

**RESOLUTION OF THE BOARD OF TRUSTEES
OF THE AMERICAN PILOTS' ASSOCIATION
October 22, 2004**

**EMERGING ELECTRONIC NAVIGATION TECHNOLOGIES SUCH AS
AUTOMATIC IDENTIFICATION SYSTEMS AND
ELECTRONIC CHARTING SYSTEMS**

WHEREAS, emerging electronic navigation technologies can be a valuable tool by providing useful information to the human decision maker; and

WHEREAS, an increasing number of vessels piloted by APA member pilots are equipped with emerging electronic navigation technologies such as Automatic Identification Systems (AIS), Electronic Charting and Display Systems (ECDIS) or other Electronic Charting Systems (ECS); and

WHEREAS, many APA member pilots have experience in, or have evaluated, the use of such emerging electronic navigation technologies in their own carry-aboard navigation equipment; and

WHEREAS, the APA, through its Navigation and Technology Committee, is supporting its member pilots by studying AIS and ECDIS/ECS equipment and assisting in the development and use of these and other emerging electronic navigation technologies in cooperation with state, national and international pilotage and professional organizations to foster practical application of these technologies; and

NOW THEREFORE, BE IT RESOLVED that, as a result of the work done by the APA's Navigation and Technology Committee, the Board of Trustees of the American Pilots' Association hereby adopts the following as official findings and policies of the APA:

1. Although AIS and ECDIS/ECS technology is generally recognized as capable of enhancing navigation safety, there are system limitations and inaccuracies that can be further exacerbated by integrating displays or by using inaccurate source data.
2. AIS and ECDIS/ECS require operator input, which can significantly affect the accuracy of the information being broadcast or displayed, and AIS and ECDIS/ECS systems have been placed in use in many vessels with little or no formal training of the crew.
3. Individual pilotage areas are unique and may differ in the coverage or delivery of AIS and the availability of accurate chart data for ECDIS/ECS, and there are recognized limitations in the ability of installed shipboard equipment to reliably handle port-specific applications and databases.

4. The manner in which information from emerging electronic navigation technologies such as AIS and ECDIS/ECS should be used during the course of any particular pilotage assignment should be left to the independent, professional judgment of the pilot.
5. In order to make a professional judgment as to the use of information from emerging electronic navigation technologies such as AIS and ECDIS/ECS, a pilot should be familiar with the capabilities and limitations of these technologies.
6. The American Pilots' Association encourages its member pilots to be knowledgeable in the capabilities, limitations and operation of emerging electronic navigation technologies such as Automatic Identification Systems (AIS) and Electronic Charting and Display Systems (ECDIS) and other Electronic Charting Systems (ECS), including port-specific training where appropriate.
7. The American Pilots' Association encourages its member pilots to discuss the use of AIS and ECDIS/ECS in their Master – Pilot Information Exchange.
8. The American Pilots' Association encourages its member pilots to validate the information provided by AIS and ECDIS/ECS and other electronic navigation systems by traditional methods.