# IALA Seminar on Simulation in VTS Training

**Conclusions**

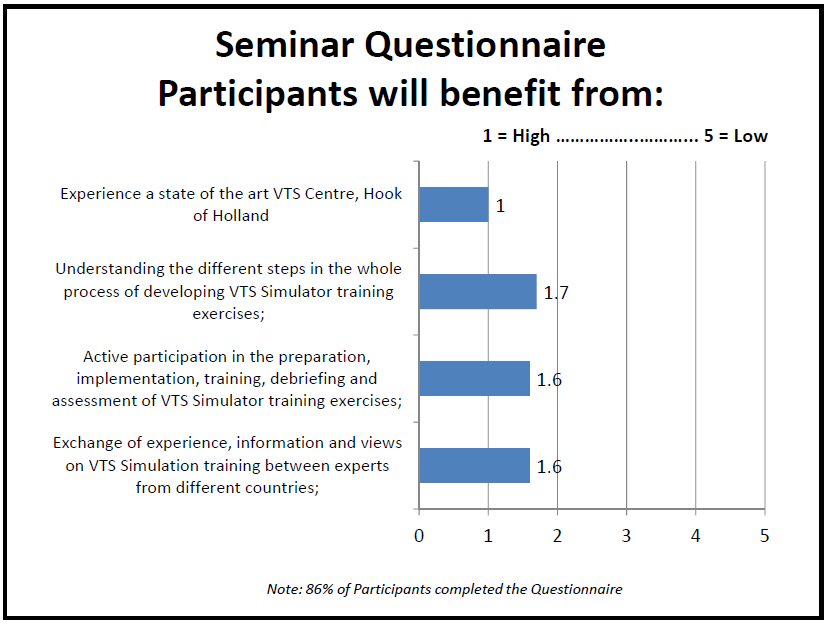
1. Simulation training provides an effective tool to:

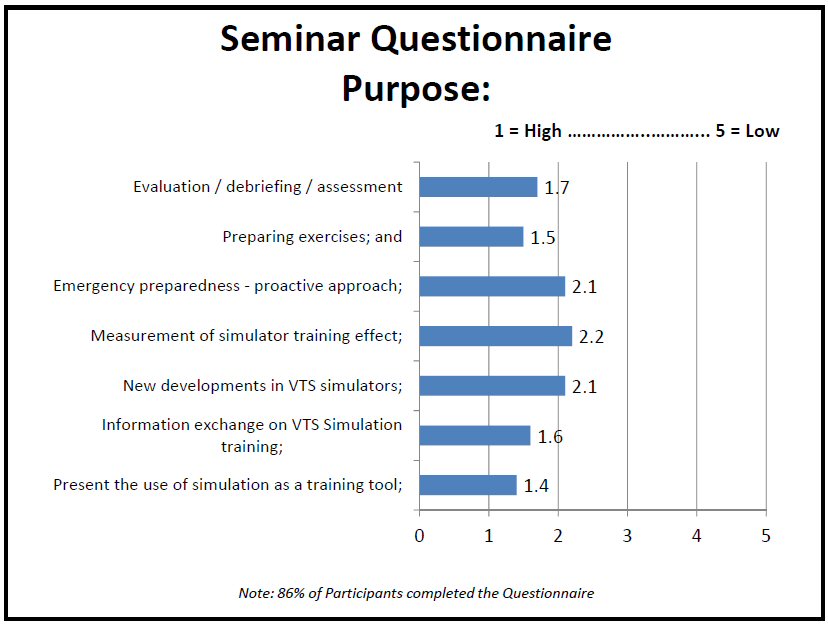
* Maximise training of VTS personnel through the capability to allow situations and scenarios to be stopped, replayed and varied
* Increase the trainer/trainee interaction, particularly during briefing and debriefing stages
* Increase the value of exercise debriefs, for example, through the use of record and replay capabilities
* May reduce time requirements for OJT where the simulator equipment is the same as the operational equipment
* Facilitating standardised assessment of performance and competency of VTS personnel

