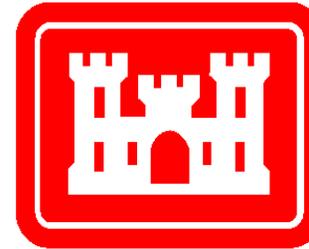




**United States
Coast Guard**
Office of
Navigation Systems



**US Army Corps
of Engineers®**
Engineer Research and
Development Center

New AIS Rules and Requirements and its use in the U.S. Future of Navigation

Jorge Arroyo & David Lewald | Office of Navigation Systems | U.S. Coast Guard
Brian Tetreault | Engineering Research & Development Center | U.S. Army Corp of Engineers

-
- **New AIS Rule (Jorge Arroyo, USCG)**
 - **Background & Timeline**
 - **Proposed Rule and Action Taken on Comments Received**
 - **New AIS Requirements**
 - **AIS Encoding Guidelines and its impacts for IW users**
 - **Why you're going to want and AIS (David Lewald, USCG)**
 - **AIS Aids to Navigation (eATON) now and beyond**
 - **Joint Capability Technology Demonstration (JCTD)**
 - **Inland Waterway Buoyage and Charting**
 - **AIS in the Inland Empire (Brian Tetreault, USACE)**
 - **Lock Operations Management Application (LOMA)**
 - **USCG-USACE AIS Collaboration**
 - **Lock Approach Current Modeling**
 - **e-Marine Safety Information (eMSI)**



AIS Rulemaking and its Timeline

- ✓ 11/25/02 Marine Transportation Security Act of 2002
- ✓ 07/01/03 published Temporary Interim Rule and Request for Comments
- ✓ 10/23/03 current AIS requirement (33 CFR 164.46)
 - Commercial self-propelled vessels of ≥ 65 feet on International Voyage or in a VTS area
 - Except fishing and small passenger vessels (<150)**
 - The following in a VTS area:
 - Towing vessels ≥ 26 feet & >600 hp
 - Vessels carrying ≥ 150 passengers for hire
- ✓ 07/01/03-01/09/04 sought AIS expansion comment
- ✓ 10/31/05 notice expansion of AIS to **all** waters
- ✓ 12/16/08 NPRM ... 4/15/09 comment deadline

AIS Meetings & Comment Period...

- **Public Meetings**

- **Washington, DC – March 5th, 2009**

- **30+ attendees, 11 commenters**

- **Seattle, WA – March 25th, 2009**

- **30+ attendees, 12 commenters**

- **Comment period closed: April 15th, 2009**

- **80+ submissions, 300+ comments regarding AIS**



Noteworthy AIS Rule Provisions...

What was proposed in blue

- **What was adopted after public comment in red**
- **7 month implementation period**
 - **Implementation period extended to 13 months (3/1/16)**
- **Applicability and Undue economic burden**
 - **To mitigate impact on small entities applicability raised to >150 passenger**
 - **Unable to increase the 600 hp threshold for towing**
 - **because it is mandated per MTSA'02**
 - **Allows for broader use of lower cost AIS Class B's**

Noteworthy AIS Rule Provisions...

- **Type-approved Class B** be allowed, but, not recommended on vessels that are:
 - highly maneuverable
 - navigate at high speed
 - routinely operate in congested waters, or
 - operate in close-quarter situations

Allows the use of lower cost AIS Class B devices on: dredges, fishing boats, and vessels certificated <150 passengers, but, that do not operate in a Vessel Traffic Service, or at speeds of >14 knots

Noteworthy Proposed AIS Rule Changes...

- Individual yearly deviations/waivers permissible, but, only for vessels:
 - that solely operate within a very confined area
e.g. shipyard, fleeting area, etc.
 - on short & fixed schedules
e.g. a bank-to-bank river ferry service
 - otherwise not likely to encounter other AIS users

Extends the deviation period to 5-years and broadens it to vessels on which AIS would be impractical, i.e. lack of power, open exposed conning position, display requirement on vessels allowed to use AIS Class B

Noteworthy AIS Rule Provisions...

- **Applies to all navigable waters, no exceptions**
- **AIS (& assoc. sensors) shall remain on when:**
 - **Underway**
 - **At anchor**
 - **At least 15 min. prior to unmooring**
 - **Except if it compromises safety or security**
 - **Which must be logged & reported to USCG**

AIS need not be operation while moored

Noteworthy AIS Rule _Provisions...

- **AIS is primarily for the person controlling the vessel, who must maintain a periodic watch**
 - **Use of AIS mobiles from ashore or on unmanned vessels is prohibited**
- **AIS messaging must be in English & solely for navigation safety information**
 - **Allows the use of Application Specific Messaging, that have been adopted by IMO/IALA, but, only one/min.**

Noteworthy AIS Rule Provisions...

