

# **IRELAND**



## Terminal Air Navigation Services Costs and Charges

Terminal Service Unit Formula	2009	2010	2011	2012	2013	2014	2015	2016	2017
(MTOW/50)^...		0.9	0.9	0.8	0.8	0.7	0.7	0.7	0.7

ICAO Airport code	Airport Name	2009	2010	2011	2012	2013	2014	2015	2016	2017
	Total number of airports		3	3	3	3	3	3	3	3
EIDW	Dublin		1	1	1	1	1	1	1	1
EICK	Cork		1	1	1	1	1	1	1	1
EINN	Shannon		1	1	1	1	1	1	1	1

Table 1 - Total costs

Organisation:	<b>ANSP</b>
Charging zone:	<b>Ireland - Terminal</b>

Year	<b>2013</b>
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2009 A	2010 A	2011 A	2012 F	2013 F	2014 P	2015 P	2016 P	2017 P
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**Detail by nature (in '000 euro)**

Staff	9 301	9 820	10 058	9 837	8 943	8 382	7 463	7 592	7 744
		5.6%	2.4%	-2.2%	-9.1%	-6.3%	-11.0%	1.7%	2.0%
Other operating costs	4 199	3 872	3 815	4 463	4 428	4 303	4 527	4 614	4 694
		-7.8%	-1.5%	17.0%	-0.8%	-2.8%	5.2%	1.9%	1.7%
Depreciation	4 142	4 937	6 312	4 710	5 019	5 607	5 546	4 942	4 995
		19.2%	27.9%	-25.4%	6.6%	11.7%	-1.1%	-10.9%	1.1%
Cost of capital	1 797	2 316	2 865	2 863	2 600	2 657	2 650	2 350	2 700
		28.9%	23.7%	-0.1%	-9.2%	2.2%	-0.3%	-11.3%	14.9%
Exceptional items									
<b>Total costs</b>	<b>19 439</b>	<b>20 945</b>	<b>23 050</b>	<b>21 873</b>	<b>20 990</b>	<b>20 949</b>	<b>20 186</b>	<b>19 498</b>	<b>20 133</b>
		7.7%	10.1%	-5.1%	-4.0%	-0.2%	-3.6%	-3.4%	3.3%

**Detail by services (in '000 euro)**

Air traffic management	13 413	15 277	20 786	19 725	19 071	19 037	18 348	17 700	18 305
		13.9%	36.1%	-5.1%	-3.3%	-0.2%	-3.6%	-3.5%	3.4%
Communication	1 166	1 102	607	575	510	505	485	477	485
		-5.5%	-44.9%	-5.3%	-11.3%	-1.0%	-4.0%	-1.6%	1.7%
Navigation	972	892	700	665	585	580	565	550	505
		-8.2%	-21.5%	-5.0%	-12.0%	-0.9%	-2.6%	-2.7%	-8.2%
Surveillance	3 888	3 674	957	908	824	827	788	771	838
		-5.5%	-74.0%	-5.1%	-9.3%	0.4%	-4.7%	-2.2%	8.7%
Search and rescue									
Aeronautical information									
Meteorological services									
Supervision costs									
Other State costs									
<b>Total costs</b>	<b>19 439</b>	<b>20 945</b>	<b>23 050</b>	<b>21 873</b>	<b>20 990</b>	<b>20 949</b>	<b>20 186</b>	<b>19 498</b>	<b>20 133</b>
		7.7%	10.1%	-5.1%	-4.0%	-0.2%	-3.6%	-3.4%	3.3%

