



SUB-COMMITTEE ON STANDARDS
OF TRAINING AND WATCHKEEPING
36th session
Agenda item 10

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REQUIREMENTS FOR KNOWLEDGE, SKILLS AND TRAINING FOR OFFICERS ON WIG CRAFT

Submitted by the Russian Federation

SUMMARY

<i>Executive summary:</i>	This document proposes draft MSC Circular on recommendations for knowledge, skills and training for officers on WIG craft
<i>Action to be taken:</i>	Paragraph 4
<i>Related documents:</i>	STW 35/19, MSC/Circ.1054, Assembly resolution A.910(22)

1 The Sub-Committee having considered at its thirty-fifth session the issue of requirements knowledge, skills and training for officers on WIG craft agreed that it was premature to prepare an MSC circular providing guidance and proposed to continue work on the development of such guidance for the above requirements. The Sub-Committee therefore invited Member States to submit additional information to assist in developing appropriate training and certification requirements for consideration at its next session as set out in the annex.

2 The Russian Federation being interested to establish clear guidance on the issue and having analyzed the status of the developments in the area, proposes the draft MSC Circular containing General principles and General requirements regarding base qualification and special qualification taking into account the specific features of a WIG Craft.

3 The Russian Federation also recommends that Member States concerned when developing national requirements use preliminary proposals contained in document STW 35/11 as the basis for the development of Tables of Competence.

Action requested of the Sub-Committee

4 The Sub-Committee is invited to consider the above proposal and decide as appropriate.

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ANNEX**DRAFT MSC CIRCULAR****RECOMMENDATIONS FOR KNOWLEDGE, SKILLS AND TRAINING FOR
OFFICERS ON WIG CRAFT**

- 1 The Sub-Committee on Standards of Training and Watchkeeping, at its thirty-sixth session (10 to 14 January 2005), recalled that Interim Guidelines for WIG Craft have been issued through MSC/Circ.1054 and that amendments to the International Regulations for Preventing Collisions at Sea, 1972, have been adopted through the Assembly resolution A.910(22) to reflect the operational aspects of WIG Craft. The Sub-Committee noted that these documents are intended for craft primarily engaged in maritime operations and does not contain the knowledge, skills and training required for officers manning such craft. The Sub-Committee developed recommendations for knowledge, skills and training requirements for officers on WIG craft, set out in annex.
- 2 The Maritime Safety Committee at its [eightieth session (11-20 May 2005)] endorsed the recommendations developed by the STW Sub-Committee and approved this circular.
- 3 Member Governments are invited to bring this circular to the attention of all concerned.

RECOMMENDATIONS FOR KNOWLEDGE, SKILLS AND TRAINING FOR OFFICERS ON WIG CRAFT

GENERAL PRINCIPLES AND REQUIREMENTS FOR QUALIFICATION OF OFFICERS ON WIG CRAFT

Preamble

Recommendations for qualification and certification of officers on a WIG craft were developed taking into account the unique features of this new means of transport, combining ship and aircraft features. The understanding of such unique complexity of a WIG craft was needed to use different combinations of maritime and aviation qualifications and relevant knowledge, skills and training methods.

Since WIG Craft operate mainly in marine environment, officers have to be provided with knowledge, skills and training, equivalent to one established in STCW Convention for officers on conventional ships.

The recommendations intend to assist Member governments to develop their national requirements for qualification and certification of officers on a WIG Craft.

1 General principles

1. Officers on a WIG Craft should have a base qualification attained under either the international maritime or aviation qualification systems.
2. In addition to the base qualification, officers on WIG Craft should undertake training and have demonstrated appropriate knowledge and skills in accordance with these Recommendations, to the satisfaction of the Administration or a body authorized to act on behalf of the Administration.
3. Completion of these requirements should be signified by issue of a special qualification which takes into account the particular features of WIG Craft in general and specifically the WIG Craft models for which the officer is type-rated, together with any geographic limitations on the officer's operation of WIG Craft.
4. Where a particular aspect of these Recommendations is not relevant to the WIG Craft or operational area for which an officer is certificated, the Administration may waive that aspect provided that details of the waiver are shown on the special qualification issued to the officer.

