



International Civil Aviation Organization

MIDANPIRG/23 & RASG-MID/13 Meetings

(Cairo, Egypt, 14 – 18 June 2026)

Agenda Item 5.5: AGA-AOP

MID REGION AERODROMES PRIORITIES AND CHALLENGES-AGA-AOP

(Presented by the Secretariat)

SUMMARY

This paper recalls the Conclusions and Decisions endorsed by MIDANPIRG/22 & RASG-MID/12 and highlights their strategic importance, implementation objectives and expected benefits at the global, regional and national levels.

Action by the meeting is at paragraph.

REFERENCE

- MIDANPIRG/22 & RASG-MID/12 Report

1. INTRODUCTION

1.1 The meeting may wish to recall that MIDANPIRG/22 & RASG-MID/12 endorsed a number of Conclusions and Decisions intended to strengthen safety, efficiency and harmonization across the MID Region. The implementation of these outcomes requires sustained commitment and adequate allocation of technical, human and financial resources by States and stakeholders

2. DISCUSSION

Airport Operations Basic Building Blocks (BBB) (Conclusion 22/15)

2.1 The meeting may wish to recall that the Airport Operations (AOP) Basic Building Blocks (BBB) constitute the foundation of the ICAO Global Air Navigation Plan (GANP) implementation framework and represent the minimum operational capabilities required to support safe, efficient, and sustainable airport operations. The BBB framework encompasses the essential regulatory, operational, technical, and human resource elements necessary for the effective management of airport operations and serves as the baseline upon which more advanced operational concepts and ASBU threads can be progressively implemented.

2.2 The meeting may wish to note that, at the regional level, the implementation of AOP Basic Building Blocks remains uneven among MID States, particularly in areas related to technical competencies, operational procedures, and airport operational performance management. The availability of qualified Aerodrome and Ground Aids (AGA) inspectors, airport operations specialists, and technical personnel is a key enabler for the successful implementation of airport operational initiatives and the achievement of regional air navigation objectives.

2.3 The meeting may wish to recall that MIDANPIRG/22 endorsed Conclusion 22/15 to support the identification of regional capacity-building needs and facilitate the development of targeted

assistance programmes. The objective of the Conclusion is to enable the ICAO MID Office to better assess regional competency gaps and support States through tailored training, workshops, technical missions, and implementation support activities. States are therefore encouraged to allocate the necessary human, technical, and financial resources to strengthen their airport operational capabilities and ensure the sustainable implementation of the GANP Airport Operations framework.

A-SMGCS and the SURF Thread (Conclusion 22/16)

2.4 The meeting may wish to recall that Advanced Surface Movement Guidance and Control Systems (A-SMGCS) constitute one of the key operational enablers under the ICAO Aviation System Block Upgrade (ASBU) Surface Operations (SURF) thread. A-SMGCS supports the safe, orderly, and efficient movement of aircraft and vehicles on the manoeuvring area through the integration of surveillance, routing, guidance, and conflict detection functions. Globally, A-SMGCS has become an essential component of modern airport operations, particularly at high-density aerodromes and airports frequently affected by low visibility conditions.

2.5 The meeting may wish to note that, within the MID Region, increasing traffic demand, airport expansion projects, and the growing complexity of surface operations require a progressive deployment of A-SMGCS capabilities. The implementation of A-SMGCS contributes significantly to reducing the risk of runway incursions, improving situational awareness, enhancing operational efficiency, and optimizing airport capacity utilization. Furthermore, A-SMGCS serves as a critical enabler for future airport digitalization initiatives and advanced airport operational concepts.

2.6 The meeting may wish to recall that MIDANPIRG/22 endorsed Conclusion 22/16 to establish a regional monitoring mechanism for A-SMGCS deployment plans. The objective of the Conclusion is to support implementation planning, facilitate regional monitoring, and enable the ICAO MID Office to identify areas where additional assistance may be required. States are encouraged to allocate the necessary resources to support infrastructure upgrades, surveillance technologies, automation systems, training programmes, and operational procedures necessary for the successful implementation of A-SMGCS.

