to offset costs for aviation.
7. Competition should be encouraged in the provision of MET services to provide incentives for greater cost effectiveness and a more reasonable allocation of costs to products and services based on user requirements.