

MIA

SN/Circ.4
9 November 1962

AVOIDANCE OF CONFUSION BETWEEN
AERONAUTICAL AND MARINE LIGHT BEACONS

1. Following the grounding of a vessel due to confusion between marine and aeronautical lights, consideration was given to the need for co-ordination between the authorities responsible for such installations.
2. The fifth International Technical Conference on Lighthouses (1955) recognised the need for co-ordinated action and expressed itself in favour of an international agreement. However, the IMCO Group of Experts on Co-ordination of Safety at Sea and in the Air and ICAO are both of the opinion that it would be sufficient, at present, to draw the attention of Member Governments to the possibility of confusion between marine and aeronautical lights and to the necessity for co-operation on a national basis between the responsible authorities.
2. The Convention between the French Aeronautical Navigation Service and Lighthouse Service, a copy of which is attached hereto, is given as an example of the way in which a satisfactory solution to this problem might be found.

Enc.1

Chancery House,
Chancery Lane,
LONDON, W.C.2.

ANNEXCONVENTION BETWEEN THE AIR NAVIGATION SERVICE AND
THE LIGHTHOUSE SERVICE

I. The Air Navigation Service shall inform the Lighthouse Service, at least three months in advance, of any plan to install, in the French Union, any aeronautical light beacon which might be visible from the sea, either directly or simply by its light (in the case of flashing lights).

Its agreement to such plan shall be requested.

The choice of signals to be suggested by the Air Navigation Service shall be based on the following table:

Flashing lights	{ Signals which may be used	{ (4 + 1) flashes { (3 + 2) flashes
	{ Signals to be avoided	{ Regular flashes { Flashes grouped by 2, 3, 4 or 5, (2 + 1), (3 + 1) flashes
Occulting lights, where the light source is masked or extinguished periodically in order to reproduce Morse letters or figures (see Annex)	{ Signals which may be used	{ Letters: C, F, J, L, P, Q, Y and Z. { Figures other than 0 and 5.
	{ Signals to be avoided	{ Letters: E, H, I, K, M, O, S, T and X. { Figures 0 and 5.
	{ Doubtful signals	{ Letters A, B, D, G, N, R, U, V and W.
	{ <u>Note:</u>	{ The letters E, O and U are not used in aeronautical signals.

The so-called "doubtful" signals, which may resemble certain signals used by the Lighthouse Service, should only be used exceptionally in aeronautical signals, and when there can be no risk whatsoever of confusion for marine navigation.

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Flashing signals of alternate colours should not be used either in aeronautical or in marine lights.

The Air Navigation Service shall forward to the Lighthouse Service information concerning:

aeronautical lights, including obstacle lights, visible from the sea;
aeronautical radio beacons which might be used by marine navigation.

II. The Lighthouse Service shall inform the Air Navigation Authorities, at least three months in advance, of any plan to install in the French Union any marine light with an average range equal to or greater than fifteen miles, so that the latter Service can decide whether it is necessary to envisage partial raising of the light beam, and whether there is any risk of confusion for air navigation.

The Lighthouse Service shall forward to the Air Navigation Authorities a copy of any advice for navigators which it may send to the hydrographic authorities concerning:

radio beacons (new installations, voluntary or accidental modifications);
lights with apparatus partially raising the light beam.

Paris, 16 February 1954⁽¹⁾

Director of the Air Navigation
Authorities

(signed) Grenier

Director of the Lighthouse
Authorities

For the Director, Chief Engineer
of the Metropolitan Lighthouse
Authorities

(signed)

1 enclosure

(1) Modified on 12 October 1955, 14 January 1959 and 30 March 1961.

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ANNEX TO THE CONVENTION BETWEEN
THE AIR NAVIGATION AUTHORITIES
AND THE LIGHTHOUSE AUTHORITIES

- . - K	- . . - X	- - - - - 0 (zero) 5
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. E	- T
. . I	- - M
. . . S	- - - O
. . . . H	

. - A	- . N	- - . G
. . - U	- . . D	. - - W
. . . - V	- . . . B	. - . R

. - - . P	. - - - J	. - - - - 1	- 6
- - . . Z	- - . - Q	. . - - - 2	- - . . . 7
- . - . C	- . - - Y	. . . - - 3	- - - . . 8
	 - 4	- - - - . 9

to be avoided	. . - . F
	. - . . L

to be used in exceptional cases only, a special study being required in each case

Annexed to Convention of 16 February 1954

Director of the Air Navigation Authority

For the Director of the Lighthouse Authority, Chief Engineer of the Technical Lighthouse Service of Metropolitan France,

Signed: Grenier

Signed: Hemar