**Complementary information on inflation and on the cost of capital (in '000 euro)**

Inflation rate		-1.6%	1.1%	1.5%	1.7%	1.9%	1.8%	1.8%	2.0%
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Average operating capital	23 960	30 880	38 200	36 241	29 213	29 525	29 445	26 110	30 000
		28.9%	23.7%	-5.1%	-19.4%	1.1%	-0.3%	-11.3%	14.9%
Of which, average long term assets	23 960	30 880	38 200	36 241	29 213	29 525	29 445	26 110	30 000
		28.9%	23.7%	-5.1%	-19.4%	1.1%	-0.3%	-11.3%	14.9%
Cost of capital before tax (%)	7.50%	7.50%	7.50%	7.90%	8.90%	9.00%	9.00%	9.00%	9.00%
Return on equity (%)	7.34%	7.34%	7.34%	7.70%	9.01%	9.01%	9.01%	9.01%	9.01%
Average interest on debts (%)	4.36%	4.36%	4.36%	3.60%	4.46%	4.81%	4.81%	4.81%	4.81%

Table 1 - Total costs

Organisation:	<b>MET</b>
Charging zone:	<b>Ireland - Terminal</b>

Year	<b>2013</b>
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2009 A	2010 A	2011 A	2012 F	2013 F	2014 P	2015 P	2016 P	2017 P
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**Detail by nature (in '000 euro)**

Staff	1 180	1 140 -3.4%	1 087 -4.6%	1 165 7.2%	1 084 -7.0%	1 095 1.0%	1 079 -1.5%	1 047 -3.0%	1 050 0.3%
Other operating costs	482	476 -1.2%	451 -5.3%	499 10.6%	465 -6.8%	469 0.9%	462 -1.5%	448 -3.0%	450 0.4%
Depreciation									
Cost of capital									
Exceptional items									
<b>Total costs</b>	<b>1 662</b>	<b>1 616</b> -2.8%	<b>1 538</b> -4.8%	<b>1 664</b> 8.2%	<b>1 549</b> -6.9%	<b>1 564</b> 1.0%	<b>1 541</b> -1.5%	<b>1 495</b> -3.0%	<b>1 500</b> 0.3%

**Detail by services (in '000 euro)**

Air traffic management									
Communication									
Navigation									
Surveillance									
Search and rescue									
Aeronautical information									
Meteorological services	1 662	1 616 -2.8%	1 538 -4.8%	1 664 8.2%	1 549 -6.9%	1 564 1.0%	1 541 -1.5%	1 495 -3.0%	1 500 0.3%
Supervision costs									
Other State costs									
<b>Total costs</b>	<b>1 662</b>	<b>1 616</b> -2.8%	<b>1 538</b> -4.8%	<b>1 664</b> 8.2%	<b>1 549</b> -6.9%	<b>1 564</b> 1.0%	<b>1 541</b> -1.5%	<b>1 495</b> -3.0%	<b>1 500</b> 0.3%

**Complementary information on inflation and on the cost of capital (in '000 euro)**

Inflation rate		-1.6%	1.1%	1.5%	1.7%	1.9%	1.8%	1.8%	2.0%
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Average operating capital									
Of which, average long term assets									
Cost of capital before tax (%)									
Return on equity (%)									
Average interest on debts (%)									

Table 1 - Total costs

Organisation:	<b>CAA-NSA</b>	
Charging zone:	<b>Ireland - Terminal</b>	

Year	<b>2013</b>
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	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
	<b>A</b>	<b>A</b>	<b>A</b>	<b>F</b>	<b>F</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>

**Detail by nature (in '000 euro)**

Staff	244	232	242	283	288	293	297	303	309
		-4.9%	4.3%	16.9%	1.8%	1.7%	1.4%	2.0%	2.0%
Other operating costs	438	448	416	496	425	410	397	386	395
		2.3%	-7.1%	19.2%	-14.3%	-3.5%	-3.2%	-2.8%	2.3%
Depreciation									
Cost of capital									
Exceptional items									
<b>Total costs</b>	<b>682</b>	<b>680</b>	<b>658</b>	<b>779</b>	<b>713</b>	<b>703</b>	<b>694</b>	<b>689</b>	<b>704</b>
		-0.3%	-3.2%	18.4%	-8.5%	-1.4%	-1.3%	-0.7%	2.2%

