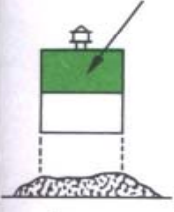




**Balises de jour sur aides lumin./
Daybeacons on minor light. aids**


AIDES LUMINEUSES SECONDAIRES

VERTES OU NOIRES




BÂBORD

EN AMONT



TRIBORD

OU



MARQUE DE JOUR

SIGNES DE DIRECTION

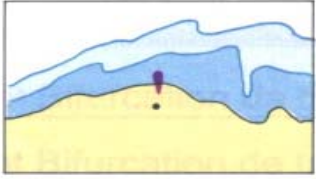

BIFURCATION
TRIBORD OU
JONCTION

TRIBORD

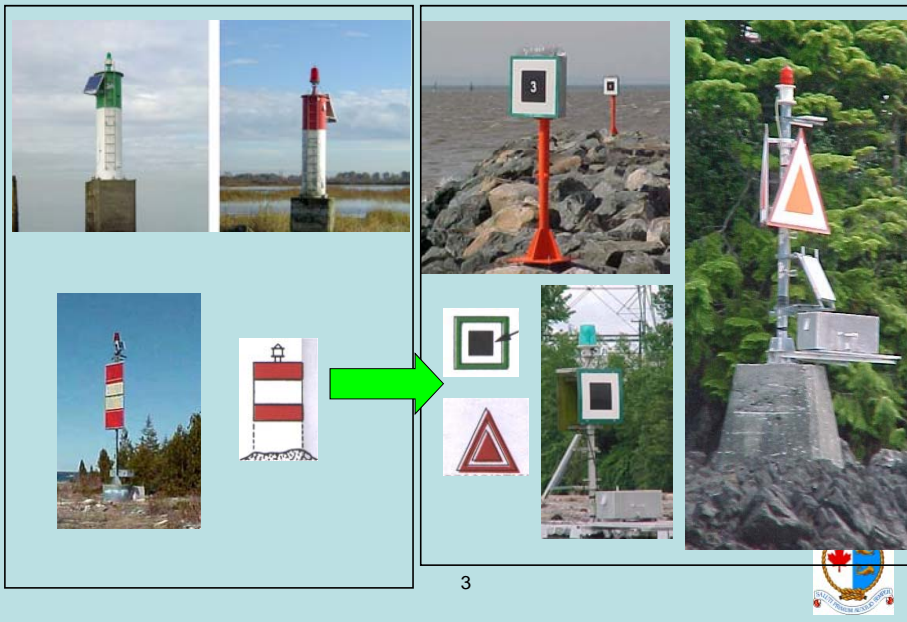
BÂBORD

BIFURCATION
BÂBORD OU
JONCTION

LES CARACTÉRISTIQUES DES AIDES LUMINEUSES SECONDAIRES PEUVENT AVOIR UNE SIGNIFICATION LATÉRALE. CONSULTER LE "LIVRE DES FEUX, DES BOUÉES ET DES SIGNAUX DE BRUME" POUR OBTENIR UNE DESCRIPTION DES CARACTÉRISTIQUES DE CES AIDES.

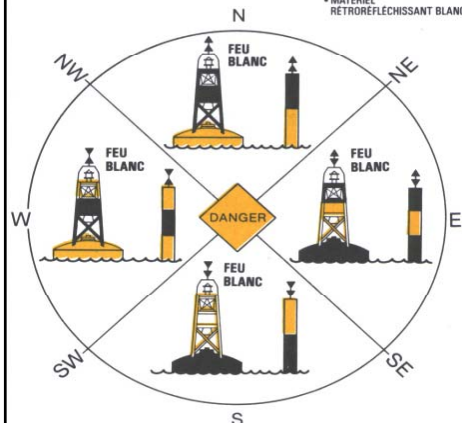
De marques de jour à balises de jour/ from dayboards to daybeacons



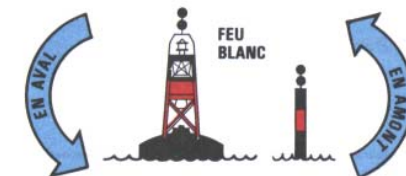
Nouvelles aides fixes cardinales et de danger isolé/ Introduce cardinal and iso. danger fixed aids

DESCRIPTION :

- JAUNE ET NOIRE
- FEUX BLANCS — CARACTÈRES DE FEU INDICQUÉS AU-DESSOUS (SI ÉQUIPÉE)
- DEUX VOYANTS CONIQUES, LA DIRECTION DES POINTES AYANT UNE SIGNIFICATION
- VOYANTS CONIQUES NOIRS POINTANT VERS LES PARTIES NOIRES DE LA BOUÉE
- LETTRÉ(S) — AUCUN NOMBRE
- MATÉRIEL RÉTROFLÉCHISSANT BLANC



DANGER ISOLÉ



4



**Aides fixes cardinales/
Cardinal fixed aids**



Nanaimo, B.C.

