



# MET Unit Rate Consultation 2020



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# Summary

## Total costs:

RP2 Determined MET Costs 2019 = €9,247,000

Total Invoiced MET Cost 2019 = €8,306,000

## MET contribution to Unit Rate:

RP2 Determined MET Unit Rate cost = €12.29

Actual invoiced MET part of 2019 Unit Rate = €9.89

# MET Costs 2019

Actual costs 2019		
1. Detail by nature	Enroute	Terminal
1.1 Staff	3586	896
1.2 Other operating costs	2396	599
1.3 Depreciation	470	117
1.4 Cost of capital	194	48
1.5 Exceptional items		
<b>1.6 Total costs</b>	<b>6646</b>	<b>1660</b>

# MET Costs – main components

Determined Costs split between 80 (ENR) : 20 (TNC)  
in line with CAR decision

## Main components

- Contribution to Core Infrastructure: Observations network, Numerical Weather Prediction, Core Research and Development, RADAR and Satallite
- Direct costs associated with provision of regulated aviation weather services: METAR, TAF, TREND, SIGMET, Aerodrome warnings, Significant Weather Charts, Briefings, SAR, compliance activities (audits, process)

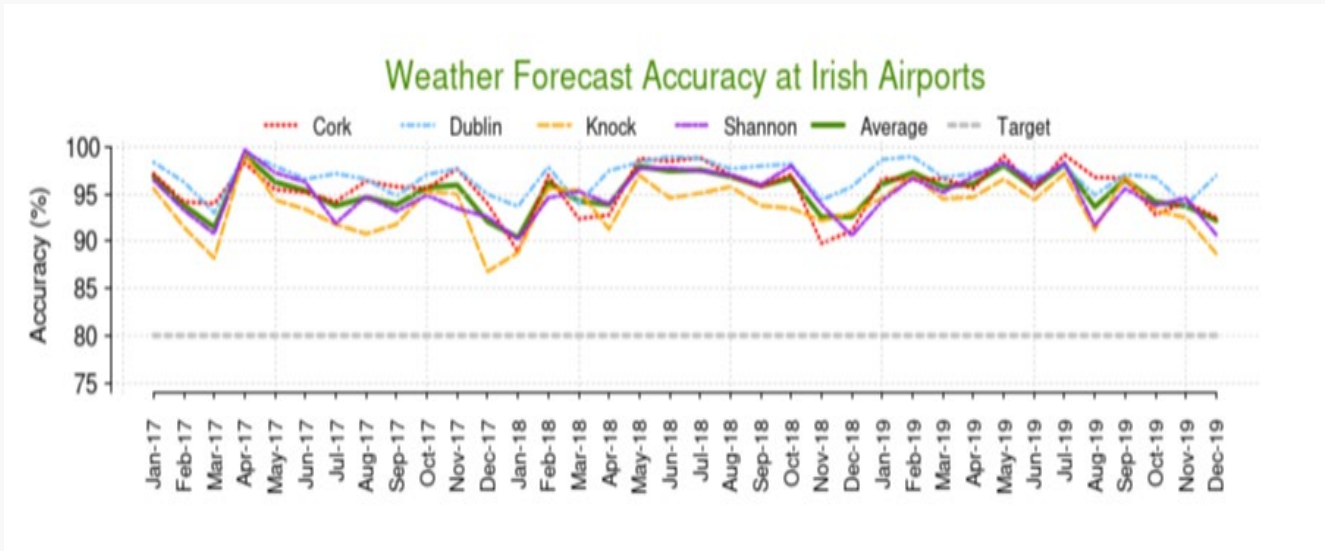
# Service changes

- ✓ **Forecast production workstations upgrade**
- ✓ **Online Terminal Ops and Planning service rolled out to Regional airports**
- ✓ **Delivery of MET interpretation training to aviation users**
- ✓ **R&D in aviation specific/related areas: AMAP, Boundary Layer MET Research, IREPS, MUSC model focussing on Fog, international collaboration relating to low VIS and Ceiling**

