Document Revisions

This document has been put into a form consistent with the current IALA template

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**IALA Model Course E-101/1**

**On**

**Level 1 Manager Training**

**Edition 1**

**[Date issued]**

**Draft revision 1**

Revisions to the IALA Document are to be noted in the table prior to the issue of a revised document.

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Foreword

The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) recognises that training in all aspects of Aids to Navigation (AtoN) service delivery, from inception through installation and maintenance to replacement or removal at the end of a planned life-cycle, is critical to the consistent provision of that AtoN service.

Taking into account that under the SOLAS Convention, Chapter 5, Regulation 13, paragraph 2; Contracting Governments, mindful of their obligations published by the International Maritime Organisation, undertake to consider the international recommendations and guidelines when establishing aids to navigation, including recommendations on training and qualification of personnel in charge of AtoN services, IALA has adopted Recommendation E-141 on Standards for Training and Certification of AtoN personnel.

Mindful of the desire to ensure conformance with Recommendation E-141, IALA has developed [or is developing] Guidelines for the Accreditation of AtoN training. This includes accreditation for existing model training courses for personnel responsible for Vessel Traffic Services V-103/1 – 4.

To complement existing model courses; IALA has developed Model Course E-101/1 for AtoN personnel having Level 1 managerial functions which is intended to be conducted by an Accredited Training Organisation approved by a Competent Authority.[[1]](#footnote-1) To ensure commonality, Model Course E-101/1 has been produced in a similar format adopted for VTS model courses. Additional AtoN model courses may be developed as required.

This model course is intended to provide national members and other appropriate authorities charged with the provision of AtoN services with specific guidance on the training of AtoN managers and engineers. Assistance in implementing this and other model courses may be obtained through IALA at the following address:

The Secretary General

IALA Tel: (+) 33 34 51 70 01

10 rue des Gaudines, 78100 Fax: (+) 33 34 51 82 05

Saint Germain-en-Laye e-mail: [contact@iala-aism.org](mailto:contact@iala-aism.org)

France internet: [www.iala-aism.org](http://www.iala-aism.org)

PART A – COURSE OVERVIEW

# Overview

IALA recommends that Training Organisations and other training providers utilise model courses concerned with the provision of AtoN services, including VTS, in accordance with IALA Recommendation E-141 and Guideline #### - Accreditation of AtoN Training [to incorporate Guideline 1014 when published].

# Purpose of the Model Course

The purpose of this model course is to assist maritime training organisations and their teaching staff with the preparation and introduction of new training courses for personnel concerned with AtoN service provision; or in enhancing, updating or supplementing existing training material where the quality and effectiveness of the training courses may thereby be improved.

The knowledge, skills and dedication of model course instructors are the key elements enabling those being trained (the participants) to acquire the necessary level of competence; that is the ability to perform defined tasks or duties effectively. It is not the intention of this model course programme to restrict instructors in the manner in which they deliver their lectures, particularly as the cultural backgrounds of the participants may vary considerably from country to country.

# USE OF THE MODEL COURSE

The complete course comprises five modules; some of them divided into two or more parts. Each module covers a specific subject or area of knowledge in which AtoN managers or engineers are required to have competence. Each module is based on a subject framework which states its scope, aims and levels of competency to be acquired. The main subject in each module is sub-divided into subject elements and sub-elements. The sub-elements form the detailed syllabus which takes account of IALA Recommendations and Guidelines and information contained in the NAVGUIDE Manual.

To use the model course, a Training Organisation is advised to adopt a Training Management System which analyses the detailed syllabus and determines the entry standard for participants undertaking the training[[2]](#footnote-2). Additional foundation training in some areas may be required to bring participants to a common entry level. Similarly some participants with existing competencies may not require to attend each lecture. An example template for training needs analysis is at Annex A.

Because the majority of IALA publications are written in English [or French], it is recommended that this model course be taught primarily using the English [or French] language. Explanations and clarifications can be presented in regional languages if required with additional time allocated during lesson planning.

PART B – DELIVERY OF THE MODEL COURSE

# INTRODUCTION

The training and assessment of participants seeking accreditation as an AtoN Manager[[3]](#footnote-3) through the award of an IALA AtoN Level 1 Certificate by an Accredited Training Organisation should be:

* Structured in accordance with written programmes, including such methods and means of delivery (such as Microsoft PowerPoint®), procedures and course material as are necessary to achieve the prescribed standard of competency; and:
* Conducted, monitored, assessed and supported by persons qualified in accordance with Part C; section 4 of this document – Training Staff requirements.

Training staff are recommended to review initially the course outline and detailed syllabus for each main subject heading. A training needs analysis process should then be conducted for each participant based on academic qualifications; skills and competencies acquired prior to the model course and other relevant experience. This should lead to the identification of where additional foundation training (including language training) may be required or where specific training in some sub-elements can be deleted from the final course programme.

When considering whether some sub-elements can be deleted, participants with previous experience or knowledge in nautical or engineering fields which are not necessarily directly related to AtoN management should be tested formally using a simple (short answer) aural or written question paper based on specific modules in which early competencies may have been acquired. This will determine whether some or all of the participants with previous experience can be excused from some modules or lectures. Such participants will however be expected to sit the complete final assessment paper for the relevant modules to ensure that a common standard in maintained.

Successful completion of this model course leading to the award of an IALA AtoN Level 1 Certificate preferably should be considered as the minimum competency level for personnel with responsibilities for the management of AtoN service provision. Career development training and experience, both within the Organisation and internationally is encouraged so that it forms part of the process towards middle and senior Management of AtoN services.

# COURSE MODULES

A modular system enables the Training Organisation to tailor each course to match the results of the training needs analysis. Having determined what needs to be taught to whom, instructors would produce lesson plans which match the detailed syllabus for each module. Sub-elements for which competency has already been demonstrated through, for example, documented Accredited Prior Learning (APL), can be deleted. Lesson plans shown in Part E of the document assume that all participants will receive instruction in all sub-elements of the complete syllabus. IALA reference publications that the instructor may wish to use are listed under each modular subject element. National Training Organisations can add local publications and training aids as appropriate.

The level of competence required from an AtoN manager is shown for each element or sub-element as required. These are graded from level 1 (basic understanding) to level 4 (detailed understanding). A further higher level 5 is reserved for senior management. Details are at Table 1 below.

# SUBJECT OUTLINE

A subject outline for each module is shown in tabular form in Part E of this document. This lists the minimum recommended level of competence for each subject element or sub-element. Sub-elements have been grouped so that training covering them might reasonably be delivered in a 40 minute lecture, assuming a standard entry level based on training needs analysis and a common standard of language comprehension for all participants.

A standard 40 minute lecture has been selected so that a 20 minute interval can be allocated between lectures. This should permit instructors (having reviewed the training objectives of each element and the particular needs of participants) to adjust timing to match local circumstances.

1. Levels of Competence

|  |  |  |  |
| --- | --- | --- | --- |
| **Level** | **Learning Outcome** | **Instructional Objectives** | **Required skills** |
| 1 | The conduct of routine tasks with some supervision | A **basic** understanding of facts and principles | First stage in acquiring competency of a complex skill. Appropriate responses are identified through trial and error |
| 2 | The conduct of routine tasks unsupervised and some more complex tasks under guidance | A **satisfactory** understanding of theoretical concepts and principles so that they can be applied in practice | Correctly acquired responses have become habitual. Actions can be performed confidently and efficiently |
| 3 | The skilful conduct of many complex and non-routine tasks | A **good** understanding of the subject matter and its interaction with others leading to an analytical distinction between facts and inferences | Complex actions are inherently co-ordinated and performed smoothly, accurately and skilfully |
| 4 | The professional conduct of unsupervised technical and managerial tasks | A **detailed** understanding of facts, theories and practical applications which enables problem solving and prioritisation | Acquired skills are developed to the extent that rapid reaction and adaptation to unforeseen situations is second nature |

# DETAILED TEACHING SYLLABUS

The detailed teaching syllabus for each module is laid out in a learning-objective format in which the objective for each sub-element describes what each participant must achieve to demonstrate that the necessary level of knowledge has been acquired. The learning-objective format assumes that the objective for each sub-element is preceded by the phrase:

*The expected learning outcome is that the participant has acquired the recommended level of competence in………………...*

# PRESENTATION

The manner and frequency of the presentation of facts, concepts and methodologies will be determined by individual instructors who will use what they see as the most appropriate teaching method to ensure that each participant has acquired the required level of competency in each sub-element of the syllabus.

# EVALUATION OR ASSESSMENT OF THE COURSE PARTICIPANTS

‘*The award of AtoN qualifications should be based on the principle that satisfactory results are obtained during the basic training course*’[[4]](#footnote-4). The Model Course for AtoN Managers is principally theoretical supported by some practical tasks. It is recommended therefore that the competency of each participant is evaluated or assessed by formal written tests taken by participants at the end of each module [supported where appropriate by a personality assessment of each participant]. Further recommendations are at Part D paragraph 3.

