



2017 Aid Verifier Training Schedule

WE WANT THE FOLLOWING VOLUNTEERS

PRIVATE AID PHOTOGRAPHER Do you like to take pictures? If so, this could become a perfect project for you. You don't have to be AV Qualified to perform this task and there are approximately **1000 PATONs** waiting to be photographed in the First District Northern Region this year. *With just about 20 minutes of training*, you could be ready to help us complete the photo records in the Harbormaster System. We want low pixel photos that are cropped and clearly identified to their private aid counterparts. Most of this work must be performed from a boat.

AID VERIFIER – AV After completing this aid verifier training program, you should be able to perform highly accurate verifications and checks of our private aids and also survey the bridges throughout the First District. You can join a Navigation Systems Team or you may work as an individual contributor. Whichever route you choose, you will become a skilled navigator and an important part of the support for the local Coast Guard Aid to Navigation Team (CGANT). There are approximately **2,500 private aids** in First Northern. One third of these aids (**833**) must be verified annually and many others that are identified with unresolved discrepancies must be re-checked. All PATON reports can be submitted on-line from your home on a personal computer. The 2017 AV Training Program schedule is attached. Open CPN NOAA Charts are provided and all the required Coast Guard Nautical catalogs are on-line and free. The bottom line is that you can become a more skillful navigator as the result of this specialized PATON training. We are introducing the HMRAP – Harbormaster Ride Along Program this year. In this program, the AV collaborates with the Harbormaster in this program and, together, they correct all of the Harbormasters aids – in many cases in just a few hours. This is a novel and more efficient approach to managing the Private Aid Program.

BRIDGE SURVEYOR: We have approximately **160 bridges** scattered throughout First Northern. As part of your AV Qualification, you will be trained to check the lighting and other safety equipment on these bridges. Our annual goal is to survey every bridge within First Northern. All survey reports are reviewed and then

communicated to the Coast Guard Bridge Branch using on-line reports from your personal computer. Bridge activity can be performed either by land or by boat.

NS: NS stands for [Navigation Systems](#), and we, in NS, need your help in 2017. If you are detail oriented and like to work with GPS and Echo Sounders and can prepare detailed and highly accurate reports, don't miss this interesting volunteer opportunity.

NAVIGATION SYSTEMS



The 2017 D1NR Navigation Systems AV training program continues on Tuesday, March 14th on WebEX.

Plan to expand your personal navigation experience by joining these Navigation Systems training sessions.

There is room for 100 participants at each training session.

Here are the 2017 Navigation Systems Training Topics and Dates:

[AV TRAINING 1](#) – Tuesday, February 21, 2017 @ 2000 to 2130 hrs.

Check the NS Web Site for a recording on this training session.

- 1 **Understanding the AV Qualification Process.** (Updated presentation)
- 2 **Review of the AV/PQS.**
Have you downloaded a copy of the AV/PQS from WWW.USCGAAN.COM prior to this training session?
- 3 **Review of the required District Specific Tasks.**
Have you downloaded a copy of the District Specific Tasks from WWW.USCGAAN.COM prior to this training session?

[AV TRAINING 2](#) – Tuesday, March 14, 2017 @ 2000 to 2130 hrs.

1. **Introduction to the free and on-line Nautical Almanacs used by AVs**
Review the following documents on the NS Web Site at WWW-USCGAAN-COM. These are the reference documents that you will be using to check the published references for private aids and bridges. The District Staff uses these documents to establish and check data, and for each AV to reference in the course of their duty as an AID Verification.
 - [The Harbormaster](#) Private Aid to Navigation System.
 - [Corrected Light List](#)
 - [LNM-Local Notice to Mariners](#)
 - [Chart No. 1](#)
 - [Corrected Coast Pilot](#)
 - [The Navigation Systems Calculator](#)

2. Understanding the Federal Regulations for Private Aids to Navigation (PATONs).

Read Part 66 of the Federal Regulations for Private aids to Navigation available of the Private Aids web page at WWW.USCGAAN.COM before this session. These are the rules and regulations that you, as an AV, need to know in order to make correct and accurate decisions in the field.