- **AIS does not relieve you of sound, lights, shapes or radiotelephone requirements**
- **Spells out ‘effective operating conditions’ which now includes the:**
 - **ability to reinitialize the AIS**
 - **ability to access AIS from conning position**
 - **accurate broadcast of an official MMSI**
 - **accurate input, upkeep, and updating**

No changes to what was proposed

Effective March 2nd, 2015, these commercially self-propelled vessels, operating on U.S. navigable waters, must have a properly installed, operational Automatic Identification System (AIS) no later than March 1st, 2016

- vessels of 65 feet or more in length
- towing vessels of 26 feet or more in length and more than 600 hp
- vessels certificated to carry more than 150 passengers
- dredges that operate near a channel
- vessels engaged in the movement of certain dangerous cargo, flammable or combustible liquid cargo in bulk



Effected Vessels	2003		2015	Total Vessels
	SOLAS	Domestic		
Foreign ship >65'<300GT		1,119		1119
<i>Fishing</i>	1	-	2,906	2907
<i>Towing</i>	13	2,212	1,429	3654
<i>Passenger</i>	81	171	288	540
<i>Cargo</i>	154	77	247	478
<i>OSV</i>	55	432	151	638
<i>MODU</i>	1	-	31	32
<i>Industrial</i>	21	11	220	252
<i>Research</i>	10	11	54	75
<i>School</i>		5	10	15
<i>Tank Ships</i>	102	15	35	152
<i>Unknown</i>		16	134	150
<i>Unclassified</i>		13	326	339
<i>Dredges</i>		-	17	17
U.S. Total	438	2,963	5,848	9,249
Total	4,520		5,848	10,368

Current AIS Prices



Furuno FA150 AIS Transponder
 Product ID: FU1150-15 MFG ID: FA150

Furuno FA150 is a shipborne Universal AIS (Automatic Identification System) Transponder capable of exchanging navigation and ship data between own ship and other ships or coastal stations.

Availability: Usually ships within 24 hours

List Price ~~\$4,495.00~~ Our Price **\$3,999.95**

Qty: **ADD TO CART**

100% CERTIFIED BRAND NEW

Class B: \$499 – \$1,700
Class A: 2,900 – \$3,990

Milltech Marine Online Store



ACR Nauticast2 Class A AIS Transponder

The ACR Nauticast2 AIS Transponder is specifically designed to fulfill non-300W requirements. This product is packaged in an All-in-One transponder, VHF & GPS antenna kit. An ECDIS port adapter is included with your ECDIS display or marine plotter can be ordered for use with 12 or 24V systems.

ACR-2609 **\$2,999.00** **Add to Cart**



ComNav Voyager X3 Class A AIS Transceiver

SKU: 48523 MPN: 21410002 Weight: 9.30 LBS

RETAIL: ~~\$2,649.00~~ (YOU SAVE \$574.55)
 Sale Price **\$2,074.45**

ONLY 1 LEFT

ADD TO CART

Free UPS Ground Shipping
 No Sales Tax (outside of NJ)
 Easy 30 Day Returns
 30% Cleaner Coastline

WEST MARINE **NEW!**



AIS-1000 Class B "Send and Receive" AIS Transponder

\$699.99 USD

Add To Cart >>

+ Add AIS-1000 Class B "Send and Receive" AIS Transponder To Project List



FURUNO FA30 BLACK BOX AIS

List Price: ~~\$1,102.50~~
 Our Price: **\$805.00**
 You Save: **\$297.50 (27%)**

Humminbird TX AIS Class B Receiver

RRP: \$559.99
 Your Price: **\$448.82** (You save \$111.17)

SKU: 409310-1
 Brand: **Humminbird**
 Condition: New
 Weight: 5.00 LBS

* **Extended Warranty:**
 No Extended Warranty
 2 Year Warranty 39.99
 3 Year Warranty 59.99



Simrad AIS50 AIS Identification System

Product ID: SM1139-00

Simrad AIS50 AIS Automatic Identification System (AIS) is a digital signal that conveys a boat's identity, speed, and location to other vessels in your area. Has now received FCC approval for the US.

Availability: Usually ships within 24 hours

List Price ~~\$1,627.00~~ Our Price **\$1,248.95**

Qty: **ADD TO CART**

100% CERTIFIED BRAND NEW

Total AIS Costs	2003		2015	
	Class A	Class A	Class A	Class B
Unit	\$7,000	\$3,230	\$700	
Installation	\$2,000	\$969	\$210	
Operation & Maintenance	\$250	\$250	\$250	
Training	\$110	\$110	\$110	
Individual Cost	\$9,250	\$ 4,449	\$1,160	
Total Costs	\$49.2 M	\$20.5 M		



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Automatic Identification System

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- How AIS Works
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 - Class A Static & Voyage Data
 - Class B Reports
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Mission Areas

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- Long Range Identification and Tracking
- Local Notice to Mariners
- Light Lists
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- LORAN C (archive)

Subscribe / Report (free)

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AIS FREQUENTLY ASKED QUESTIONS