# IMPLEMENTATION

It is self-evident that planning and preparation are essential to the successful implementation of this model course. In order to ensure that participants receive high quality instruction, Training Organisations will ensure that the following minimum assets are available before the course commences:

* Qualified Instructors;[[5]](#footnote-5)
* Support staff and facilities;
* Instruction and rest rooms;
* Training aids and equipment;[[6]](#footnote-6)
* Reference books; publications or extracts and other reference material;[[7]](#footnote-7)
* Navigational charts and nautical publications.

# VALIDATION

The information contained in this document has been based on the AtoN Level 1 Certificate recommended modules and subjects listed at Appendix 1 to IALA Recommendation E-141 – Standards for Training and Certification of AtoN Personnel. It has been prepared by a Consultant kindly sponsored by the International Foundation for Aids to Navigation (IFAN[[8]](#footnote-8)); reviewed by the Dean of the IALA World Wide Academy and validated by the appropriate IALA Working Group on behalf of the Secretary General.

PART C – COURSE FRAMEWORK

# INTRODUCTION

This model course is based on IALA Recommendation E-141 and the broad syllabus contained at Appendix 1 to that Recommendation. Having demonstrated the required level of competence by passing all the modular examinations and other assessments required by the Accredited Training Organisation, participants will be awarded an IALA AtoN Level 1 Certificate. This will permit them to operate as a manager with an AtoN service provider approved by the Competent Authority.[[9]](#footnote-9) This model course is considered to be ‘basic’ training. It is expected to AtoN service providers will develop newly certified Level 1 managers through their Quality and Training Management Systems.

# ENTRY LEVEL REQUIREMENTS FOR A LEVEL 1 MANAGER

IALA Recommendation E-141 makes the assumption that participants selected for this model course would have a professional engineering background or hold a seagoing Master’s Certificate. In some regions the recruitment pool for potential AtoN managers may not hold personnel with these backgrounds. It will therefore be for the Accredited Training Organisation, in consultation with the Competent Authority, to determine minimum entry requirements for AtoN Level 1 Manager training. The following list provides guidance on criteria for selection of participants:

* Demonstrable competence in English or other approved main language of instruction;
* A degree in engineering or related sciences;
* A degree from an accredited maritime college;
* A seagoing Master’s Certificate or equivalent military naval qualification;
* A diploma in an engineering or related science and at least 3 years’ fieldwork experience;
* Be in possession of an IALA AtoN Level 2 Certificate and at least 3 years’ fieldwork experience;
* At least 2 years’ work experience with a recognised AtoN service provider in a junior management capacity.

# COURSE INTAKE – LIMITATIONS

The Accredited Training Organisation will determine the maximum number of participants that can reasonably acquire the necessary competence during a specific course of instruction. Experience has shown that given the specialised nature of the syllabus, one instructor should be able to transfer a satisfactory level of understanding to a maximum of 12 participants during a series of 40 minute lectures.

The course intake may have to be reduced if the level of language comprehension by participants is an issue. If the majority of participants do not use the main instruction language as their native tongue, class sizes may need to be reduced to between 6 and 10 participants depending on the quality of the instructor and his or her ability to communicate successfully with the participants.

# TRAINING STAFF REQUIREMENTS

IALA Recommendation E-141 Article 5.1.2 expects that Competent Authorities will ensure that instructors for this model course are appropriately qualified. The same should apply to the person responsible for training supervision and the assessment of participants’ competence – the Assessor.

Accredited Training Organisations will be accountable to the Competent Authority for ensuring that the instructors and assessors tasked with the conduct of this model course, and any supporting staff, are appropriately qualified and subject to review by approved Quality Management System procedures. The key factor is that both instructors and assessors should have an appropriate balance of professional and teaching competencies. The following list provides guidance on criteria for approved training staff:

## Course Instructors

* Fluency in English or other approved main language of instruction;
* Be in possession of an IALA AtoN Level 1 Certificate and at least 3 years’ management experience in AtoN service provision;
* At least 5 years’ work experience with a recognised AtoN service provider or IALA Industrial Member in a middle management capacity;
* Hold a seagoing Master’s Certificate or equivalent military naval qualification (for Module 2A instruction);
* Lecturing experience at a recognised nautical or engineering higher education establishment;
* Proven professional or technical expertise in a specialist field related to syllabus elements or sub-elements (for example pilotage; dredging; port design or battery technology).

## Course Supervisors and Assessors

* At least 3 years’ experience as an approved IALA AtoN Level 1 trainer;
* Be in possession of an IALA AtoN Senior Manager Certificate;
* Chair or vice-chair of an IALA Technical Committee;
* Persons approved by the Dean of the IALA World Wide Academy.[[10]](#footnote-10)

# TEACHING FACILITIES AND EQUIPMENT

It is assumed that standard lecturing equipment such as white boards and computer-assisted projectors will be provided. Additional teaching aids and equipment which might be appropriate to specific lectures are listed in the detailed teaching syllabus for each module. This includes suggestions for external visits where they might be available and appropriate.

References to specific paragraphs or sections in the IALA NAVGUIDE or other Manuals, Recommendations and Guidelines are shown in the detailed teaching syllabi.

PART D – GUIDELINES FOR INSTRUCTORS

# INTRODUCTION

AtoN mangers and engineers are responsible to the Competent Authority for providing an appropriate quantity and quality of aids to navigation services which meet or exceed the obligations set out in the SOLAS Convention, Chapter 5, Regulation 13 and other mandatory instruments issued by the International Maritime Organisation.

*The recruitment, selection and training of suitable personnel are a pre-requisite to the provision of professionally qualified personnel capable of contributing to safe and efficient AtoN operations….. to ensure that uniform standards of procedures, practices and professional standards are applied world-wide.[[11]](#footnote-11)*

The role of the instructor in this process is vital, particularly as the safety of seafarers and preservation of the marine and coastal environments are at risk if uniform standards are neglected or procedures are not fully understood and applied. Many sub-elements of this model course are concerned with safety, navigation risk and preservation of the environment. Instructors should be thoroughly acquainted with both National and International regulations concerning these issues and emphasise these aspects during instruction whenever they arise.

Technological advances and threats to safe navigation, many of them being addressed by the e-Navigation initiative, are generating changes and strategies to existing equipment and practices. It is essential that both instructors and assessors keep abreast of new technologies and regulations and amend or update lesson plans as necessary to reflect changes and to add new sub-elements to the detailed teaching syllabus when appropriate.

# CURRICULUM

The curriculum for this model course is based on the five broad module subject headings and sub-headings listed at Appendix 1 to IALA Recommendation E-141. In Part E of this document, each main module has been broken down into non-prioritised subject elements and sub-elements which show the level of knowledge that the instructor must impart to the course participants in order for them to achieve the specified level of competence.

The levels of competence shown in Table 1 above explain what a successful participant should be capable of doing in the workplace on the completion of the model course. The objective of each lecture is to ensure that each participant acquires the required level of understanding in each sub-element so that the required learning outcome can be achieved.

Sub-elements have been grouped into lectures capable of being delivered in 40 minutes under normal circumstances.[[12]](#footnote-12) Each Training Organisation will determine the optimum lecture length; the sub-elements it covers and over what period lectures will be delivered. This will depend on whether participants and instructors are available full time or whether work duties and other conflicting activities require lectures to be delivered in groups over an extended period.

The instructor should also make an allowance for external visits to National Organisations and Authorities; IALA Workshops and team-building instruction.[[13]](#footnote-13) An example of course planning is shown in Table 2 below. This assumes full time availability by participants for each Module; 47 (48??) forty-minute lectures followed by a 20 minute break; a full day’s instruction in First Aid; examinations; leadership training and external visits. Because some material may be unfamiliar to participants, sufficient time should be given for private study and clarification through tutorials. It is therefore recommended that no more than 5 lectures are held in any one working day. It is also recommended that examinations are held at least one day after the final lecture in any module to enable participants to revise adequately. Guidance on assessment; examinations and re-sits is at paragraph 3 below.

Table 2 is intended only as a guideline which Training Organisations may use to determine their own training programme based on participant numbers; availability and entry-level standards determined from the training needs analysis which is explained more fully at ANNEX A.

