

2. **Analysis**

2.1 The absence of a common framework for the recognition of digital signatures among all SAM States constitutes an obstacle to the efficient exchange of official documents, such as ATS LOAs, which require formalization between air traffic services entities.

2.2 Although Brazil temporarily accepts handwritten signatures as an alternative measure, this mechanism does not meet the needs for modernization, speed, digitization, and legal certainty required for efficient cross-border airspace management.

2.3 Based on the above, Brazil considers it appropriate to explore the possibility of a multilateral Operational Agreement under the SAM/IG framework that would allow for:

- a) The reciprocal recognition of digital certificates among SAM States not included in the MERCOSUR Agreement;
- b) The bilateral or multilateral validation of national digital signature systems under minimum technical standards;
- c) The adoption of best practices and common guidelines for the implementation of interoperable solutions.

3. **Suggested actions**

- a) Take note of the entry into force of Decree No. 12,376/2025 in Brazil and its positive impact on the acceptance of digital signatures;
- b) Analyze the possibility of developing a multilateral Operational Agreement among SAM States for the mutual recognition of digital signatures;
- c) Identify current regulatory restrictions in participating States that could be addressed through such an agreement; and
- d) Promote the establishment of an ad-hoc working group to discuss the legal, technical, and operational aspects involved.

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