**Detail by services (in '000 euro)**

Air traffic management									
Communication									
Navigation									
Surveillance									
Search and rescue									
Aeronautical information									
Meteorological services									
Supervision costs	356	293	307	370	375	390	400	400	410
		-17.7%	4.8%	20.5%	1.4%	4.0%	2.6%		2.5%
Other State costs	326	387	351	409	338	313	294	289	294
		18.7%	-9.3%	16.5%	-17.4%	-7.4%	-6.1%	-1.7%	1.7%
<b>Total costs</b>	<b>682</b>	<b>680</b>	<b>658</b>	<b>779</b>	<b>713</b>	<b>703</b>	<b>694</b>	<b>689</b>	<b>704</b>
		-0.3%	-3.2%	18.4%	-8.5%	-1.4%	-1.3%	-0.7%	2.2%

**Complementary information on inflation and on the cost of capital (in '000 euro)**

Inflation rate		-1.6%	1.1%	1.5%	1.7%	1.9%	1.8%	1.8%	2.0%
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Average operating capital									
Of which, average long term assets									
Cost of capital before tax (%)									
Return on equity (%)									
Average interest on debts (%)									

Table 1 - Total costs

Organisation:	<b>Consolidated</b>
Charging zone:	<b>Ireland - Terminal</b>

Year	<b>2013</b>
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2009 A	2010 A	2011 A	2012 F	2013 F	2014 P	2015 P	2016 P	2017 P
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**Detail by nature (in '000 euro)**

Staff	10 725	11 192 4.4%	11 387 1.7%	11 285 -0.9%	10 315 -8.6%	9 770 -5.3%	8 839 -9.5%	8 942 1.2%	9 103 1.8%
Other operating costs	5 119	4 796 -6.3%	4 682 -2.4%	5 458 16.6%	5 318 -2.6%	5 182 -2.6%	5 386 3.9%	5 448 1.2%	5 539 1.7%
Depreciation	4 142	4 937 19.2%	6 312 27.9%	4 710 -25.4%	5 019 6.6%	5 607 11.7%	5 546 -1.1%	4 942 -10.9%	4 995 1.1%
Cost of capital	1 797	2 316 28.9%	2 865 23.7%	2 863 -0.1%	2 600 -9.2%	2 657 2.2%	2 650 -0.3%	2 350 -11.3%	2 700 14.9%
Exceptional items									
<b>Total costs</b>	<b>21 783</b>	<b>23 241</b> 6.7%	<b>25 246</b> 8.6%	<b>24 316</b> -3.7%	<b>23 252</b> -4.4%	<b>23 216</b> -0.2%	<b>22 421</b> -3.4%	<b>21 682</b> -3.3%	<b>22 337</b> 3.0%

**Detail by services (in '000 euro)**

Air traffic management	13 413	15 277 13.9%	20 786 36.1%	19 725 -5.1%	19 071 -3.3%	19 037 -0.2%	18 348 -3.6%	17 700 -3.5%	18 305 3.4%
Communication	1 166	1 102 -5.5%	607 -44.9%	575 -5.3%	510 -11.3%	505 -1.0%	485 -4.0%	477 -1.6%	485 1.7%
Navigation	972	892 -8.2%	700 -21.5%	665 -5.0%	585 -12.0%	580 -0.9%	565 -2.6%	550 -2.7%	505 -8.2%
Surveillance	3 888	3 674 -5.5%	957 -74.0%	908 -5.1%	824 -9.3%	827 0.4%	788 -4.7%	771 -2.2%	838 8.7%
Search and rescue									
Aeronautical information									
Meteorological services	1 662	1 616 -2.8%	1 538 -4.8%	1 664 8.2%	1 549 -6.9%	1 564 1.0%	1 541 -1.5%	1 495 -3.0%	1 500 0.3%
Supervision costs	356	293 -17.7%	307 4.8%	370 20.5%	375 1.4%	390 4.0%	400 2.6%	400	410 2.5%
Other State costs	326	387 18.7%	351 -9.3%	409 16.5%	338 -17.4%	313 -7.4%	294 -6.1%	289 -1.7%	294 1.7%
<b>Total costs</b>	<b>21 783</b>	<b>23 241</b> 6.7%	<b>25 246</b> 8.6%	<b>24 316</b> -3.7%	<b>23 252</b> -4.4%	<b>23 216</b> -0.2%	<b>22 421</b> -3.4%	<b>21 682</b> -3.3%	<b>22 337</b> 3.0%