1. Example Course Outline Planning Programme

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Day** | **Module** | **Lectures (see Part E)** | **Instruction hours** | **Other Activity** | **Remarks** |
| 0 | 1 to 5 | 0 | 0 | Training Needs Analysis  (see Annex A) | Conducted before course commences |
| 1 | 1; 2A | 2 to 4 | 5 | Plotting exercises and external visit to Competent Authority | Module 2A for participants with a non- nautical background |
| 2 | 1; 2A | 5 to 8 | 5 | Plotting and chart correction exercises | Plan visit to National Hydrographic Office |
| 3 | 2B | 09 to 10 | 5 | External visit to port | See buoys in use |
| 4 | 2B | 11 to 13 | 5 | Revision lectures 1 to 14 | Tutorials if required |
| 5 | 1; 2A; 2B | 0 | 0 | Complementary Module Exam 1; 2A and 2B (see Part D.3) | Participants who fail should not proceed until Certificate award |
| 6 | 3A | 14 to 17 | 5 | Desktop risk analysis | Plan for IALA Risk Management Workshop: PAWSA; IWRAP Mk2 |
| 7 | 3A; 3B | 18 to 21 | 5 | External visit to stakeholder(s) |  |
| 8 | 3B | 22 to 25 | 5 | External visit to historic lighthouse | Plan for Leadership/team training |
| 9 | 3B | 26 | 4 | First Aid training day | Revision and tutorials |
| 10 | 3A; 3B | 0 | 0 | Complementary Module Exam 3A; 3B | Viva examinations for Module 1; 2 participants (see Part D.3) |
| 11 | 4A | 27 to 30 | 5 |  |  |
| 12 | 4A | 31 to 33 | 5 | Sector light and leading line planning exercise |  |
| 13 | 4B | 34 to 36 | 3 | Revision and tutorials |  |
| 14 | 4B; 4C | 37 to 39 | 4 | External visit to VTS Centre |  |
| 15 | 4C; 4D | 40 to 43 | 4 |  |  |
| 16 | 4D | 44 to 45 | 3 | External visit to maintenance yard/base |  |
| 17 | 3B | - | - | Team Building day | Specialist Company |
| 18 | 5 | 46 - 48 | 5 | Load profile calculations | Revision and tutorials |
| 19 | 4A-D: 5 | 0 | 0 | Complementary Module Exam 4A-D; 5 | Viva examinations for Module 3 participants (see Part D.3) |
| 20 | 4A-D: 5 | 0 | 0 | AtoN Level 1 Certificate awards | Viva examinations for Module 4 and 5 participants (see Part D.3) |
| **Four working weeks[[14]](#footnote-14)** | | **Total hours** | **68[[15]](#footnote-15)** |  |  |

The course supervisor or assessor should be involved actively in course planning and its conduct. Participants who encounter difficulties with any elements of the syllabus should be identified by regular discussions with instructors and analysis of examination results. Additional time should be allocated for tutorials so that every participant who is willing to gain the required competence has every opportunity to do so.

In order to ensure quality management, improvement to the standard of lectures should be obtained through satisfaction feedback from participants based on ISO 9001 principles. Examination results should also be analysed by the course supervisor to determine whether the questions test competency to the required standard. If all participants achieve high scores, the questions may not be sufficiently testing. If all participants fall short of the required standard, the quality of the instruction and content is likely to be below standard too!

# EVALUATION AND ASSESSMENT

The principle method of evaluating whether participants have acquired the required level of competence on this model course is by formal written examinations. Each Accredited Training Organisation (ATO) will, in consultation with the Competent Authority, determine the most appropriate form of examination. It should be borne in mind that Level 1 managers will be dealing with the safety of mariners. Examinations should therefore be testing with answers generally provided from memory. The following points provide guidance on the style and content of examinations which ATOs may find helpful in determining the most appropriate in their circumstances:

* Examinations for each module or groups of modules should be conducted within a maximum time limit of between 40 and 60 minutes depending on the number of questions;[[16]](#footnote-16)
* A period to read the question paper before the examination time commences can be allocated, especially if the native language of participants is not the formal language of instruction;
* The questions should be short, clear and written in the formal language of instruction;
* Questions can either be multiple choice from 4 possible answers; require short written (few-word) answers, or a combination of both;
* The difficulty of each question should be based on the level of competence required from the participant in that subject. For example a question on the IALA Maritime Buoyage System should be more searching than one on inertial position systems;
* Lectures should end with key learning points and only what has been taught should be examined;
* The questions asked of one course of participants should be changed for the next course.

Each ATO will determine the pass mark for each examination paper. The guiding principle should be that a participant being considered for the award of an AtoN Level 1 Certificate is likely to involved actively in the junior management of AtoN service provision and will consolidate his or her basic knowledge though additional on-the-job and career development training. A participant who just fails to meet the pass mark despite active participation in the course may well develop into a satisfactory manager within the Organisation and should be given the opportunity to demonstrate his or her potential at a formal aural ‘viva’ examination.

The following guidelines are proposed for consideration by ATOs:

* The standard pass mark in each examination is 60% equivalent to a satisfactory (Level 2) degree of understanding;
* Participants who fail a competency test by less than 5% will be subject to an aural (‘viva’) examination by the Course Supervisor (Assessor) the day following the written examination. Participants who fail the competency test by more than 5% or who do not demonstrate a satisfactory competence at a ‘viva’ interview will not be awarded a Level 1 Certificate. Further training may be required and failed participants will be required to re-sit another written competency test at a time to be decided by the Training Organisation.

PART E – COURSE MODULES

This model course comprises five main modules covering the key subject headings listed in Recommendation E-141. Three modules are sub-divided giving a total of 10 modules in all.

Table 2 in Part D above gives an example of how the whole syllabus might be covered in forty-eight 40 minute lectures; one four hour period of First Aid instruction; associated exercises and external visits spread over four working weeks.[[17]](#footnote-17) Table 3 below shows the outline of the model course. This is followed by an introduction and subject framework for each module broken down into a detailed teaching syllabus for each sub-element.

In order to allow for different entry levels of knowledge held by individual participants, the proposed order of lectures does not always follow the order of modules. For example an appropriate level of competency in nautical knowledge (Module 2A) should be held before participants are given instruction in aspects of Law of the Sea (Module 1). The Training Organisation will determine the most appropriate order of lecture delivery for each course following the training needs analysis of participants (see ANNEX A).

1. Model Course Outline

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Module** | **Subject** | **Lectures** | **Exercises** | **Total Instruction Hours** |
| 1 | International Organisations and Law of the Sea | 1; 6 | Territorial Sea plotting exercise | 3 |
| 2A | Nautical Knowledge (General) | 2 – 5; 7,8 | Position at sea plotting exercise (2) and chart correction exercise | 9 |
| 2B | Position, Navigation, Timing and Meteorology | 9 - 13 | Weather forecast exercise  Revision quiz exercise | 8 |
| 3A | AtoN Provision; Design and Management | 14 – 21 | Stakeholder exercise  Risk analysis exercise | 9 |
| 3B | Maintenance; Contracts; Environment; Historic Lighthouses and Human Resources | 22 - 26 | First Aid Training exercises (4)  (Five hour Team Building day not included) | 10 |
| 4A | Technical Functions – Visual AtoN | 27 – 33 | Sector light and leading line exercises (2)  Revision quiz exercise | 10 |
| 4B | Technical Functions – Radio AtoN | 34 – 38 |  | 2 |
| 4C | Technical Functions – VTS | 39 – 40 | Revision quiz exercise | 6 |
| 4D | Technical Functions – Sound Signals; Communications; e-Navigation; Tide Gauges; Structures; Remote Monitoring and Control | 41 – 45 | Structure preservation exercise | 6 |
| 5 | Power Supply | 46 – 48 | Load profile exercise (2) | 5 |
|  | | | **Total Recommended Instruction Time** | **68 hours** |

MODULE 1 INTERNATIONAL ORGANISATIONS AND LAW OF THE SEA

1. INTRODUCTION

Module 1 covers International Organisations concerned with AtoN and related safety of navigation matters and aspects of the United Nations Convention on the Law of the Sea (UNCLOS) 1982 which relate to AtoN service provision.

Instructors for this module should have proven competency, knowledge and experience in the workings of their regional Competent Authority; the International Maritime Organisation; the International Association of Marine Aids to Navigation and Lighthouse Authorities; related International Organisations and a qualification related to comprehension of UNCLOS 82.

1. SUBJECT FRAMEWORK
   1. Scope

The syllabus for this module requires participants to gain the appropriate level of competence in understanding the role played by international organisations in improving and monitoring safety at sea and the preservation of the marine environment so that successful participants can manage effectively their interaction with or within the regional Competent Authority.

Participants will also gain an appropriate level of competence in selected aspects of the Law of the Sea which will enable them to understand a Competent Authority’s international maritime legal obligations and restrictions concerning AtoN service provision in their waters.

* 1. Aims of Modules 2A and 2B (Module 1??)

On successful completion of module, participants will demonstrate the ability to manage effectively their legal obligations concerned with AtoN service provision.