5



**Aides fixes de danger isolé/
Isolated danger fixed aids**



Grand Manan island, N.B.



6



Alignements 24 heures et marques de jour/ 24hr Ranges and dayboards

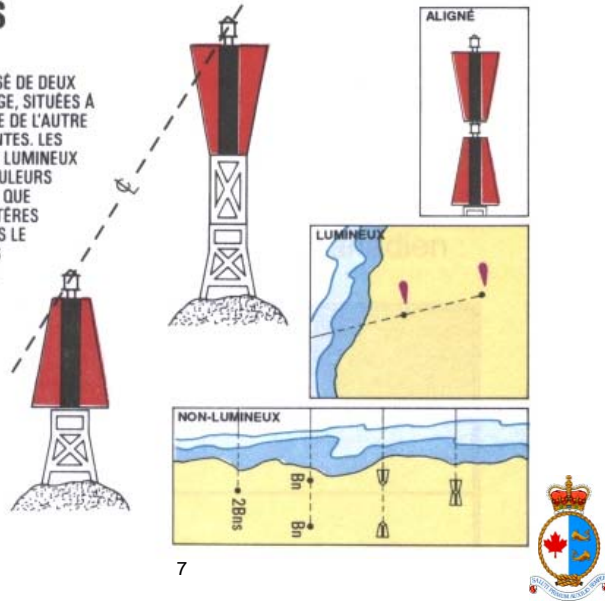
ALIGNEMENTS

DESCRIPTION

UN ALIGNEMENT EST COMPOSÉ DE DEUX MARQUES FIXES OU D'AVANTAGE, SITUÉES À UNE CERTAINE DISTANCE L'UNE DE L'AUTRE ET À DES HAUTEURS DIFFÉRENTES. LES ALIGNEMENTS PEUVENT ÊTRE LUMINEUX OU NON. LA FORME ET LES COULEURS DES MARQUES DE JOUR AINSI QUE LES COULEURS ET LES CARACTÈRES DES FEUX SONT DÉCRITS DANS LE "LIVRE DES FEUX, DES BOUÉES ET DES SIGNAUX DE BRUME".

GUIDE DES USAGERS

LES NAVIGATEURS S'ALIGNENT SUR CES MARQUES. LORSQUE LES DEUX MARQUES SONT ALIGNÉES, L'OBSERVATEUR SE TROUVE DANS L'AXE DU CHENAL. CONSULTER LA CARTE MARINE POUR DÉTERMINER LA PARTIE DU CHENAL QUE DESSERT L'ALIGNEMENT.



7

Alignements : 4 dispositions possibles/ Ranges : 4 possible lay-out

*Marque et
feu/Mark
and light*



*Marque
unique/Mark
only*



*Feu unique/
Light only*



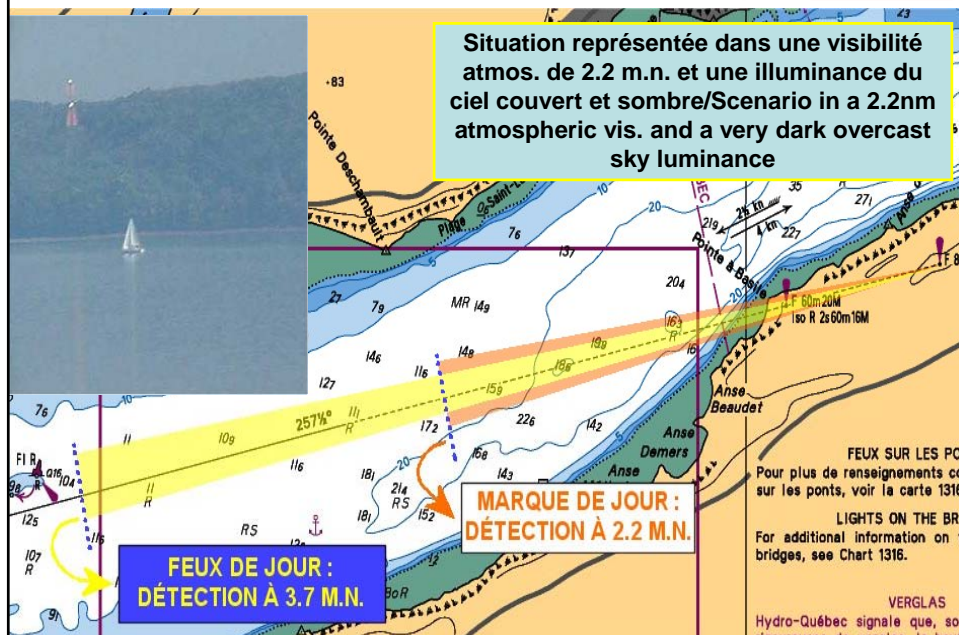
*Feu et marque
auxil./Light and
secondary
mark*