3. An Introduction to NOAA Nautical Charts and the Open/CPN Chart system.

We check out the various Nautical Chart packages that are available on the NS Web Site at WWW.USCGAAN.COM. This training is a comprehensive experience of all of the important elements of a NOAA Nautical Chart which is basic to your effectiveness as an Aid Verifier. Being able to correctly measure and plot private aids on electronic nautical charts is an important part of the AV experience.

AV TRAINING 3 – Tuesday, March 21, 2017 @ 2000 to 2130 hrs.

1. The Basic Aid to Navigation (ATON) Training presentation

This session deals with the specifications and physical aspects of private aids to navigation and their uses. You will use the information that you learn from this session for every private aid that you verify and check as an Aid Verifier.

2. A brief Introduction to the use of Open/CPN NOAA on-line charts by Mike Quinn

This important session introduces you to the Open/CPN NOAA Charts that AVs should be using when verifying or checking private aids.

AV TRAINING 4 – Tuesday, March 28, 2017 at 2000 to 2130 hrs.

1. Private Aid to Navigation (PATON) Discrepancy Training.

You are introduced to the more frequent discrepancies that you may encounter in the field. This is a more practical look at private aids seen through the eyes of a professional AV that you are studying to become.

AV TRAINING 5 – Tuesday, April 11, 2017 at 2000 to 2130 hrs.

1. How to Use the new PATON Run Sheet.

Run Sheets are used in the field for collecting the required observations on a private aid. Proper use of these tools for collecting field observations makes the final PATON CG7054 Report preparation a simple and accurate task.

2. Operational SOP for performing a scheduled Tri-annual verification or check on a Private Aid. (Updated)

This critical training session explains the Standard Operating Procedure for verifying a private aid to navigation in the field from the pre-underway check at the dock to the submission of the 7054 PATON Report on the on-line Harbormaster System.

AV TRAINING 6 – Tuesday, April 18, 2017 at 2000 to 2130 hrs.

1. Using Open/CPN Charts for verifying and checking Private Aids.

These free on-line charts can easily be maintained in a highly accurate state and offer the AV a series of on-line navigation tools to perform all of the required navigational tasks quickly and accurately.

2. Using Open CPN Charts for Chart Updating projects.

Special navigational techniques for performing Chart Updating are explained.

AV TRAINING 7 – Tuesday, April 25, 2017 at 2000 to 2130 hrs.

1. Downloading Open/CPN NOAA Charts onto your personal computer.

In this session, you will learn to download the Division 1 Open/CPN Chart package onto your Personal Computer. This will give you the benefit of the latest updated charts directly from NOAA. Typical on-line commercial chart packages, that are available, are often up to one or two years out of date and are, therefore, not usable for verifying private aids to navigation. There are also some special application packages that NS has developed that makes the verification job quicker and highly accurate.

2. Updating your Open/CPN NOAA charts on your personal computer.

This session shows you how to easily correct your Open/CPN Charts on line. These updates bring your NOAA charts to include all of the latest LNM – Local Notice to Mariners corrections. This saves AVs hours of efforts maintaining our chart packages and providing our AVs with the most accurate data available. This is a critical part of the AV 100% accuracy goal.

AV TRAINING 8 – Tuesday, May 9, 2017 at 2000 to 2130 hrs.

1. Understanding bridge lighting and safety equipment specifications.

Read the Federal Regulation about Bridge Lighting specifications and operating regulations before this session on the NS Web Site – www.uscgaan.com. These bridge regulations are a training course in themselves.

2. Using the on-line Bridge Reporting System.

Log onto the Bridge System and familiarize yourself with the various screens and their purpose before this training session. The purpose and use of these various screens will be demonstrated in this session. Like the PATON System, there is an Auxiliary Screening function designed into the Bridge System and, if needed, a report rejection process. We use the rejection process as an on-the-job training tool.

AV TRAINING 9 – Tuesday, May 16, 2017 at 2000 to 2130 hrs.

1. How to prepare the required CG 7054 PATON Report on-line on the Harbormaster System.

Since you will not be allowed access to the Harbormaster System until you are AV qualified, this training session is presented on-line and walks you through the various options for creating and submitting a CG7054 PATON Report. You have to submit on-line 7054 PATON Reports as part of your AV Qualification training.