1. DETAILED TEACHING SYLLABUS FOR MODULE 1 – INTERNATIONAL ORGANISATIONS AND LAW OF THE SEA
2. Detailed Teaching Syllabus Module 1

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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **1** |  |  | **INTERNATIONAL ORGANISATIONS AND LAW OF THE SEA** |  |  |  |  |
|  | **1.1** | **IALA; IMO and the IHO** | NAVGUIDE Ch.1 | 1 |
|  |  | 1.1.1 | IALA – Categories of membership | 3 | Visit Competent Authority Head Office |
|  |  | 1.1.2. | IALA Structure |
|  |  | 1.1.3 | IALA Publications: Recommendations and Guidelines | www.iala-aism.org |
|  |  | 1.1.4 | IALA World-Wide Academy | 2 | NAVGUIDE 8.12.3  IALA Rec E-141  NAVGUIDE 8.1  www.imo.org/conventions  IALA Rec E-105  IALA GL 1054  NAVGUIDE 1.5.6  www.iho-ohi.net |
|  |  | 1.1.5 | International Maritime Organisation | 2 |
|  |  | 1.1.6 | Mandatory Instruments of the IMO |
|  |  | 1.1.7 | IMO Audit Scheme |
|  |  | 1.1.8 | International Hydrographic Organisation | 1 |
|  | **1.2** |  | **PIANC; ILO; IEC and ITU** |  |  |  |
|  |  | 1.2.1 | IALA liaison with PIANC; ILO; IEC and ITU | 1 |  | NAVGUIDE 1.5.6  www.pianc.org  www.ilo.org  www.iec.ch  www.itu.int |
|  | **1.3** |  | **UNCLOS 82** |  |  |  | 6 |
|  |  | 1.3.1 | Background to United Nations Convention on the Law of the Sea | 1 | TW plotting exercise requires appropriate charts and drawing instruments | UNCLOS Articles 5; 6-14  UNCLOS Articles 17-26  UNCLOS Part III Art.43 |
|  |  | 1.3.2 | Territorial Waters, Exclusive Economic Zones and the High Seas |
|  |  | 1.3.3 | Maritime Baselines |
|  |  | 1.3.4 | Innocent Passage |
|  |  | 1.3.5 | Straits used for International Navigation |

MODULE 2A NAUTICAL KNOWLEDGE (GENERAL)

MODULE 2B POSITION; NAVIGATION; TIMING AND METEOROLOGY

1. INTRODUCTION

Module 2 is split into two parts. Module 2A is designed primarily for participants with little or no previous nautical knowledge or experience. It provides a basic understanding of nautical terms and their application in AtoN management. Participants who hold a recognised recreational yachting qualification such as those issued by the RYA or other equivalent regional organisation might be sufficiently competent in Module 2A elements. This should be determined during the Training Needs Analysis process.

Module 2B introduces both traditional short-range and electronic Aids to Navigation (AtoN) including the IALA Maritime Buoyage System (MBS), Electronic Positioning Systems (EPS) and pilotage as a service to navigation. More technical issues are addressed in Module 4. This Module covers both natural and human generated factors affecting the performance of AtoN and methods to mitigate these effects for which a basic understanding of meteorology is required.

Instructors for these modules should hold international nautical qualifications recognised by the International Maritime Organisation. See Part C 4.1 for further guidance.

1. SUBJECT FRAMEWORK
   1. Scope

The syllabus for Module 2A requires participants to gain the appropriate level of competence in the principles of maritime navigation, hydrographic factors affecting navigation such as dangers and tides and the use and correction of both paper and electronic nautical charts and publications.

The syllabus for Module 2B requires participants to gain a detailed knowledge of the IALA MBS and other appropriate levels of competence in the types and limitations of Electronic Positioning systems; the function of pilotage as a service to navigation and the effect of meteorological conditions on AtoN performance.

* 1. Aims

On successful completion of Module 2A, participants will demonstrate the ability to plot geographic positions on nautical paper charts; identify charted navigational hazards; calculate tidal heights from charted depths and predicted tides; asses the rate and direction of tidal flow and keep nautical publications updated from information broadcast by the World-Wide Navigation Warning Service.

On successful completion of Module 2B, participants will demonstrate a detailed understanding of the IALA Maritime Buoyage system and the ability to apply theoretical principles affecting the performance of aids to navigation to the management of AtoN service provision.

1. DETAILED TEACHING SYLLABUS FOR MODULE 2A NAUTICAL KNOWLEDGE (GENERAL)
2. Detailed Teaching Syllabus Module 2A

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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **2A** |  |  | **NAUTICAL KNOWLEDGE (GENERAL)** |  |  |  |  |
|  | **2a.1** | **Introduction – Principles of Navigation** |
|  |  | 2a.1.1 | Introduction to methods of navigation; Lines of Position | 1 | NAVGUIDE Chapter 2.1; 2.2  IMO Resolution A.923(23)  NAVGUIDE 2.3  NAVGUIDE 2.4.1  NAVGUIDE 2.4.2 | 2 |
|  |  | 2a.1.2 | Accuracy standards |
|  |  | 2a.1.3 | Phases of navigation: offshore; coastal; restricted waters |
|  |  | 2a.1.4 | Measurement errors | 2 |
|  |  | 2a.1.5 | Position fixing system accuracies |
|  | **2a.2** |  | **Hydrography, Nautical Charts and maps** |  |  |  |  |
|  |  | 2a.2.1 | Geographical positions, the nautical chart and projections | 1 | Small, medium and large scale charts published by National Hydrographic Office. Plotting exercises. | NAVGUIDE 2.5; 6.6.5  NAVGUIDE 2.5.3  National manuals of navigation such as the UK Manual of Navigation Volume 1 | 3 |
|  |  | 2a.2.2 | Chart scales and accuracy |
|  |  | 2a.2.3 | Source data diagram |
|  |  | 2a.2.4 | Basic geodesy and horizontal datums |
|  |  | 2a.2.5 | Plotting position at sea including by range and bearing |
|  |  | 2a.2.6 | Chart datum; tidal levels and vertical control datum | 1 | Appropriate charts.  Symbol identification exercise  Coordinate conversion program | NAVGUIDE 2.5.2  INT 1 – Chart symbols and Abbreviations | 4 |
|  |  | 2a.2.7 | Chart symbols and abbreviations |
|  |  | 2a.2.8 | Navigation depths and dangers |
|  |  | 2a.2.9 | Magnetic and True North | 2 |
|  |  | 2a.2.10 | Grid positions and maps | 1 |
|  |  | 2a.2.11 | Coordinate conversions |
|  |  | 2a.2.12 | Basic tidal theory | 1 | Tidal height calculations | National Tide Tables  NAVGUIDE 6.8 | 5 |
|  |  | 2a.2.13 | The nature of tides; regional tidal characteristics |
|  |  | 2a.2.14 | Tidal Flow: tidal steams; currents and tsunamis |
|  |  | 2a.2.15 | Under-keel clearance |

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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **2A** | **2a.3** |  | **Nautical Publications** |  |  |  |  |
|  |  | 2a.3.1 | Navigation Warnings - general | 2 | Visit National Hydrographic Office  Chart correction exercise | NAVGUIDE 6.6.1 – 6.6.6  Lists of Lights and Radio Signals published by the National Hydrographic Office | 7 |
|  |  | 2a.3.2 | World-wide Navigational Warning Service; NAVWARNS |
|  |  | 2a.3.3 | Standard terms and definitions |
|  |  | 2a.3.4 | Maritime Safety Information |
|  |  | 2a.3.5 | NAVTEX and Coast Radio Stations |
|  |  | 2a.3.6 | Lists of Radio Signals |
|  |  | 2a.3.7 | Lists of Lights |
|  |  | 2a.3.8 | Chart and Nautical Publication corrections |
|  |  | 2a.3.9 | Electronic Navigation Charts and ECDIS | 1 | Visit ECDIS fitted vessel |  | 8 |

1. DETAILED TEACHING SYLLABUS FOR MODULE 2B - POSITION; NAVIGATION; TIMING AND METEOROLOGY
2. Detailed Teaching Syllabus for Module 2B

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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **2B** |  |  | **POSITION; NAVIGATION; TIMING; METEOROLOGY** |  | | |  |
|  | **2b.1** | **IALA Maritime Buoyage System (MBS)** |  | | | |
|  |  | 2b.1.1 | Types of buoys in the IALA MBS | 4 | Visit suitable port | IALA MBS handbook (2010) | 9 |
|  |  | 2b.1.2 | Charted and actual position of buoys | 2 | NAVGUIDE 2.5.4  IALA Rec O-118;O-130;O-133  IALA GL 1035; 1046 | 10 |
|  |  | 2b.1.3 | Emergency Wreck Buoys | 2 |
|  |  | 2b.1.4 | Availability targets for floating AtoN | 3 |
|  | **2b.2** |  | **Electronic Positioning Systems** |  | | | |
|  |  | 2b.2.1 | IALA World Wide Radio Navigation Plan | 2 | Visit national TRA | NAVGUIDE 4.1 – 4.8 GL 1072  IALA Rec e-Nav 140  IALA Rec R-101; R-135  NAVGUIDE 4.10.1 – 2; 4.12.1  The Mariners’ Handbook  National Lists of Radio Signals | 11 |
|  |  | 2b.2.2 | Global Navigation Satellite Systems (GNSS); error sources | 2 |
|  |  | 2b.2.3 | Differential GPS; Integration and enhancement | 2 |
|  |  | 2b.2.4 | Terrestrial Systems: Loran-C; e-Loran | 1 |
|  |  | 2b.2.5 | Radars and radar reflectors | 2 |
|  |  | 2b.2.6 | Radio Beacons (Racons) | 2 |
|  |  | 2b.2.7 | Transmission Regulatory Authorities and MMSI numbers | 1 |
|  | **2b.3** |  | **Pilotage and Inertial Navigation Systems** |  | | | |
|  |  | 2b.3.1 | Pilotage as a service to navigation | 1 | Visit pilotage simulator | NAVGUIDE 6.1  IALA Rec P-137  IALA Rec O-138 | 12 |
|  |  | 2b.3.2 | Use of traffic separation schemes; Inshore Traffic Zones | 2 |
|  |  | 2b.3.3 | Dredging schemes | 1 |
|  |  | 2b.3.4 | Anchorages | 2 |
|  |  | 2b.3.5 | Pilotage simulators | 1 |
|  |  | 2b.3.6 | Inertial positioning systems | 1 |  | NAVGUIDE 4.13.9 |
|  | **2b.4** |  | **Meteorology** |  | | | |
|  |  | 2b.4.1 | Pressure and wind | 1 | Beaufort and sea disturbance scales    Basic forecasting exercise | The Mariners’ Handbook  National Sailing Directions | 13 |
|  |  | 2b.4.2 | Weather systems | 1 |
|  |  | 2b.4.3 | Region seasons | 2 |
|  |  | 2b.4.4 | Wind and waves | 2 |
|  |  | 2b.4.5 | Tropical storms and hurricanes | 1 |
|  |  | 2b.4.6 | Super-refraction; inversions and ducts | 1 |