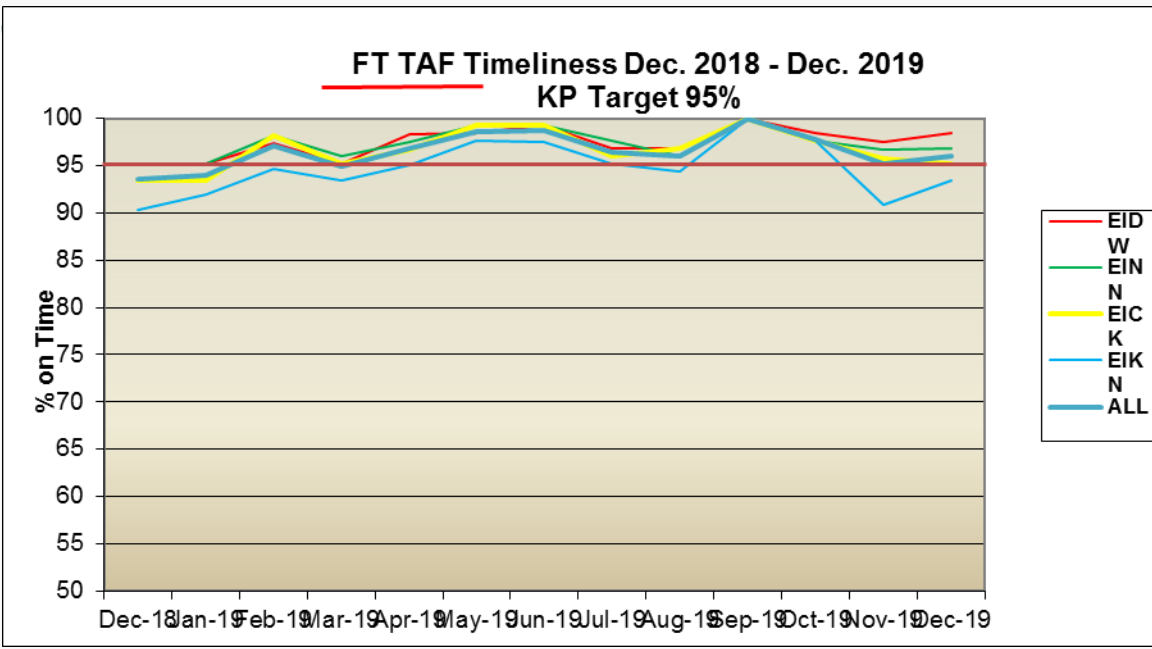


# 2019 Operational Performance

Aviation forecasts are verified using state of the art Met Alliance verification scheme



# 2019 Operational Performance



# 2021 Determined costs

The 2021 Determined MET costs are split between ENR and TCZ according to the 80:20 ratio and adjusted as follows

Charging Zone (Thousand €)	RP3 Plan- 2021 costs	Inflation adjustment carried over from 2019	Traffic adjustment carried over from 2019	Adjusted 2021 unit rates
Enroute	6,296	-407	-568	5,321
Terminal	1,575	-102	-286	1,187
<b>Total</b>	<b>7,871</b>	<b>-509</b>	<b>-854</b>	<b>6,508</b>

A negative inflation adjustment is carried over from 2019 because actual inflation (0.9%) was lower than the forecast inflation (1.7%) used for establishing the 2019 determined costs in RP2.

A negative traffic adjustment is carried over from 2019 because actual traffic was higher than the forecast used for establishing the 2019 determined costs of en route services (+8.9%) and terminal services (+19.6%).



# 2021 Unit Rate

The 2021 MET portion of the adjusted unit rates, split into ENR and TCZ are as follows:

Charging Zone	Unit Rate
Enroute	€1.11
Terminal	€6.07
<b>Total</b>	<b>€7.18</b>

*Thank you*