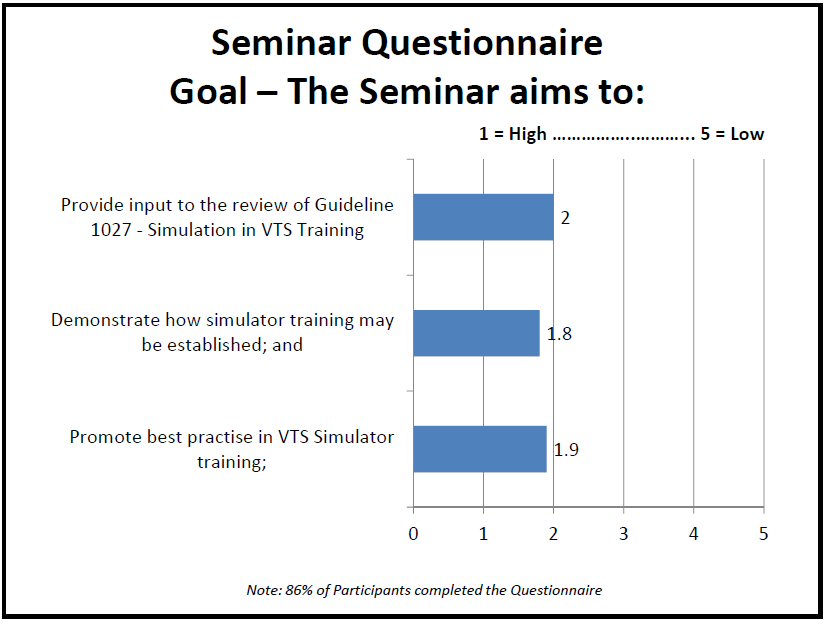
1. There is an increasing demand for effective, efficient and realistic simulation in VTS training with regards to:

* Formal training and assessment of VTS personnel skills and competence
* On-the-Job training
* Refresher / Updating / Revalidation training

1. There are significant parallels in simulation training requirements and methodology between the aviation and maritime worlds that should be further explored.
2. There are potential benefits for using portable/mobile VTS simulation training in order to reduce costs and provide greater accessibility and flexibility.
3. The benefits of delivering simulation training as a “serious gaming” tool (e.g. ATC simulator) for candidate and existing VTS personnel should be investigated.
4. VTS training utilising IALA Recommendation V-103 and associated model courses should be adopted on a mandatory basis.
5. There is a need for additional training, including simulation, for the delivery of Navigational Assistance Service within V-103/1 and V-103/2 curriculums.
6. There is a need for more comprehensive training for navigating officers in STCW with regards to the types of service delivered by VTS.
7. There is a need for guidance for train-the-trainer with regards to simulation training.
8. There is a need for standardised assessment procedures for simulation training.
9. The simulation exercises conducted during the seminar highlighted the importance of communications and cultural background in the interaction between the shore and the ship.
10. A number of elements were identified as possible input to a revision in IALA Guideline 1027 (See Attachment).
11. Results from the Questionnaire are given in graphical form on the next page.





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**Recommendations**

1. That the principles of simulation used in Air Traffic Control be considered with a view to providing input to the development of guidance for simulation in VTS training.
2. Training organisations are encouraged to consider the use of portable/mobile/on-line simulation in VTS training.
3. Competent / VTS authorities are encouraged to adopt IALA Recommendation V-103 and associated model courses as the basis for mandatory training.
4. IALA Guideline 1017 on the Assessment of Training for VTS and Guideline 1027 on Simulation in VTS Training be reviewed as part of the IALA VTS Committee’s 2014-18 work programme to include guidance on simulation in VTS training.
5. That consideration be given to developing an IALA Guideline on VTS communication procedures consistent with SMCP.
6. That Competent Authorities are encouraged to actively cooperate with the IALA World-Wide Academy in terms of registering accredited training organisations and approval of VTS training.
7. VTS Authorities are encouraged to ensure that their VTS/s are registered in the IALA World VTS Guide.
8. That Competent Authorities and accredited training organisations are encouraged to promote reciprocal arrangements for approved VTS training internationally.
9. That additional training for the delivery of Navigational Assistance Service, including simulation, be included within V-103 model courses.
10. That training organisations providing STCW training are encouraged to include a comprehensive VTS training module utilising IALA Guideline 1089 on Provision of Vessel Traffic Services (INS, TOS & NAS).

# IALA Seminar on Simulation in VTS Training

**Attachment**

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