MODULE 3A AtoN PROVISION, DESIGN AND MANAGEMENT

MODULE 3B MAINTENANCE; CONTRACTS; ENVIRONMENTAL MATTERS; HISTORIC LIGHTHOUSES AND HUMAN RESOURCE ISSUES

1. INTRODUCTION

Module 3 is divided into two sections. Module 3A focuses on obligations imposed on National Competent Authorities under SOLAS Chapter V; the responsibilities of AtoN service providers and the levels of service that they should deliver.

Module 3B covers five main subject areas, each of which forms an essential element in the management of AtoN service provision.

Instructors for Module 3A should be fully competent in navigation risk assessment and analysis; in the application of IALA risk management tools and hold an appropriate QMS certificate. Instructors for Module 3B should hold specialist qualifications recognised by the Accredited Training Organisation or other appropriate International body. External team-building training should be conducted by a recognised Leadership Organisation. See Part C 4.1 for further guidance.

1. SUBJECT FRAMEWORK
   1. Scope

The syllabus for Module 3A requires participants to gain the appropriate level of competence in understanding the role of Competent Authorities and the obligations placed on them by international maritime conventions including the provision of AtoN services to internationally acceptable standards and liaison with regional stakeholders.

The syllabus for Module 3B requires participants to gain the appropriate level of competence in contractual procedures; the maintenance and preservation of both new and historic aids to navigation stations and their responsibility to protect the coastal and marine environment. Participants will also be required to be competent members of a management team.

* 1. Aims

On successful completion of Module 3A, participants will demonstrate the ability to apply internationally acceptable principles of navigation risk analysis to the effective management of AtoN service provision.

On successful completion of Module 3B, participants will demonstrate the ability to work effectively as part of an AtoN management team tasked with the preparation and conduct of AtoN supply and/or maintenance contracts and projects whilst ensuring that the marine environment is properly preserved.

1. DETAILED TEACHING SYLLABUS FOR MODULE 3A - AtoN PROVISION, DESIGN AND MANAGEMENT
2. Detailed Teaching Syllabus for Module 3A

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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **3A** |  |  | **AtoN PROVISON; DESIGN AND MANAGEMENT** |  | | |  |
|  | **3a.1** | **AtoN Provision** |  | | | |
|  |  | 3a.1.1 | International Criteria for AtoN service provision | 3 | List of national and regional stakeholders compilation exercise  Visit key stakeholder(s) | Review of Module 1  NAVGUIDE 8.1  NAVGUIDE 8.2.1  IALA GL 1079; 1005  IALA Rec V-102 | 14 |
|  |  | 3a.1.2 | SOLAS Chapter V Regulation 13 | 4 |
|  | **3a.2** |  | **National (Competent) Authorities** |  |
|  |  | 3a.2.1 | The role of the National or Competent Authority | 3 |
|  |  | 3a.2.2 | Regional stakeholders | 2 |
|  |  | 3a.2.3 | The State and User-Pays principles | 2 |
|  | **3a.3** |  | **Levels of Service** |  | | | |
|  |  | 3a.3.1 | Level of Service for extent | 3 |  | IALA GL 1004  NAVGUIDE 8.2 | 15 |
|  |  | 3a.3.2 | Level of Service for quantity | 2 |
|  |  | 3a.3.3 | Operational performance standards | 2 |
|  |  | 3a.3.4 | Maritime traffic analysis | 2 | Traffic pattern exercise | **Note**: Availability targets for AtoN are covered in more detail in lecture 18 | 16 |
|  |  | 3a.3.5 | The Navigation Plan (NAVPLAN) | 2 |
|  |  | 3a.3.6 | Level of service for quality | 2 |
|  | **3a.4** |  | **Risk Management** |  | | | |
|  |  | 3a.4.1 | Probability and consequence | 3 | Risk analysis exercise  Book IALA workshop | NAVGUIDE 8.3; Figure 30  IALA GL 1018  IALA Rec O-134 | 17 |
|  |  | 3a.4.2 | Hazards and risks | 3 |
|  |  | 3a.4.3 | IALA Risk Management tools: PAWSA and IWRAP Mk.2 | 1 |
|  | **3a.5** |  | **AtoN Availability Objectives** |  | | | |
|  |  | 3a.5.1 | Categories of AtoN | 3 | Availability calculation exercise | NAVGUIDE 8.4.3 - 4  IALA Rec O-130  IALA GL 1035  Quality Management System  IALA Rec R-121 | 18 |
|  |  | 3a.5.2 | Mean Time Between Failure; Mean Time to Repair | 3 |
|  |  | 3a.5.3 | Continuity | 2 |
|  |  | 3a.5.4 | Availability of traditional AtoN | 3 |
|  |  | 3a.5.6 | Availability of Radio AtoN including AIS | 3 |

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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
|  | **3a.6** |  | **Reviews and Planning** |  | | | |
|  |  | 3a.6.1 | The Strategic Plan | 2 | Visit organisation with operational GIS | IALA Rec O-138  IALA GL 1033; 1057; 1058  NAVGUIDE 8.5.2 | 19 |
|  |  | 3a.6.2 | Standard Operating Procedures |
|  |  | 3a.6.3 | Use of Geographical Information Systems (GIS) |
|  | **3a.7** |  | **Performance Measurement and Quality Management** |  | | | |
|  |  | 3a.7.1 | Monitoring AtoN | 2 | Visit by QMS Organisation representative (additional time required) | NAVGUIDE 8.4.5; 8.8.1 – 2  IALA GL 1037  IALA Rec O-132  IALA GL 1052  ISO 9001 QMS or equivalent | 20 |
|  |  | 3a.7.2 | Analysis of availability |
|  |  | 3a.7.3 | Cost Issues and efficiency measures |
|  | **3a.8** |  | **Quality Management** |
|  |  | 3a.8.1 | QMS principles including continuous improvement |
|  |  | 3a.8.2 | Non-conformance reports |
|  |  | 3a.8.3 | Corrective and Preventative Measures |
|  | **3a.9** |  | **AtoN Service Delivery** |  | | | |
|  |  | 3a.9.1 | User consultancy and liaison with stakeholders | 3 | Develop sub-element 3a.2.2 | IALA GL 1079  IALA GL 1005 | 21 |
|  |  | 3a.9.2 | Contracting out | 1 |

1. DETAILED TEACHING SYLLABUS FOR MODULE 3B - MAINTENANCE; CONTRACTS; ENVIRONMENTAL MATTERS; HISTORIC LIGHTHOUSES AND HUMAN RESOURCE ISSUES
2. Detailed Teaching Syllabus for Module 3B

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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **3B** |  |  | **MAINTENANCE; CONTRACTS; ENVIRONMENT; HISTORIC LIGHTHOUSES AND HUMAN RESOURCES** |  | | |  |
|  | **3b.1** | **Maintenance** |  | | | |
|  |  | 3b.1.1 | Principles of maintenance | 2 | Examples of Standard Operating Procedures and checklists | NAVGUIDE 8.8  IALA GL 1076; 1077 | 22 |
|  |  | 3b.1.2 | Service intervals |
|  |  | 3b.1.3 | Preventative maintenance |
|  |  | 3b.1.4 | Corrective maintenance |
|  |  | 3b.1.5 | Spares holdings |
|  |  | 3b.1.6 | Use of time-motion studies | 1 |
|  |  | 3b.1.7 | Efficiency principles: power; fixed versus floating; materials |
|  | **3b.2** |  | **Contracts** |  | | | |
|  |  | 3b.2.1 | Introduction to technical specifications | 1 | Examples of contract formats | IALA GL 1034 | 23 |
|  |  | 3b.2.2 | Principles of tender evaluation and preparation |
|  |  | 3b.2.3 | Cost elements and margins |
|  |  | 3b.2.4 | Insurance issues |
|  |  | 3b.2.5 | Contract negotiation procedures |
|  |  | 3b.2.6 | Tender approval and award procedures |
|  | **3b.3** |  | **Protection of the Marine Environment** |  | | | |
|  |  | 3b.3.1 | International regulations: MARPOL; London Convention | 2 | Visit by regional environment agency representative | NAVGUIDE 8.10  IMO Publications  IALA GL 1036 | 24 |
|  |  | 3b.3.2 | National and regional legislation |
|  |  | 3b.3.3 | Hazardous materials |
|  | **3b.4** |  | **Historic Lighthouses** |  | | | |
|  |  | 3b.4.1 | Heritage responsibilities | 2 | Visit historic lighthouse | Lighthouse Conservation Manual  IALA GL 1074; 1075  NAVGUIDE 8.11 | 25 |
|  |  | 3b.4.2 | Alternative use and third party access |
|  |  | 3b.4.3 | Old lenses: size and terminology |
|  |  | 3b.4.4 | Case study (regional) |