**Complementary information on inflation and on the cost of capital (in '000 euro)**

Inflation rate		-1.6%	1.1%	1.5%	1.7%	1.9%	1.8%	1.8%	2.0%
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Average operating capital	23 960	30 880 28.9%	38 200 23.7%	36 241 -5.1%	29 213 -19.4%	29 525 1.1%	29 445 -0.3%	26 110 -11.3%	30 000 14.9%
Of which, average long term assets	23 960	30 880 28.9%	38 200 23.7%	36 241 -5.1%	29 213 -19.4%	29 525 1.1%	29 445 -0.3%	26 110 -11.3%	30 000 14.9%
Cost of capital before tax (%)	7.50%	7.50%	7.50%	7.90%	8.90%	9.00%	9.00%	9.00%	9.00%
Return on equity (%)	7.34%	7.34%	7.34%	7.70%	9.00%	9.00%	9.00%	9.00%	9.00%
Average interest on debts (%)	4.36%	4.36%	4.36%	3.60%	4.50%	4.80%	4.80%	4.80%	4.80%

Table 2 - Unit rate calculation

Organisation:	<b>Consolidated</b>
Charging zone:	<b>Ireland - Terminal</b>

Year	<b>2013</b>
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2009 A	2010 A	2011 A	2012 F	2013 F	2014 P	2015 P	2016 P	2017 P	2020 P
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**Unit rate (in '000 euro) and service units ('000)**

Total costs for the zone <sup>(1)</sup>	21 783	23 241 6.7%	25 246 8.6%	24 316 -3.7%	23 252 -4.4%	23 216 -0.2%	22 421 -3.4%	21 682 -3.3%	22 337 3.0%	
Cost of exempted VFR flights										
Costs of exempted IFR flights										
Costs of exempted flights										
Amounts carried over to year (i)	-150	-5 073	-626							
Income from other sources										
<b>Chargeable costs</b>	<b>21 933</b>	<b>28 314</b> 29.1%	<b>25 872</b> -8.6%	<b>24 316</b> -6.0%	<b>23 252</b> -4.4%	<b>23 216</b> -0.2%	<b>22 421</b> -3.4%	<b>21 682</b> -3.3%	<b>22 337</b> 3.0%	
Total service units										
Chargeable service units										
<b>Unit rate <sup>(2)</sup></b>										

<sup>(1)</sup> As the sum of all total costs presented in Reporting Table 1 which are allocated to this charging zone

(when certain air navigation services are outsourced, the cost to be taken into account shall be the cost of the annual expenditure).

<sup>(2)</sup> Unit rate (in euro) = Chargeable costs/Chargeable service units.

2009 A	2010 A	2011 A	2012 F	2013 F	2014 P	2015 P	2016 P	2017 P	2020 P
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**Unit rate (in euro)**

Exchange rate (1 EUR =)	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	
Unit rate		144.36	160.24 11.0%	154.00 -3.9%						



Table 2 - Unit rate calculation

Organisation:	<b>Consolidated</b>
Charging zone:	<b>Ireland - Terminal</b>

Year	<b>2013</b>
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2009 A	2010 A	2011 A	2012 F	2013 F	2014 P	2015 P	2016 P	2017 P	2020 P
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**Balance to be carried over (in '000 euro)**

Charges billed to users										
Total costs for the zone <sup>(1)</sup>	21 783	23 241 6.7%	25 246 8.6%	24 316 -3.7%	23 252 -4.4%	23 216 -0.2%	22 421 -3.4%	21 682 -3.3%	22 337 3.0%	
Income from other sources										
Cost of exempted VFR flights										
Cost of exempted IFR flights										
Costs of exempted flights										
Amounts carried over to year (i)	-150	-5 073	-626							
<b>Balance of year (i)</b>										

**IAA unit rate:**

The IAA's terminal service unit rate is subject to price cap economic regulation by the Commission for Aviation Regulation. The Commission has issued its determination covering the years 2012-2015. The IAA has

reported its costs to meet the requirements of the European Commission Regulations. However these costs do not provide the basis for determining the unit rate advised by the Commission for Aviation Regulation.

