

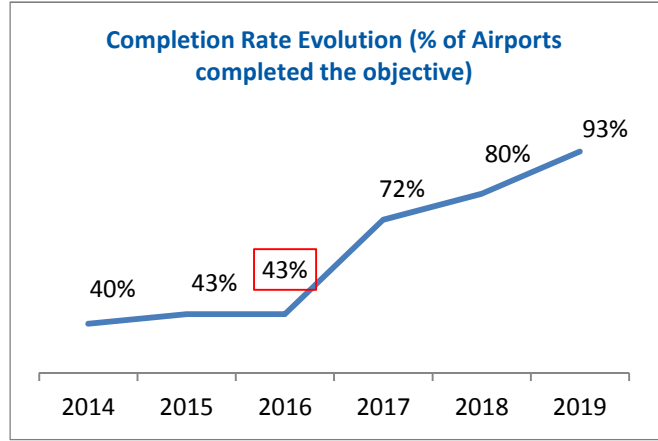


AOP04.2

A-SMGCS RMCA (former Level 2)

Stakeholders <ul style="list-style-type: none"> • ANSPs • Airport Operator 	FOC 12/2017 <hr/> Estimated achievement 12/2019 <div style="border: 2px solid orange; padding: 2px; display: inline-block; margin-top: 5px;">Planned delay</div>	Applicability Area 25 PCP + 22 non-PCP airports
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SESAR Key Features	High Performing Airports
PCP Sub-Functionality	Pre-requisite for: - S-AF2.2 DMAN Int. Surface Mgt Constraints (PCP) - S-AF2.4 Automated Assistance to Controller for Surf. Movement (PCP) Planning and Routing (PCP) - S-AF2.5 Airport Safety Nets Integrated Surface Management (EOC)
ICAO ASBU	BO-SURF
OI Steps	AO-0102, AO-0201
CAPEX	BALTIC, BLUE-MED ,DANUBE FABCE, FABEC, NEFAB



Main 2016 developments

A-SMGCS RMCA implementation builds on the implementation of AOP04.1 and it is an important pre-requisite towards the implementation of PCP AF2. Due to delays reported in AOP04.1 implementation, delayed implementation of RMCA functionality is inevitable. This is reflected in number of airports that reported delays in implementation in 2016. 21% of airports in the applicability area report late implementation. In addition, not single airport has completed this functionality in 2017. Out of 25 PCP airports, 12 of them have reported the A-SMGCS RMCA as operational. Remaining 13 PCP airports mostly report completion beyond FOC deadline, with Italian airports that report latest implementation dates (Rome Fiumicino 12/2020). Heathrow Airport reports that the A-SMGCS RMCA is operational although the overall objective is reported 'late'. This is because not all ground vehicles are fitted with transmitters yet (AOP04.1).