Airport Collaborative Decision-Making (A-CDM) (Conclusion 22/17)

2.7 The meeting may wish to recall that Airport Collaborative Decision-Making (A-CDM) is a globally recognized operational concept that promotes real-time information sharing and collaborative decision-making among airport operators, air navigation service providers, aircraft operators, ground handlers, and other airport stakeholders. A-CDM enables stakeholders to develop a common operational picture and improve the predictability, efficiency, and resilience of airport operations.

2.8 The meeting may wish to note that numerous airports worldwide have demonstrated substantial operational benefits through the implementation of A-CDM, including reductions in delays, improved on-time performance, more efficient use of airport infrastructure, reduced taxi times, lower fuel consumption, and enhanced environmental performance. At the regional level, A-CDM supports the optimization of airport resources and contributes directly to the achievement of airport capacity and efficiency objectives identified within the MID Air Navigation Strategy.

2.9 The meeting may wish to recall that MIDANPIRG/22 endorsed Conclusion 22/17 to establish a harmonized framework for monitoring A-CDM implementation progress across the MID Region. The objective of the Conclusion is to ensure consistency in implementation planning, facilitate performance monitoring, and support regional coordination. States are encouraged to provide the necessary institutional commitment, stakeholder engagement mechanisms, and technological capabilities required to successfully implement A-CDM and realize its operational benefits.

ICAO AOP Go-Team Missions (Conclusion 22/18)

2.10 The meeting may wish to recall that the implementation of advanced airport operational concepts often requires practical support, technical guidance, and performance assessments tailored to the specific operational environment of each aerodrome. Recognizing this need, MIDANPIRG/22 endorsed the concept of ICAO AOP Go-Team Missions as a flexible and agile implementation support mechanism capable of assisting States and aerodrome operators in advancing Airport Operational (AOP) initiatives.

2.11 The meeting may wish to note that the AOP Go-Team concept provides a practical alternative to the establishment of permanent regional task forces by delivering targeted technical assistance missions focused on A-CDM, A-SMGCS, and other airport operational threads. Through these missions, subject matter experts can assess operational maturity, identify implementation challenges, provide recommendations, and share international best practices. The initiative also facilitates the exchange of operational experience among States and contributes to the harmonized implementation of airport operational concepts across the Region.

2.12 The meeting may wish to recall that MIDANPIRG/22 endorsed Conclusion 22/18 to facilitate the deployment of ICAO AOP Go-Team Missions within the MID Region. The objective of the Conclusion is to accelerate implementation, support performance improvement, and strengthen airport operational capabilities. States are encouraged to support these missions through active participation, stakeholder coordination, and the provision of the necessary logistical and technical arrangements to maximize their effectiveness.

Coordination between MIDANPIRG and RASG-MID

2.13 The meeting may wish to recognize that airport operational initiatives and aerodrome safety programmes are inherently interconnected and mutually reinforcing. While MIDANPIRG focuses primarily on implementation, planning, and operational performance, RASG-MID addresses safety risks, safety enhancement initiatives, and regional safety priorities. Effective coordination between both regional bodies is therefore essential to ensure that implementation activities contribute directly to the achievement of measurable safety outcomes.

2.14 The meeting may wish to note that initiatives such as A-SMGCS, A-CDM, Airport Operations Basic Building Blocks, and ICAO AOP Go-Team Missions provide substantial safety benefits in addition to their operational and capacity advantages. Improved situational awareness, enhanced stakeholder coordination, better information sharing, and more efficient management of airport resources contribute directly to the mitigation of runway incursions, runway excursions, and other operational safety risks identified at the regional level.

2.15 The meeting may wish to reiterate the importance of maintaining strong coordination between MIDANPIRG and RASG-MID in the planning, implementation, monitoring, and assessment of airport operational initiatives. Such coordination ensures that regional implementation efforts remain aligned with safety priorities, supports the efficient allocation of resources, and contributes to the achievement of ICAO's strategic objectives related to safety, capacity, efficiency, sustainability, and innovation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.