ANM16 For the information of ANM Members

Agenda item AOB – Information papers 16/INF/4

Task Number N/A - Information paper from US Coast Guard

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# Review of U.S. Coast Guard Maritime Short Range Aids to Navigation Strategic Plan

The WG noted the plan with interest, and found amongst others the following:

* That the plan states the mission of the AtoN program, and what it takes to accomplish it.
* Further that the plan provides an overview of the AtoN program, how it fits in overall with other maritime capabilities and fosters coordination of efforts between and standardisation of AtoN technologies used in five Coast Guard districts.
* That the plan also cites maritime competencies the program provides to the nation through its inherent multimission capacity, capability and authority, e.g. logistic support, homeland security etc.

In general the plan states that an extensive technological transformation has been and is taking place. A number of examples are given:

* AtoN positioning and classification
  + The term “assigned position” (AP) has replaced the term “charted position”. The AP is expressed as a specific geographic location with a high accuracy
  + An “accuracy classification” for buoys have been developed
  + Positioning accuracy has improved significantly with the Automated Aid Positioning System utilising DGPS
* Conversion of power sources at fixed and floating lighted AtoN to solar power
* The use of programmable flashers
* Renewal of the fleet of buoy tenders
* Renewal of Trailerable Aids to Navigation Boats
  + The boats are equipped with the Scaleable Integrated Navigation System, AIS, VHF / UHF etc.

In the period between 1970 and 2006 the number of buoys has decreased slightly, while the number of structures has increased more than 40 %.

The plan mentions a modernization and efficiency initiative of 2007. The result of this is not given, but the WG would welcome any update on this at a later date.

It is also noted there is an intention to:

* Reduce the number of submarine cables substantially
* Reduce life cycle cost of equipment at lighthouses
* Install LEDs at major aids with a 10-15 nautical mile nominal range
* Review navigational necessity for landfall lights with a nominal range greater than 15 nautical miles
* Investigate inconsistencies in need for and use of monitoring systems
* Increase the use of self-contained LEDs at minor lights
* Installation of Electronic Chart Systems on buoy tenders
* Reduce the number of fog detectors and sound signals
* To some degree reduce the total aid population

The plan covers subjects that are relevant for all Aids to Navigation authorities, and the WG considered that an AtoN authority could use as a blueprint or as a background document for its own strategic planning.