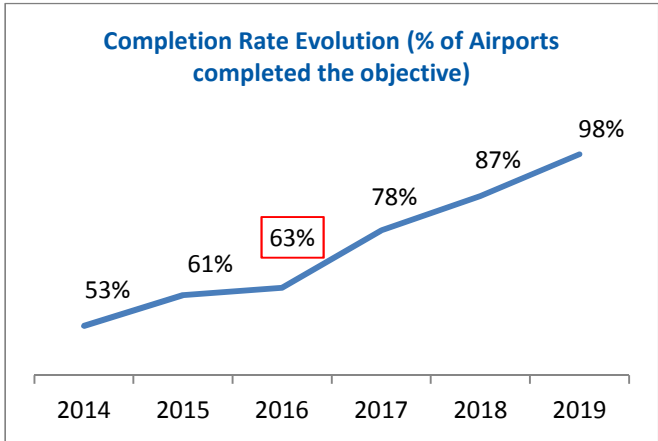




AOP04.1 A-SMGCS Surveillance (former Level 1)

Stakeholders <ul style="list-style-type: none"> • ANSPs • Airport Operator • Airspace Users • Regulators 	FOC 12/2011 Estimated achievement 12/2018 <div style="background-color: red; color: white; padding: 5px; display: inline-block; margin-top: 10px;">Late</div>	Applicability Area 25 PCP + 22 non-PCP airports
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SESAR Key Features PCP Sub-Functionality	High Performing Airports Pre-requisite for: - S-AF2.2 DMAN Int. Surface Management Constraints (PCP) - S-AF2.4 Automated Assistance to Controller for Surf. Movement Planning and Routing (PCP) - S-AF2.5 Airport Safety Nets (PCP) Integrated Surface Management (EOC)
ICAO ASBU	B0-SURF
OI Steps	AO-0201
CAPEX	BALTIC, BLUE-MED, DANUBE, FABCE, FABEC, NEFAB



Main 2016 developments

A-SMGCS Level 1 is a pre-requisite for PCP AF2 and a first step in order to complete subsequent functions prescribed in implementation objectives AOP04.2, AOP12 and AOP13. According to data reported in 2016, objective is implemented at 29 airports in the ECAC area. Out of 25 PCP airports, six (6) of them have not yet implemented Level 1 A-SMGCS although it is a pre-SESAR functionality. Airports Rome Fiumicino and Manchester are the latest one of the group that plan to complete Level 1 functionality at the end of 2019. Airports Barcelona and Palma de Majorca have completed the implementation in 2016. London Stansted has downgraded its implementation status from “completed” to “late”, due to planned purchase of new vehicle transmitters. Italian airports Rome and Milan Malpensa report ‘ongoing’ status although beyond FOC date. The most challenging aspect of implementation remains the equipage of ground vehicles.