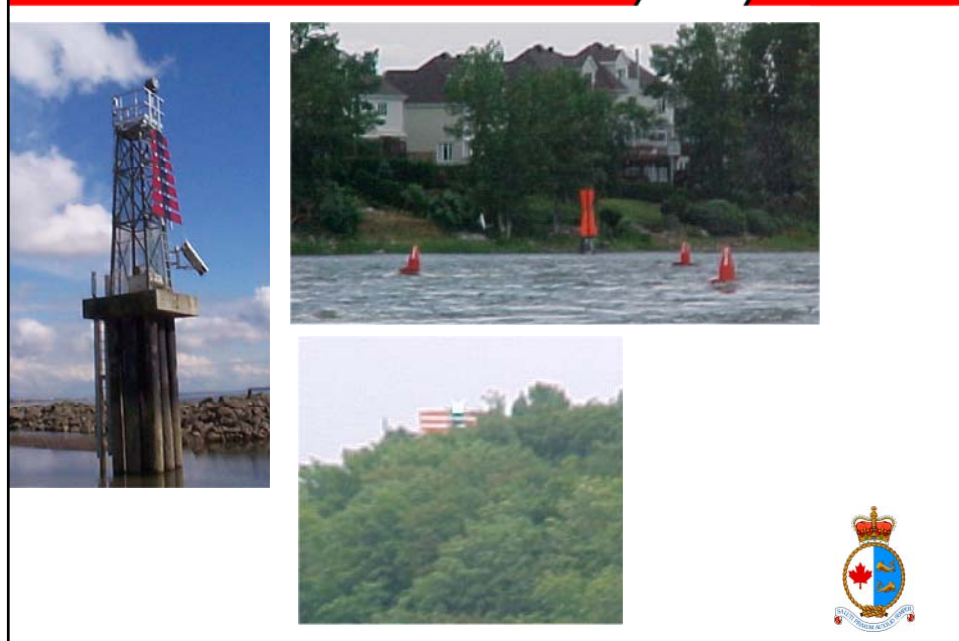
8



Service diurne des alignements/ Daytime service from ranges



Service diurne des alignements/ Daytime service from ranges



**Service diurne des alignements/
Daytime service from ranges**



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**Service diurne des alignements/
Daytime service from ranges**

**Vue de face/
Front view**

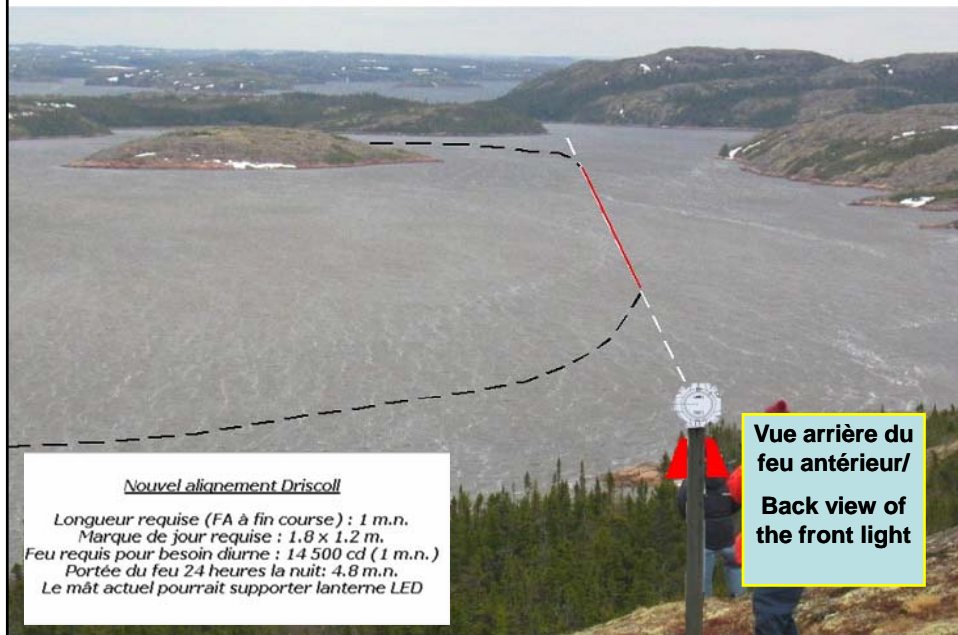
Emplacement proposé pour l'alignement
de l'île Driscoll