In 2012 the TNC is €160.24 per terminal service unit (tsu) where a tsu will be calculated  $(MTOW/50)^{.8}$ . This represents a decrease of 21% on the 2011 rate.

In 2013 the charge for terminal services is estimated at € 154.00 per TSU. A final rate will issue in November.



## Additional Information Table1

**Ireland - Terminal**  
**Year: 2013**

**1. Description of the methodology used for allocating costs of facilities or services between different air navigation services based on the list of facilities and services listed in the relevant ICAO Regional Air Navigation Plan, (Doc 7754) and a description of the methodology used for allocating those costs between different en route charging zones;**

Costs of facilities and services are allocated directly to the activity they support. The IAA accounting system allocates costs by nature to en route, terminal and other activities by registering each resource/cost to its appropriate cost centre. Therefore costs incurred in providing terminal services are 100% allocated to the terminal cost centre.

For facilities and services that serve en route, terminal and other activities, the costs are allocated based on a number of allocation keys which vary with the nature of the cost i.e.;

<b>Cost</b>	<b>Allocation Key</b>
Staff	Staff numbers
Other Operating Costs	Staff numbers, Square footage
Depreciation	Usage of equipment
Cost of Capital	Usage of equipment

These allocation keys are kept under regular review by the IAA.

**Note regarding Terminal Rates:**

The IAA's terminal charges are subject to economic regulation by the Commission for Aviation Regulation (CAR). CAR has issued its determination for the years 2012 to 2015. The determination specifies the maximum level of aviation terminal charges that the IAA may impose.

The IAA has reported its terminal costs to meet the requirements of the EC Regulations. However, these costs do not provide the basis for determining the unit rate advised by the Commission for Aviation Regulation.

The TNC for 2012 is €160.24 per terminal service unit (TSU) where a TSU is calculated as  $(MTOW/50)^{0.8}$ . This represents a decrease of 21% on the 2011 rate.

The TNC for 2013 is estimated at €154.00 per TSU, before taking account of adjustments that may arise in relation to variations with forecast in 2012. This charge is based on a formula of  $(MTOW/50)^{0.8}$ . A final rate for 2013 will issue in November 2012.

**2. Description and explanation of the differences between planned and actual figures for year (n-1);**

**2011**

Total costs in 2011 of € 25.2 million were 5.9% (€ 1.6 million) lower than planned.

Staff costs fell by 4.4% to €11.4 million when compared to planned expenditure reflecting more effective use of available resources against a backdrop of further decreases in traffic levels.

## Additional Information Table1

### Ireland - Terminal Year: 2013

Other operating costs fell by 18.1% to € 4.7 million. The IAA continues to manage its costs to deliver savings across both technical and administration expenses.

Depreciation costs of € 6.3 million and cost of capital of € 2.9 million were in line with planned expenditure. During the year a new air traffic management system, COOPANS, was introduced. COOPANS, a joint procurement initiative, went live at Shannon and Cork in April and at Dublin in May. This project was successfully delivered to specification and within budget.

#### 2012

Total costs in 2012 are forecast to fall by 3.7% to €24.3 million as compared to 2011.

Staff costs will remain reasonably stable, facilitated by a pay freeze in the organisation in 2012. Other operating costs are expected to increase due to higher costs of engineering and maintenance while depreciation costs will fall by 25% to reflect the disposal in 2011 of the old ATM system. Interest costs will remain in line with 2011 levels.