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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
|  | **3b.5** |  | **Human Resource Issues** |  | | | |
|  |  | 3b.5.1 | Manpower as a resource | 3 | ISO 9001 or equivalent documentation | NAVGUIDE 8.12  IALA Rec E-141 | 26 |
|  |  | 3b.5.2 | Training and certification of AtoN personnel |
|  |  | 3b.5.3 | Career development training |
|  |  | 3b.5.4 | Health and Safety |
|  |  | 3b.5.5 | First Aid | 4 | External lecturer | **Note**: 4 hour practical instruction |  |
|  |  | 3b.5.6 | Leadership and team building | 3 | External organisation | **Note**: One day session |  |

MODULE 4A TECHNICAL FUNCTIONS – VISUAL AtoN

MODULE 4B TECHNICAL FUNCTIONS – RADIO AtoN

MODULE 4C VTS and ROUTEING MEASURES

MODULE 4D SOUND SIGNALS; COMMUNICATIONS; e-NAVIGATION; TIDE GAUGES; STRUCTURES; REMOTE MONITORING AND CONTROL

1. INTRODUCTION

Module 4 is divided into four sections. This division permits participants with proven competency in particular disciples to be exempt from instruction in that field.

Module 4A deals with technical aspects and functions of visual AtoN whilst Module 4B covers technical aspects and functions of satellite and land based radio aids to navigation including Automatic Identification Systems (AIS).

Module 4C is intended as a basic introduction to the principles of Vessel Traffic Services and traffic routeing measures. Participants intending to progress their competency in VTS should refer to the requirements set out in IALA Recommendation V-103.

Module 4D covers 6 subject areas in which potential AtoN managers must gain an appropriate level of competency depending on the regional requirement. Competency in e-Navigation is considered to be particularly important.

Instructors for Module 4A; B and D should competent in all aspects of AtoN management and hold appropriate qualifications recognised by the Accredited Training Organisation. Instructors for Module 4C should hold an appropriate IALA recognised VTS qualification. See Part C 4.1 for further guidance.

1. SUBJECT FRAMEWORK
   1. Scope

The syllabus for Module 4A requires participants to gain the appropriate level of competence in theoretical and practical factors affecting the effective operation of traditional short-range visual AtoN. The syllabus for Module 4B requires participants to gain a similar level of competence in the effective operation or use of radio AtoN.

The syllabus for Module 4C requires participants to acquire a basic understanding of the function of VTS in the provision of an AtoN service, particularly in areas where the routeing of vessels is subject to positive control.

The syllabus for Module 4D requires participants to gain the appropriate level of competency in three unrelated but important subject areas: the use of sound signals; the value of real-time tide gauges and how structures are affected by external elements. Module 4D then focuses on the concepts behind e-Navigation and how AIS and real-time monitoring of AtoN form vital elements of this over-arching concept.

* 1. Aims

On successful completion of Module 4A and 4B, participants will demonstrate the ability to apply both theoretical and practical principles effecting the safe and efficient operation of both visual and radio aids to navigation to the effective management of AtoN service provision.

On successful completion of Module 4C, participants will be able to demonstrate a basic understanding of the function of VTS as a vital service to safe navigation, commercial efficiency and the protection of the marine and coastal environment.

On successful completion of Module 4D, participants will demonstrate a satisfactory understanding of the e-Navigation concept and the operation of AIS and remote monitoring as key elements of e-Navigation. Participants will also demonstrate how the use of sound signals; real time tide and the protection and preservation of structures could assist in the effective delivery of AtoN service provision.

1. DETAILED TEACHING SYLLABUS FOR MODULE 4A; 4B – TECHNICAL FUNCTIONS – VISUAL and RADIO AIDS TO NAVIGATION
2. Detailed Teaching Syllabus for Module 4A

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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **4A** |  |  | **TECHNICAL FUNCTIONS – VISUAL AtoN** |  | | |  |
|  | **4a.1** | **Visual AtoN – General Functions** |  | | | |
|  |  | 4a.1.1 | Descriptions, definitions and distinguishing features | 3 |  | NAVGUIDE 3.1  IALA Rec O-130; E-106; E-108 IALA Rec E-200-3  IALA GL 1035 | 27 |
|  |  | 4a.1.2 | Signal colours | 2 |
|  |  | 4a.1.3 | Meteorological visibility; transmissivity, refraction | 3 |
|  |  | 4a.1.4 | Contrast and use of binoculars |
|  |  | 4a.1.5 | Ranges: geographical, meteorological, visual, nominal |
|  |  | 4a.1.6 | AtoN lights: lens development, light sources, IPS lanterns | 2 | **Note:** some participants may require tutorials to ensure an equal entry level of understanding. If this applies to most participants, lecture 28 may have to be covered in two periods of instruction | NAVGUIDE 3.2; Figure 8  IALA GL 1043; 1048; 1064  IALA Rec E-200-2; E-200-4  NAVGUIDE Figure 11  NAVGUIDE Tables 11 – 15  IALA GL 1038; 1051 | 28 |
|  |  | 4a.1.7 | Light measurement: units; inverse square and Allard’s law |
|  |  | 4a.1.8 | Luminous intensity and nominal range | 3 |
|  |  | 4a.1.9 | Colour measurement | 2 |
|  |  | 4a.1.10 | Timing of astronomical events | 1 |
|  |  | 4a.1.11 | Background lighting and glare | 3 |
|  |  | 4a.1.12 | Daytime operations: range and sector lights (see **4a.6.1**) |
|  |  | 4a.1.13 | Visual AtoN attribute information | 2 |
|  | **4a.2** |  | **Light and Characters** |  | | | |
|  |  | 4a.2.1 | Rhythms and Characters | 4 |  | NAVGUIDE 3.2.4; Table 7  IALA MBS  IALA Rec E-110; E-200; E-201  IALA Rec E-200-5  IALA GL 1065; 1069 | 29 |
|  |  | 4a.2.2 | Lights used in the IALA MBS |
|  |  | 4a.2.3 | Maximum periods for light characters | 2 |
|  |  | 4a.2.4 | Synchronisation of lights |
|  |  | 4a.2.5 | Vertical divergence |
|  |  | 4a.2.6 | Performance of lights | 3 |

|  |  |  |  |  |  |  |  |
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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
|  | **4a.3** |  | **Fixed Aids to Navigation** |  | | | |
|  |  | 4a.3.1 | Types of fixed AtoN and their functions | 3 | Visit port operating with traffic signals if available | NAVGUIDE 3.2.5; Table 14  IALA Rec E-111 | 30 |
|  |  | 4a.3.2 | Day marks |
|  |  | 4a.3.3 | Port Traffic Signals | 1 |
|  | **4a.4** |  | **Floating Aids to Navigation** |  | | | |
|  |  | 4a.4.1 | Use of minor floating AtoN | 3 |  | IALA MBS; NAVGUIDE 3.2.6  IALA Rec O-104; O-130  IALA Rec O-133  IALA GL 1006; 1011; 1046 IALA GL 1047 | 31 |
|  |  | 4a.4.2 | Major floating AtoN and light vessels | 1 |
|  |  | 4a.4.3 | Technical considerations and costs | 2 |
|  |  | 4a.4.4 | Steel versus plastic buoys |
|  |  | 4a.4.5 | Design considerations | 2 |  | IALA Rec E-107  GL 1036; 1037;1066  Pharos Marine mooring handbook or similar | 32 |
|  |  | 4a.4.6 | Mooring components, design and swing radius |
|  |  | 4a.4.7 | Installation and monitoring of buoy positions |
|  | **4a.5** |  | **Topmarks and markings** |  | | |
|  |  | 4a.5.1 | Use and design of topmarks | 2 |  | IALA Rec E-106 |
|  |  | 4a.5.2 | Retro-reflecting materials | 1 |
|  | **4a.6** |  | **Sector Lights and Leading Lines** |  | | | |
|  |  | 4a.6.1 | Range lights | 2 | Sector light and leading line planning exercise  Visit port with PDL and/or leading lights | NAVGUIDE 3.2.7  IALA GL 1023; 1041  IALA Rec E-112 | 33 |
|  |  | 4a.6.2 | Bearings from seaward and angles of uncertainty | 3 |
|  |  | 4a.6.3 | Precision Direction Lights | 2 |
|  |  | 4a.6.4 | Design considerations for sector lights |
|  |  | 4a.6.5 | Transits and leading lines |

