



Agenda Item 1: Follow-up on conclusions of previous meetings, the Global NOTAM Campaign and SNOWTAM implementation

OPERATIONAL SYMPOSIUM HELD IN BRAZIL

(Prepared by Brazil)

SUMMARY	
This working paper presents the experience of Brazil in conducting the Operational Symposium held in April 2023 at the Institute of Aeronautical Cartography (<i>Instituto de Cartografia Aeronáutica - ICA</i>), located in Rio de Janeiro, Brazil. The Operational Symposium was a way to disseminate concepts and practices concerning AIM (aeronautical information management) among the aeronautical community.	
References:	
<ul style="list-style-type: none">• Annex 15• PANS-AIM• Doc 8126	
ICAO strategic objectives:	<i>A - Safety</i> <i>B - Air navigation capacity and efficiency</i>

1. Background

1.1 In this working paper, Brazil shares its experience in conducting the Operational Symposium that was held in April 2023 at the Institute of Aeronautical Cartography (ICA), located in Rio de Janeiro, Brazil.

1.2 The Institute of Aeronautical Cartography responds directly to the Department of Airspace Control (DECEA), which is part of the Aeronautical Command. The Institute of Aeronautical Cartography is the Brazilian provider responsible for mapping, aeronautical information, the development of air navigation and airspace procedures and the management of all this aeronautical information.

1.3 The one-day event brought together representatives of various organisations involved in air navigation and airport infrastructure for a day of conferences, discussions and networking among participants.

1.4 It should be noted that, at the Operational Symposium, ICAO ratified its appeal for States to hold events with the users in order to provide information and raise awareness about the importance of

AIM (aeronautical information management) for air navigation, as stated in item 1 of the report of the SAM/AIM/15 meeting held in November 2022.

1.5 Representatives of airport management companies in Brazil, civil and military air navigation operators and airline associations attended the event. It was held face-to-face in order to promote integration among participants, but a videoconference link was also available, giving the possibility to submit questions online.

1.6 Throughout the event, ICA speakers addressed topics related to the daily life of the participants, mostly aeronautical operational professionals involved in aeronautical information management, air navigation procedures, topography, airspace design, or aeronautical information dissemination requests, *inter alia*. At the end of the event, the Institute's speakers came together to answer questions from the participants, promoting a debate on the topics covered during the symposium.

1.7 The topics discussed at the Operational Symposium are listed below.

2. **Topics discussed at the Operational Symposium**

2.1 With regard to AIM, important aspects to be observed by issuers of information before submitting requests for dissemination of aeronautical information were addressed, such as:

a) The purpose of the AIP supplement is to warn users about long-duration temporary changes or short-duration information containing long texts, letters, airspaces, etc., affecting the AIP. The period of dissemination of aeronautical information through the AIP supplement should coincide with the AIRAC calendar;

b) For a NOTAM to fulfil its purpose, it must be made available to the user at least seven days before the effective date so that persons affected by the changes can take action as required by the information;

c) Criteria for issuing a NOTAM, mainly in relation to yard, runway and works maintenance;

d) Definition of competencies for requesting aeronautical information;

e) Data requirements for the dissemination of aeronautical information; and

f) Explanation of AIRAC calendar deadlines.

2.2 Regarding airspace design, the procedure development process was presented, together with the relevant geographical data and aeronautical information for this process, such as terrain and obstacle data, runway end coordinates, among others.

2.3 It was noted that an airspace concept describes the intended operations within a given airspace and emanates from the operational requirement to meet one or more strategic objectives, such as:

- a) Improving or maintaining safety;
- b) Increasing air traffic capacity;
- c) Improving efficiency;
- d) More precise and efficient flight paths;
- e) Environmental impact mitigation.

2.4 The process of implementation and approval of air navigation aids and visual aids was explained, as it is a lengthy process before information on aids can be recorded in the database and made available to users through an aeronautical publication.

2.5 During the Symposium, mention was made of innovation in the use of DRONES to obtain aerodrome data, as well as the need for coordination with local air traffic control to ensure safety and not affect flights at the aerodrome.

2.6 In general, all standards relevant to the aeronautical information dissemination request process have been addressed in order to make them known and explain their correct application by the aeronautical community.

3. **Suggested action**

3.1 The Meeting is invited to take note of Brazil's experience in conducting the Operational Symposium and the issues addressed during the event, as a way to raise awareness of AIM among information providers and users of aeronautical information.