2. Understanding the PATON Program Screening Process.

When you submit a 7054 PATON Report, it is suspended before it is sent to the PATON owner and the USCG. This screening process will be demonstrated and explained during this important training session. Note that the screener has the capability to correct your 7054 PATON Report in order to maintain the Navigation Systems 100% Report Accuracy Goal. We use this rejection feature as an on-the-job training tool. If you make a mistake or fail to provide a complete report, we think that it is important that you are alerted to the problem. Our experience is that AVs learn so much more about private aids by doing rather than attending class room presentations. Our guidance with the use of the rejection feature is an important tool for continuing an AV's private aid program education.

3. Review of the AV's Copy of the 7054 PATON Report.

AVs receive a copy of the 7054 PATON Report after it is accepted by the PATON Screener. This important training session will demonstrate and explain what fields are important for the AV to review in order to avoid future report rejections. AVs are asked to think of this report as an on-the-job training exercise.

4. Review of the AV's Copy of the PATON Rejection Report.

When the PATON Screener cannot make appropriate corrections to your 7054 PATON Report, your report will be rejected. This training session explains what happens when this option is selected. A copy of an actual rejection report will be demonstrated. AV follow up procedures will be explained.

AV TRAINING 10 – To be scheduled.

A final check ride is required. You will be asked to handle two or more PATONs on a Run Sheet and direct the AV verification with the boat crew to complete a verification exercise on the aids through the complete in the field procedure cycle from checking the equipment, using the Run Sheet, making and recording and submitting the CG5074 PATON Reports. Your job will be to convince the assigned AV examiner of your competency as an AV.


Some Good Advice!

Don't underestimate the amount of effort that is required to become Aid Verifier Qualified. Instead, focus your attention on the navigation skills that you will receive from these training sessions. The actual act of verifying a private aid is fairly simple and quick. However, the background knowledge that is required can be burdensome but necessary. A quick method to attain this knowledge is to hang out with qualified and current AVs and participate with them on their Navigation Systems Patrols. Don't be afraid to ask questions. As your DSO-NS, I have been working with the Aid to Navigation program for over thirty-three years and I still have to

ask questions about situations that I run into in the field. We welcome every Auxiliarist to join with us in this worthy Coast Guard endeavor. We also understand that it takes a substantial effort to complete the AV Training. We will work with you to see you through the training and get you qualified. Much of you newly acquired skills will be honed by your activity and experiences in the field. ***This support has already started as of February 21th on Webex.***

We hope that every AVC – Aid Verifier Candidate that we graduate will take a personal interest and ownership for the private aids that they are assigned, and will take a personal responsibility for the accuracy of these aids. We are not in the business of just riding by private aids and making cursory comments about an aid. We need Verifiers that understand all of the aspects and requirements for the aid and have the skill to make professional evaluations to the Auxiliary Support Team, the Owner and to the managing members of the Coast Guard. We want the whole package – seasoned professionals doing a Coast Guard grade job.

INSTRUCTIONS FOR LOGGING INTO SCHEDULED WEBEX TRAINING SESSIONS

LOGGING INTO THE TRAINING SESSIONS	
<p>One - Log onto the NS Web Site at WWW.USCGAAN.COM.</p>	<p>Log in at 7:45 and ask any questions that you may have about the AV program.</p>
<p>Two – Click on the “WEBEX Training” web page located in the column at the left.</p>	
<p>Three – Follow the instructions you will find in the info box at the center of the screen.</p>	<div style="border: 1px solid black; padding: 5px;"> <p style="background-color: yellow; margin: 0;">To join the training session click on the link below</p> <p style="background-color: yellow; margin: 0;">Note: Link is active at 1950 hours on day of presentation</p> <p style="text-align: center; color: red; margin: 0;">Tuesday's WebEx Meeting</p> <p style="margin: 0;">If prompted, password for webex is: uscg (all in lower case)</p> </div>



Revision 2/27/2017 - Prepared by the First Northern Navigation Systems Staff. Submit questions to: Frank Larkin at FrankJLarkin@verizon.net or Michael Quinn at MichaelSQuinn@gmail.com