**Input paper: [[1]](#footnote-1)** ARM20-9.1.5

**Input paper for the following Committee(s):** **Purpose of paper:**

(Select as appropriate)

ARM  ENG  PAP  Input

ENAV VTS  Information

**Agenda item** [[2]](#footnote-2) 9.1

**Author(s)/Submitter(s)** Y. Koldenhof - MARIN

Report from interssesional MEETINGS – REVISION Ro130[[3]](#footnote-3)

# Summary

During the ARM19, WG3 was asked to start a revision of RO130 (*Categorisation & Availability objectives for short range aids to navigations)*. The is a recommendation on the availability of AtoN’s, based on the calculation method provided in G1035 (“*Availability and reliability of aids to navigation theory and examples”*).

This document provides a summary of the two intersessional meeting that were held (online) on 29th January 2025 and 27th February 2025.

## Purpose of the document

Information paper

## Related documents

RO130 (*Categorisation & Availability objectives for short range aids to navigations)*

# Background

During the ARM19, WG3 was asked to start a revision of RO130 (*Categorisation & Availability objectives for short range aids to navigations)*. The is a recommendation on the availability of AtoN’s, based on the calculation method provided in G1035 (“*Availability and reliability of aids to navigation theory and examples”*).

During the ARM19 initial discussions were held and a call was made to ARM to volunteer in two intersessional meeting to prepare the ARM20 discussion on the topic.

# Summary Minutes of Meeting

The first meeting was held on 29th January 2025.

During this meeting the goal of the preparation work between ARM19 and ARM20 was discussed. And this will be providing a framework for the revision. Next to that we discussed that “theoretical” way how Availability of AtoNs could be connected to the risk management in a fairway.

A second meeting was held on 27th February 2029.

During this meeting we discussed that the “theoretical” ideas will not be practical applicable. And that our first main focus should be on the “categorisation” of the AtoNs. It was recognized that these categories are used in (many) other documents of IALA, so it is important make sure that it is known what the implications of possible changes/refinements in the definitions are.

Next to that it is recognized that different members of IALA have already defined categories within their administrations, both for AtoN and for fairways.

Therefore the following steps are proposed:

1. Gather examples how different IALA-members categorize their AtoNs. And how they establish these categories.
2. Investigate the connection to other existing IALA documents
3. Connection with Risk-Assessment and investigate risk based methods to define categories of AtoN
4. Adjust definitions/terminology

# References

1. G 1035
2. R 0130

# Action requested of the Committee

The Committee is requested to: (Body text)

1. To take note of the Information Paper
2. Initial list of IALA-document with reference to cathegorisation of ATON form Ro130
3. *Navguide*
4. *R0130*
5. *G1004*
6. *G1035*
7. *G1037*
8. *G1178*
9. *G1081*
10. *G1162*
11. *G1078*
12. *G1163*
13. *G1172*
14. *G1052*
15. *G1168*
16. *G1005*
17. *R0126*
18. *R0146*

1. Input document number, to be assigned by the Committee Secretary [↑](#footnote-ref-1)
2. Leave open if uncertain [↑](#footnote-ref-2)
3. Footer will automatically populate [↑](#footnote-ref-3)