2 General requirements regarding base qualification

1. A maritime base qualification referred to in 1.1 should meet the IMO requirements listed in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended. Similarly, an aviation base qualification should meet the requirements of the International Civil Aviation Organization (ICAO), listed in the Chicago Convention on International Civil Aviation, 1944, as amended.

2. Base qualification(s) recognized for issue of a special qualification should certify the officer for performance of functions on a ship or aircraft, having approximately equal or higher characteristics of weight, engine power, passenger capacity, range, etc., as the WIG Craft for which the officer is certificated. The special qualification should not certify the officer for a higher rank on board a WIG Craft than that corresponding to the base qualification(s).
3. Period of seagoing service on conventional ship required for obtaining the certificate of marine base qualification can be considerably decreased in case the candidate intends then to work on a WIG Craft only.
4. For the purposes of these Recommendations, WIG Craft are classified by maximum take-off weight (displacement) as follows:
 - up to 10 tonnes (small);
 - from 10 tonnes up to 500 tonnes (medium);
 - more than 500 tonnes (large)
5. The base qualifications of officers on WIG Craft of types A and B (as defined in the IMO Interim Guidelines for a WIG Craft, MSC/Circ.1054) should preferably be marine qualifications *e.g.* as master, chief mate, officer in charge of a navigational watch etc.
6. Aviation base qualifications are non-preferred for officers on type A WIG Craft but can be accepted where the Administration is satisfied that the candidate possesses the required knowledge and skills. It should be noted that IMO and ICAO have agreed (MSC 77/21/1) that operations in fly-over mode rest within joint maritime/aviation jurisdiction, while those in flight mode are within aviation jurisdiction.
7. Officers on type C WIG Craft should have aviation base qualifications. For service on WIG Craft of all types, officers having an aviation base qualification should have satisfactorily completed a short course of marine training and receive a certificate to perform their functions on a ship, according to the requirements of STCW Convention, at least in following areas of marine knowledge:
 - GMDSS Radio (GOC or ROCP as appropriate)
 - ARPA
 - ECDIS - Basic and/or Advanced Fire fighting
 - Survival
 - First aid and/or medical training
 - Human Factors /Bridge Resource Management
 - High-Speed Craft operations
 - Passenger handling
 - Planning and conduct of local pilotage

3. General requirements for a special qualification taking into account the specific features of a WIG Craft

1. The quantity and content of training provided for the officer and the special qualification reflecting the knowledge and skills attained should cover all aspects of the officer's performance of operational and safety functions on a WIG Craft.
2. Period of seagoing service on a WIG Craft during the special qualification, necessary for the candidate to obtain the certificate of the officer on a WIG Craft, should be sufficient for providing safety performance by him of the functions on a WIG Craft and should commensurate with aviation standards.
3. To obtain the special qualification, an officer should be trained and assessed on at least the following areas of special knowledge:
 - WIG aerodynamics and hydrodynamics;
 - WIG structure, construction and maintenance;
 - WIG seamanship;
 - High speed, low altitude navigation;
 - Displacement, transitional and planning modes;
 - Take-off and landing in various conditions;
 - Cruise flight in ground effect mode;
 - Fly-over (jump) mode;
 - Ramping and amphibian mode (for amphibian WIG);
 - Berthing and towing;
 - Distribution of weight (passengers/ cargo, inertia, and stability);
 - Extreme situations;
 - Propulsors, engines and machinery of WIG Craft;
 - WIG instrumentation (flight, navigation, communications, engines, etc);
 - WIG systems (fuel, electrics, hydraulics, air conditioning, plumbing, etc);
 - WIG life-saving and emergency systems and procedures;
 - Human factors in WIG operation (alertness, anticipation, risk awareness, etc);
 - Rules relating to crew qualifications and their currency;
 - Rules relating to medical fitness and its currency;
 - Operational rules;
 - Pre-flight checks;
 - Crew personal human factor checks;
 - Refuelling;
 - Loading of passengers and cargo;
 - Unloading and checking;
 - Documentation.