1. Detailed Teaching Syllabus for Module 4B

|  |  |  |  |  |  |  |  |
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| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **4B** |  |  | **TECHNICAL FUNCTIONS – RADIO AtoN** |  | | | |
|  | **4b.1** | **Types of Radio AtoN; New Technology Radars** |  | | | |
|  |  | 4b.1.1 | Background and definitions | 2 |  | NAVGUIDE 4.12 – 4.13  Lists of Radio Signals | 34 |
|  |  | 4b.1.2 | New Technology (NT) radars | 1 |
|  |  | 4b.1.3 | Radio beacons and NT radars | 2 |
|  |  | 4b.1.4 | Radar target enhancers | 1 |
|  | **4b.2** |  | **Radar Beacons (Racons) Technical Aspects** |  | | | 34 |
|  |  | 4b.2.1 | Frequency agile radar beacons (revision of **2.2.6**) | 2 |  | NAVGUIDE 4.13  IALA Rec R-101; O-113  IALA GL 1010 |
|  |  | 4b.2.2 | Signal characteristics |
|  |  | 4b.2.3 | Performance criteria |
|  |  | 4b.2.4 | Technical considerations |
|  | **4b.3** |  | **Loran** |  | | | |
|  |  | 4b.3.1 | Loran-C – basic principles | 1 |  | Lists of Radio Signals  NAVGUIDE 4.12 | 35 |
|  |  | 4b.3.2 | Operational chains and their use to monitor GNSS |
|  |  | 4b.3.3 | e-Loran |
|  | **4b.4** |  | **Global Navigation Satellite Systems (GNSS)** |  | | | |
|  |  | 4b.4.1 | IALA policy (revision of **2b.2.1**) | 3 |  | NAVGUIDE 4.9; 4.11  Lists of Radio Signals  Mariners Handbook  IALA Rec R-121 [R-115 (EU)]  IALA Rec R-129; R-135; A-124  IALA GL 1016; 1053; 1060 | 36 |
|  |  | 4b.4.2 | GNSS vulnerability |
|  |  | 4b.2.3 | The future of GNSS and DGNSS |
|  |  | 4b.2.4 | Submission of DGNSS as a component of WWRNS |
|  |  | 4b.2.5 | Receiver Autonomous Integrity Monitoring | 1 |
|  | **4b.5** |  | **Automatic Identification System (AIS)** |  | | | |
|  |  | 4b.5.1 | AIS overview: purpose; functions; strategic applications | 3 |  | NAVGUIDE 4.18 – 4.22  IALA GL 1028; 1029; 1050  IALA GL 1059; 1062  IALA Rec A-123; A-124; A-126  ITU-RM.1371 | 37 |
|  |  | 4b.5.2 | AIS system characteristics and carriage requirements |
|  |  | 4b.5.3 | Shore-based AIS |
|  |  | 4b.5.4 | AIS as an AtoN |
|  |  | 4b.5.5 | Management and monitoring of AIS |
|  |  | 4b.5.6 | AIS standards and limitations | 3 | **Note**: LRIT can form part of lecture 39 if considered appropriate | IALA Rec A-126  IALA GL 1062  ITU-RM.585-4  NAVGUIDE 4.15 – 4.17 | 38 |
|  |  | 4b.5.7 | AIS generated virtual and synthetic AtoN |
|  |  | 4b.5.8 | Use of Message 8 for meteorological and hydro data |
|  |  | 4b.5.9 | IALA-Net |
|  |  | 4b.5.10 | Long Range Tracking and Identification (LRIT) | 1 |

1. DETAILED TEACHING SYLLABUS FOR MODULE 4C – VESSEL TRAFFIC SERVICES; MANAGEMENT AND TRAFFIC ROUTEING
2. Detailed Teaching Syllabus for Module 4C

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **4C** |  |  | **VTS/VTM and TRAFFIC ROUTEING** |  | | |  |
|  | **4c.1** | **Vessel Traffic Services and Management** |  | | | |
|  |  | 4c.1.1 | VTS definitions and services | 2 | External visit to VTS Centre if available | NAVGUIDE Chapter 5  ALA VTS Manual  IALA Rec V-102; V-103; V-119 IALA Rec V-120; V-127; V-128  IALA GL 1014;1017;1027; 1032  IALA GL 1045; 1068; 1071 | 39 |
|  |  | 4c.1.2 | AIS as a VTS tool |
|  |  | 4c.1.3 | VTS beyond the limit of Territorial Seas |
|  | **4c.2** |  | **Traffic Routeing Measures** |  | | | |
|  |  | 4c.2.1 | Traffic routeing: objectives and definitions | 1 | Group AtoN planning exercise for selected port approach | NAVGUIDE 6.2  SOLAS Ch V Reg 10  IALA Rec O-134; O-138; P-137  IALA GL 1058  IALA Rec O-139 | 40 |
|  |  | 4c.2.2 | Vessel manoeuvring |
|  |  | 4c.2.3 | Channel design and mix of AtoN | 2 |
|  |  | 4c.2.4 | Use of simulation (see **2b.3.5**) |
|  |  | 4c.2.5 | Offshore structures | 1 |

1. DETAILED TEACHING SYLLABUS FOR MODULE 4D – SOUND SIGNALS; COMMUNICATIONS; e-NAVIGATION; TIDE GAUGES; STRUCTURES; REMOTE MONITORING AND CONTROL
2. Detailed Teaching Syllabus for Module 4D

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **4D** |  |  | **SOUND SIGNALS; COMMUNICATIONS; e-NAV; TIDE GAUGES; STRUCTURES; REMOTE MONITORING** |  | | |  |
|  | **4d.1** | **Sound Signals** |  | | | |
|  |  | 4d.1.1 | Use of sound signals | 1 |  | NAVGUIDE 6.5  IALA Rec E-109; E109B | 41 |
|  |  | 4d.1.2 | Fog detectors |
|  |  | 4d.1.3 | Range of sound signals |
|  | **4d.2** |  | **Communications** |  | | | |
|  |  | 4d.2.1 | Global Maritime Distress and Safety System (GMDSS) | 4 |  | NAVGUIDE 6.6.1 – 6  NAVGUIDE 4.14  Lists of Radio Signals | 42 |
|  |  | 4d.2.2 | Maritime Safety Information (revision of **2a.3.4**) |
|  |  | 4d.2.3 | IALA WWRC Plan | 2 |
|  | **4d.3** |  | **e-Navigation** |  | | |
|  |  | 4d.3.1 | Definition, strategy and implementation | 3 |  | NAVGUIDE 4.2  IALA Rec e-Nav-140  IALA GL 1072 |
|  |  | 4d.3.2 | e-Navigation architecture and components | 2 |
|  | **4d.4** |  | **Tide Gauges and Current Meters** |  | | | |
|  |  | 4d.4.1 | Real versus predicted tidal heights | 2 |  | NAVGUIDE 4.32; 6.7 | 43 |
|  |  | 4d.4.2 | The International Ocean Commission (IOC) | 1 |
|  |  | 4d.4.3 | Tidal gauges |
|  |  | 4d.4.4 | Current meters and the use of buoy platforms |
|  | **4d.5** |  | **Structures and Materials** |  | | | |
|  |  | 4d.5.1 | Types of material | 3 | External visit to AtoN maintenance facility  Visit by coatings expert | IALA GL 1007; 1036; 1061; IALA GL 1076 | 44 |
|  |  | 4d.5.2 | Corrosion and its prevention |
|  |  | 4d.5.3 | Weathering of stone and concrete | 1 |
|  |  | 4d.5.4 | Protection and preservation | 2 |
|  | **4d.6** |  | **Remote Control and Monitoring** |  | | | |
|  |  | 4d.6.1 | Methods to monitor AtoN | 2 |  | IALA GL 1008 | 45 |
|  |  | 4d.6.2 | Remote monitoring technologies |
|  |  | 4d.6.3 | Use of AIS Messages 6 and 21 |

MODULE 5 POWER SUPPLY

1. INTRODUCTION

Module 5 is designed primarily for participants with only a limited knowledge of power supply systems.

Instructors for this module should hold an appropriate scientific degree supported by work experience in the field of electrical power supply. See Part C 4.1 for further guidance.

1. SUBJECT FRAMEWORK
   1. Scope

The syllabus for Module 5 requires participants to gain the appropriate level of competence in various methods to supply electrical power to AtoN stations; the safe and effective use of batteries; calculation of load profiles and protection against lightning strikes.

* 1. Aim

On successful completion of Module 5, participants will demonstrate the ability to calculate the electrical load at different AtoN stations; select the most appropriate source of electrical power for them and provide protection against the effects of lightning.