Petit Rigolet

Quai Pointe à la Truite



Service diurne des alignements/ Daytime service from ranges



Alignements utilisés dans le monde/ Ranges used in other countries



Review Context

- The Canadian Coast Guard (CCG) is responsible for providing marine aids to navigation in Canadian waters as per program guidelines directives and procedures manuals.
- CCG is currently involved in an initiative to take advantage of new approaches for service delivery when it facilitate feasibility (technical and efficiency).
- The Aids to Navigation (AToN) Program has developed proposals to consider changes to the service delivery policies & system design methodology.

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Client Engagement Objectives

The objectives of this key client engagement session are:

- To inform clients of proposed changes;
- To listen to clients' views and concerns regarding proposed changes;
- To achieve a decision for this proposal that could lead to an update of the aids to navigation directives; and
- To identify impacts from the changes proposed.

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BACKGROUND

Modification to Canadian Aids to Navigation System

The Canadian Coast Guard's (CCG) aids to navigation services are advertised through the *Canadian aids to Navigation System* (TP968). Once approved, the modification to our systems will be advertised.

CCG proposes to:

- **Confirm the use of daybeacons on small lighted fixed aids for distance less than 1.5 nm** in order to adapt the size of the mark to the requirements of the users.
- **Add new types of daybeacons** in the aids system.
- **Confirm the use of 24hr lights on ranges** where supported by review with mariners. The addition of daylights, the elimination or downsizing of daymarks on 24 hour lighted ranges will be done on a case by case basis according to new CCG guidelines.

The expected benefits resulting from the proposed system modifications are a potential decrease in the size of fixed aid structures and daytime visual reference that better reflect the current needs of our users.



PROPOSED CHANGES

- **Allow daybeacons on minor lighted aids:**

Given that many of the minor aids in question do not need to be seen from a distance of more than 1.5 nautical mile during the day, there would be an opportunity to save on the construction cost of new supporting structures and the refurbishment of existing ones (which are extensively used) if daybeacons were to be approved for use on lighted fixed aids.

- **Introduce Cardinal and Isolated Danger fixed aids:**

Allow for their introduction to the Canadian Aids to Navigation System and develop parameters for their use. It is recommended that the topmark be mandatory where Cardinal and Isolated Danger aids are utilized. It is also suggested that, to the greatest extent possible, their use should align itself with accepted practices in countries already using this type of aid.

- **24hr lighted Ranges:**

Allow the use of daylights to supplement, replace or reduce daymarks on special situations according to new CCG guidelines and following user approval. This practice has been used in the past to resolve specific issues.



GUIDING PRINCIPLES

Preliminary guidelines for using 24 hrs daylights and establishing the need for daymarks.

Factors to consider:

- Daytime perception requirement and the atmospheric visibility (ex.: to supplement the service of the daymark during dark overcast sky);
- Distance to provide the service for (ex.: less than 2 nm);
- Luminous or non luminous background;
- The availability of shore or solar electrical power;
- Need to provide a back-up (ex.: remote location);
- The availability of local marks that reduce the risk in daytime navigation;
- The need to improve the technical and economical feasibility of an installation/refurbishment (ex.: resolve issue such as vegetation masking, cost of submerged pillar, cost of acquiring servitudes, taking advantage of natural denivellation which favour short swing pole, reduce implementation delays related to complex installation, etc.).

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In closing...

- Your input is important and valued.
- THANK YOU for your participation!

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Your opinion

You are invited to provide your views or concerns by mail, fax or email by using the following reference :

- Mail : c/o Superintendent, Aids to Navigation Division
101, Champlain Boulevard, Quebec, QC, G1K 7Y7
- Fax : 418-649-6690
- Email : AIDESNAVQUEBEC@dfo-mpo.gc.ca

View and concerns :

Please consult the Coast guard level of services at the following Web address :
www.ccg-gcc.gc.ca

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