### 3. Description and explanation of the five-year planned costs based on the business plan;

#### 2013

National costs for 2013 are forecast to decrease by 4.4% to €23.3 million. Staff costs are expected to fall by 8.6% to €10.3 million while depreciation costs will increase by 6.6% as new CAPEX projects are brought into use, in line with the approved capital expenditure allowance applied by the Commission for Aviation Regulation in its 2012 to 2015 determination.

#### 2014- 2017

Total costs are forecast to reduce further in 2014, 2015 and 2016 with 2017 cost levels reaching €22.3 million.

The IAA will continue to focus on measures aimed at preserving its cost-effective position while delivering safe operations at all times. The IAA will continue to invest in projects that are necessary for safety and capacity.

### 4. Description of the costs incurred by the Contracting States ('Other State costs');

Other State costs include the costs of the Commission for Aviation Regulation and policy costs of the Department of Transport. Policy costs relate principally to staff and related overhead costs of those personnel in the Department of Transport responsible for Air Navigation Services, Aviation Regulation and Air Accident Investigation.

## Additional Information Table1

Ireland - Terminal  
Year: 2013

### 5. Description and explanation of the method adopted for the calculation of depreciation costs: historic costs or current costs. When current cost accounting is adopted, provision of comparable historic cost data

Tangible fixed assets are stated at cost, less accumulated depreciation. Depreciation is calculated to write off the cost of each fixed asset, including equipment purchased as part of an installation, on a straight line basis over its expected useful life, at the following annual rates:

Buildings	5%
Completed installations and other works	8 <sup>1</sup> / <sub>3</sub> %-12 <sup>1</sup> / <sub>2</sub> %
Office equipment and non-operational administrative software	20% - 33 <sup>1</sup> / <sub>3</sub> %

Assets are depreciated from the date they are commissioned for use. Assets under construction/installations in progress are carried at historical cost and are not depreciated until they are brought into use.

### 6. Justification for the cost of capital, including the components of the asset base;

An independent assessment of the Irish Aviation Authority's cost of capital was carried out recently by external consultants.

The cost of capital has been calculated using the weighted average cost of capital (WACC) approach, consistent with earlier years.

The cost of capital includes an estimate of the cost of equity (based on Eurozone bond yields plus an equity risk premium of 5% which reflects the gearing within the Authority) and the cost of debt, weighted according to the relative weights of the Authority's capital structure.

### 7. Description of the cost for each airport for each terminal charging zone: for aerodromes with less than 20 000 commercial air transport movements per year being calculated as the average over the previous three years, costs may be presented in an aggregated way per aerodrome;

Ireland operates one terminal charging area covering three state airports, Dublin, Cork and Shannon. A single cost base and a single terminal charging rate applies in this area. The terminal charging rate is determined by the Commission for Aviation Regulation in consultation with the IAA and users.

### 8. Breakdown of the meteorological costs between direct costs and "MET core costs" defined as the costs of supporting meteorological facilities and services that also serve meteorological requirements in general. These include general analysis and forecasting, weather radar and satellite observations, surface and upper-air observation networks, meteorological communication systems, data-processing centres and supporting core research, training and administration;

Met services are provided to the IAA by the state owned Met Éireann. Met Éireann has been certified and designated to provide meteorological services by the NSA.

## Additional Information Table1

### Ireland - Terminal

Year: 2013

Met Éireann's charge for the provision of meteorological services to international civil aviation is determined according to the methodology described in Appendix 4 of the Report of the Working Group on Met Éireann Aviation-Related Costs (2002).

The direct costs of providing meteorological services to civil aviation comprise the costs incurred in the immediate provision and delivery of these services. Met Éireann's Internal Accounts System (IAS) recognises 10 categories of such costs: METAR reports, Reports for ATS, Flight folders, Briefing & Consultation, TAFs, SIGMET, TREND, Aerodrome Warnings & Enquiries, SigWx charts & tabular winds and General expenses.

All direct services to end users, including services to aviation, depend on the use of Core products and services. Core costs include the costs of Surface Synoptic observations, Upper-Air observations, Radar, Satellite, Numerical Weather Prediction (NWP), Climatology, and Computer/Telecoms.