1. DETAILED TEACHING SYLLABUS FOR MODULE 5 – POWER SUPPLY
2. Detailed Teaching Syllabus for Module 5

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Module** | **Element** | **Sub-element** | **Subject** | **Level of Competence** | **Recommended training aids; exercises and external visits** | **References**  Rec = Recommendation  GL = Guideline | **Lecture No.** |
| **5** |  |  | **POWER SUPPLY** |  | | |  |
|  | **5.1** | **Types of Power Supply** |  | | | |
|  |  | 5.1.1 | Non-electrical energy sources | 2 |  | NAVGUIDE Chapter 7  IALA GL 1067-0 to 1067-3 | 46 |
|  |  | 5.1.2 | Electric energy sources |
|  |  | 5.1.3 | Silicon solar cells | 3 |
|  |  | 5.1.4 | Wind and wave electrical generators | 1 |
|  |  | 5.1.5 | Diesel and petrol generators |
|  | **5.2** |  | **Rechargeable Batteries** |  | | | |
|  |  | 5.2.1 | Lead-acid batteries | 3 |  | IALA GL 1044 | 47 |
|  |  | 5.2.2 | Lithium; nickel-hydride; lithium-iron-phosphate batteries |
|  |  | 5.2.3 | Disposal of batteries | 4 |
|  | **5.3** |  | **Electrical Loads** |  | | | |
|  |  | 5.3.1 | Methodology for calculating and defining load profiles | 2 | Practical use of an Excel Spreadsheet | IALA GL 1039 | 48 |
|  | **5.4** |  | **Lightning Protection** |  | | |
|  |  | 5.4.1 | Protection of AtoN structures and equipment | 2 |  | IALA GL 1012 |

1. TRAINING NEEDS ANALYSIS – EXAMPLE FORMAT[[18]](#footnote-18)
2. Introduction

The process of specific training is conducted in six steps:

1. Determine what needs to be taught – in this case the syllabus set out in IALA Recommendation E-141.
2. Analysis of existing competencies held by participants.
3. Determine which participants are exempt from specified subjects and which require full or additional training.
4. Plan lectures based on who needs to be taught what.
5. Lecture delivery and documentation.
6. Analyse training feedback and update lecture plans.
7. The Syllabus

The syllabus is broken down into Modules, elements and sub-elements. The IALA Model course for AtoN Level 1 Managers has been formatted in this manner.

1. Analysis of Existing Competencies

Before the start of the course of instruction, each participant, regardless of previous qualifications or experience, will be asked to take a short competency test followed by a private interview to determine his or her training needs. It should be explained that the sole aim is for the participant to determine for themselves the amount of instruction that will be required so that they can demonstrate competency in each Module by passing each Module test. It should be explained that all participants will be required to sit the Module tests, even though they hold a professional qualification in a particular subject area.

Each participant will be given a 60 question test paper based on the complete syllabus for the IALA Model Course. Each question requires a one-word or short phrase answer and will be timed for completion in 60 minutes. Participants will be expected to answer the questions from memory without referring to text books or other documentation. After the test has been completed, each participant will be given an answer sheet so that participants can self-mark their papers. Participants will then be interviewed privately by the course supervisor. Each Module should be analysed by sub-elements. Existing proven competencies for which the participant required no further training will be given a green flag. Red flags will be allocated to sub-elements where further training is either requested or required. A matrix of which participant requires what training in various subjects can then be produced which shows which participant should attend which lecture or whether exemption in a complete Module or subject element can be granted. See Table 14 below.

1. Example of Participant Training Needs

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Module** | **Element** | **Sub-element** | **Subject** | **Participant A** | **Remarks** | **Participant B** | **Remarks** | **Participant C** | **Remarks** |
| **1** |  |  |  |  |  |  |  |  |  |
| **2A** |  |  | **NAUTICAL KNOWLEDGE (GENERAL)** |  | Master Mariner |  | No maritime experience |  | Limited maritime experience |
|  | **2a.1** | **Introduction – Principles of Navigation** |  |  |  |
|  |  | 2a.1.1 | Introduction to methods of navigation; Lines of Position |  |  |  |
|  |  | 2a.1.2 | Accuracy standards |  |  |  |
| **3** |  | Etc. |  |  |  |  |  |  |  |
| **4** |  |  |  |  |  |  |  |  |  |
| **5** |  |  | **POWER SUPPLY** |  | Unfamiliar with power supply options for AtoN |  | Degree in electrical engineering |  | No formal qualification held |
|  | **5.1** |  | **Types of Power Supply** |  |  |  |
|  |  | 5.1.1 | Non-electrical energy sources |  |  |  |
|  |  | 5.1.2 | Electric energy sources |  |  |  |

1. Lecture Planning.

Having determined who needs to be taught what, the course supervisor allocates specific lectures to individual instructors, engaging external lecturers where required. Instructors then use the required level of competence, recommended training aids and references shown in the Model Course to prepare a series of 40 minute lectures in Microsoft PowerPoint® format supported by hand-outs containing all appropriate references. Each lecture ends with a list of key learning points. An allocation of 10 minutes should be made for questions.

1. Preparation of Test Papers.

Instructors responsible for each Module should prepare written test papers on what was taught with questions set at the appropriate level of difficulty based on the required level of competence.

1. Documentation.

A record, based on Quality Management System principles should be maintained of training progress and results.

1. Training Feedback and Analysis.

Feedback from participants and an analysis of test papers should be used to improve the quality of lectures.

1. Definitions; clarifications of terms and common abbreviations used in text of this Model Course are listed at Articles 1.2 and 1.3 of Recommendation E-141 (December 2009). [↑](#footnote-ref-1)
2. The pool of available talent is likely to vary from country to country. Article 5.2 of Recommendation E-141 assumes that participants selected for this Model Course will have an engineering background or hold a seagoing Master’s Certificate or equivalent. Participants with these internationally recognised qualifications may not always be available. See Part C paragraph 2 of this document for greater detail. [↑](#footnote-ref-2)
3. The term ‘AtoN Manager’ is taken to mean a person who has recently been awarded an IALA Level 1 AtoN Certificate and holds the post of a junior Manager or Engineer. A higher level qualification for Senior AtoN Managers is under consideration by the IALA Council. [↑](#footnote-ref-3)
4. IALA Recommendation E-141 Article 4.1 [↑](#footnote-ref-4)
5. *‘Competent Authorities should ensure that instructors and assessors are appropriately qualified and experienced for the particular training and assessment of competence for which they are given responsibility. Instructors should hold suitable professional and academic qualifications’* IALA Recommendation E-141 Article 5.1.2 [↑](#footnote-ref-5)
6. Where possible Microsoft PowerPoint® presentations should be capable of being projected onto a suitable white background or screen [↑](#footnote-ref-6)
7. The standard reference publication is the IALA NAVGUIDE Manual. References to appropriate IALA Recommendations and Guidelines are given in Part E of this document [↑](#footnote-ref-7)
8. IFAN was formerly the Middle East Navigation Aids Services (MENAS). The Bahrain-based AtoN service provider continues to operate trading as MENAS. [↑](#footnote-ref-8)
9. The ‘Grandfather clause’ at Article 4.4 of IALA Recommendation E-141 permits Competent Authorities to issue Level 1 Certificates to existing managers with at least 3 years’ experience. The terms of the Grandfather clause expire on 1 January 2015. [↑](#footnote-ref-9)
10. It is proposed that a list of accredited assessors will be held by the Dean of the World Wide Academy. National Members may choose to nominate appropriate personnel for inclusion on this list so that other National Members or Accredited Training Organisations can avail themselves of their services under individually agreed arrangements or contracts. [↑](#footnote-ref-10)
11. Extract from Article 1.1 of IALA Recommendation E-141. [↑](#footnote-ref-11)
12. A precursor of this model course was delivered in 30 forty minute lectures to four native Arabic speaking participants in English over four months at the rate of three or four lectures per day. Previous experience of candidates permitted the total number of lectures to be minimised. Written examinations were sat after each Module. Four IALA AtoN Level 1 Certificates were awarded by the Accredited Training Organisation and countersigned by the Competent Authority. [↑](#footnote-ref-12)
13. Article 5.1 of IALA Recommendation E-141 specifies that ‘training to work as a member of a team should normally be part of the syllabus [see Part E Module 3 sub-element 3b.5.5]. E-141 Article 5.2 specifies that participants should attend an IALA-sponsored course in Risk Management Tools (PAWSA; IWRAP Mk.11). [↑](#footnote-ref-13)
14. If an IALA-sponsored Risk Management Workshop is planned during the model course, the total instruction time will extend by an one week. [↑](#footnote-ref-14)
15. Total time allocated to participant instruction. This does not include time for the team building exercise, lecture and examination preparation or tutorials. [↑](#footnote-ref-15)
16. The Accredited Training Organisation for the Sultanate of Oman allowed participants an average of one minute to answer each question; with 10 minutes to read the examination paper before the examination time commenced. Reference books and papers were not permitted, but participants could use a hand-held calculator if required. [↑](#footnote-ref-16)
17. Each lecture and exercise period has been allocated a time of 60 minutes to allow for breaks between sessions. Competency in First Aid comprises 4 hours of practical instruction. [↑](#footnote-ref-17)
18. This format was used successfully to determine the training needs of existing staff requiring certification as AtoN Managers working for Arabian Maritime & Navigation Aids Services (Sultanate of Oman) and the Middle East Navigation Aids Service based in Bahrain [↑](#footnote-ref-18)