

**Agenda Item 7: Other matters**

7.1 Under this agenda Item, the Meeting took note on a technical cooperation agreement reached between the Brazilian and Uruguayan CAD administrations (see **Appendix A** to this part of the Report), through which a new NOTAM data bank (NASCs), will be established at the AIS services of Uruguay. This facility would be put into operational test in the near future. The Meeting recognized the important effort carried out as well as the great level of cooperation demonstrated by the Brazilian Aviation Administration. The Meeting expressed its satisfaction and congratulated the Brazilian delegate for such effort, encouraging the other States of the Region to follow this example, aiming to promote the implementation of AIS automated integrated systems in the SAM Region.

7.2 The Meeting considered the need that CAD Administration in the SAM Region should give major support to the effective participation of AIS staff in the meetings and in other AIS activities convened by ICAO, aiming to promote the development of AIS activities in the Region. The Meeting also considered the convenience of convene future AIS/MAP Subgroup meetings to be developed in a period of 1 ½ weeks, during which meetings of the corresponding Task Forces could also be held. In such way, the number of AIS Subgroup activities could be reduced, giving the opportunity to develop other activities, counting with a more effective participation of States. The Meeting also considered the importance of encouraging AIS authorities to strengthen actions in their administrations, in order to promote a stronger support of the activities in the Region. On the other hand, the Meeting considered the need that ICAO SAM Regional Office encourages States of the Region to support AIS activities, considering the importance of these in the implementation of the CNS/ATM and GNSS systems.

7.3 Under this agenda item, a presentation was made to the Meeting on the possible evolution of the AIS automated systems, from a first phase of the CAR/SAM AIS integrated automated system, to a final phase of this system, where the users could have the possibility for a direct access to the aeronautical information/data through the direct query of the AIS data base at ground, directly from the aircrafts during the phase of the flight.

## APPENDIX A

### COOPERATION AGREEMENT BRAZIL/URUGUAY

In order to comply with ICAO's recommendations regarding the implementation of the NOTAM data bank, in view of the time elapsed Uruguay considered the offer made by Brazil during the AIS Automation Coordination and Implementation Informal Meeting, held in 1999.

According to this offer, it was considered that Brazil could support States that have not yet implemented their NOTAM data bank, with the software developed by them. In such sense, States should only acquire the operative systems' hardware for the functioning of the system.

Procedures were developed between both organizations, in order to see the project's feasibility.

In order to test if the system can be adapted to the requirements of Uruguay, Brazilian AIS, AFS and automation personnel realized a technical visit.

After testing the different system areas and its feasibility for Uruguay, procedures were initiated for the acquisition of the corresponding hardware.

At the same time, a training schedule was elaborated, considering four weeks, which would be distributed as follows:

First phase, from 10 to 21 November 2003: Uruguayan technicians would travel to Brazil in order to receive training at the Brazilian NOTAM system itself;

Afterwards, Brazilian technicians would travel to Uruguay between 7 and 19 December 2003, for the second phase of training, put into operation and required adjustments.

In addition to such procedures, a bilateral technical cooperation agreement was developed between the Departamento de Control de Espacio Aéreo of Brazil and the Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica of Uruguay.

Finally, after the installation of the system in Uruguay, it was convened that future update would be carried out and technical visits between both States would be realized for testing its correct functioning and the solution of probable deficiencies.

It is expected that this agreement can serve as a reference framework for other AIS areas and technical services, which could correspond.

Uruguay, by its part, expresses its deep gratitude to the Departamento de Control de Espacio Aéreo of Brazil for their support towards the success of this project.

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