#### 9. Description of the methodology used for allocating total MET costs and MET core costs to civil aviation and between charging zones;

The MET office estimates that the portion of total Met Éireann costs attributable to aviation in 2012 will approximate to 30%, of which 80% is then allocated to en route activities and 20% to terminal activities. This allocation is in line with recommendations of the Commission for Aviation Regulation.

##### **MET**

As described in Appendix 4 of the Report of the Working Group on Met Éireann Aviation-Related Costs (2002), costs incurred in the direct provision of aviation services are fully recovered in the charge for MET services.

A proportion of Core costs is also allocated to aviation charges. The proportion depends on the use made of Core products for aviation purposes as compared with their use for other purposes.

The methodology in the Report of the Working Group provides for the following allocations of Core costs:

Surface Synoptic observations, Upper-Air observations, Radar, Satellite and NWP: For these costs, the proportion charged to aviation equals the direct cost of aviation forecasting divided by the direct cost of all forecasting activity.

Climatology: The proportion of the cost of the climatological archive charged to aviation is 5%.

Computer/Telecoms: The proportion of the cost of Computer/Telecoms services charged to aviation equals the cost of direct services to aviation divided by the cost of all direct services.

A *credit* for Meteorological Reports by Aircraft (AIREPs) is also incorporated into the charge for Core costs. This credit amounts to 12.5% of the cost of the Upper-Air observations.

## Additional Information Table 2

### Ireland - Terminal Year: 2013

#### 1. Description and rationale for the establishment of the different charging zones, in particular with regard to terminal charging zones and potential cross-subsidies between airports;

Ireland operates one terminal charging area covering three state airports, Dublin, Cork and Shannon. A single cost base and a single terminal charging rate applies in this area.

Refer to note 1 "Additional Information Table-1" regarding the regulation of Terminal rates.

#### 2. Description and explanation on the calculation of the forecast chargeable service units;

The terminal navigation charge is subject to economic regulation by the Commission for Aviation Regulation (CAR). The TNC for 2012 is €160.24 per terminal service unit (TSU) where a TSU is calculated as  $(MTOW/50)^{0.8}$ . CAR, in its determination of terminal charges, uses the STATFOR baseline forecast.

The charge for 2013 is estimated at €154.00 per TSU based on the formula  $(MTOW/50)^{0.8}$ . The estimated charge does not take account of any variations with forecast that may arise during 2012 and for which an adjustment to the 2013 unit rate may be required.

#### 3. Description and explanation of the methodology used with respect to the recovery of the balance resulting from over/under recovery of previous years;

The terminal navigation charge for Ireland is subject to economic regulation by the Commission for Aviation Regulation. The relevant adjustment mechanism is contained in the determination of the Commission for Aviation Regulation.

#### 4. Description of the policy on exemptions and a description of the financing means to cover the related costs;

Ireland is in conformity with Article 9 in applying the following terminal exemptions:

- Flights performed by aircraft of which the maximum takeoff weight authorised is less than two metric tonnes;
- Search and rescue flights authorised by the appropriate competent body;
- Training flights performed exclusively for the purpose of obtaining a licence etc;
- Circular flights;
- Flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned;

Funding is provided by the State.

## Additional Information Table 2

Ireland - Terminal  
Year: 2013

**5. Description of the income from other sources when they exist;**

None

**6. Description and explanation of incentives applied on air navigation service providers and, in particular, the modalities to be applied in setting regulatory conditions on the level of unit rates. Description and explanation of the objectives in terms of performance and on the modalities to take them into account in the setting of maximum unit rates;**

None

**7. Description of the plans of air navigation service providers in order to meet projected demand and performance objectives;**

The IAA prepares a five year rolling Corporate Plan, a strategic document which forecasts a trend in costs allowing the Authority to meet its performance objectives and projected demands. The Corporate Plan is complemented by annual detailed Operating and Capital budgets and a ten year Technology Plan, updated on a regular basis.

**8. Description and explanation of incentives applied on users of terminal services;**

No incentives are applied.