- What is AIS?
- What is an MMSI, how do I get one, and how do I program my AIS?
- What is the AIS rule and are there alternatives to the rule for small businesses?
- Do AIS Class B devices meet current USCG AIS carriage requirements?
- How does AIS help to increase security (and what is NAIS)?
- When must AIS be in operation?
- Does the installation of the AIS require additional equipment in order for the AIS to operate properly?
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- Are fishing vessels subject to AIS carriage, and, is onboard Vessel Monitoring System (VMS) an acceptable substitute for the AIS?
- Why have some AIS units stopped broadcasting valid position reports?
- Why am I unable to see an AIS vessels' name or other static information (dimensions, call sign, etc.)?
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**Class A/B
Comparison
Table**

1. What is AIS? Per 47 CFR §80.5, AIS is a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU) and adopted by the International Maritime Organization (IMO) that provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately equipped shore stations, other ships, and aircraft; receives automatically such information from similarly fitted ships; monitors and tracks ships; and exchanges data with shore-based facilities. [Read more](#) on what it is, how it works, what it broadcasts, and, the messages it uses, etc.



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www.navcen.uscg.gov or Search: AIS FAQs



Comparison Table of AIS mobile devices

Shipboard AIS	Class A	Class B/SO	Class B/CS
Transmit Power (Watts)	12.5 W / 2 W (low-power)	5 W / 2 W (low-power)	2 W
Primary Access Scheme	Self-organizing Time-Division Multiple Access (SOTDMA)	SOTDMA	Carrier-sense TDMA non-competing with SOTDMA units
Position Reporting Rate	Either every 2, 3 ½, 6 or 10 s based on speed and course change. Every 3 min. when ≤ 3 kts.	Either every 5, 15 or 30 s based on speed (2-14, 14-23, >23 kts) Every 3 min. when ≤ 2 kts.	Every 30 s Every 3 min. when ≤ 2 kts.
Static Data Reporting Rate	Every 6 min	Every 6 min	Every 6 min
Frequency Range	25 kHz bandwidth between 156.025 MHz to 162.025 MHz	25 kHz bandwidth between 156.025 MHz to 162.025 MHz	25 kHz bandwidth at minimum between 161.500 MHz to 162.025 MHz
Dedicated DSC Receiver for Channel Management	Yes	Yes	Time-shared
Position Source / WGS-84 to 1/10,000 of minute of arc	Internal Global Navigation Satellite System & connection to an External Electronic Positioning System (EPFS)	Internal GNSS	Internal GNSS
Digital Interfaces	2 Input-Output & Multiple Presentation Outputs	Optional	Optional
Display	Multiple Keyboard Display (MKD)	MKD	Optional
Safety Text Messaging	Receive & Transmit	Receive & Transmit	Transmit Optional, and only with non-alterable pre-configured messages
Application Specific Messaging	Receive & Transmit	Receive & Transmit (up to 3 slots)	Receive Optional, cannot Transmit
Transmit Data	All	No Rate of Turn, Navigation Status, Destination, ETA, Draft, or IMO#	No Rate of Turn, Navigation Status, Destination, ETA, Draft, or IMO#
International Electrotechnical Commission (IEC) Certification Standard	IEC 61993-2	IEC 62287-2	IEC 62287-1





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2-digit numeric codes for *Type of Ship* are composed from 1st and 2nd digit columns or as defined in columns 3x or 5x.
The terms used are as defined in IMO SOLAS, 46 U.S.C. 2101 or 33 CFR 140.10. Blue and/or italic text denotes amplifying text not found in the original source (ITU-R M.1371-5)

1 st digit	2 nd digit	[3x] others "engaged in"	[5x] special craft
0 – Not available	0 – All ships of this type	30 – Fishing vessels, including processors, but, not tenders (see type "33")*	50 – Pilot vessel
1 – Reserved for future use	1 – Carrying DG, HE, or MP, IMO hazard or pollutant category X <i>DO NOT USE</i>	31 – Towing astern and the length of tow is under 200 meters (656 ft.) or its breadth is 25 meters (82 ft.) or less*	51 – Search and rescue vessels, i.e. USCG boats, USCG Auxiliary, assistance towers
2 – WIG	2 – Carrying DG, HE, or MP, IMO hazard or pollutant category X <i>DO NOT USE</i>	32 – Towing astern and length of the tow exceeds 200 meters (656 ft.) or breadth exceeds 25 m (82 ft.)*	52 – Tugs, light boats, push-boats, towboats or workboats, that do not engaged in towing
3 – Other vessels engaged in actions denoted in column [3x]	3 – Carrying DG, HE, or MP, IMO hazard or pollutant category Z <i>DO NOT USE</i>	33 – Engaged in dredging, or underwater operations, such as salvaging, surveying, sampling, other types of scientific research, but, not diving)*	53 – Fish, offshore or port tenders
4 – HSC (Hi-speed Craft) or passenger ferries	4 – Carrying DG, HE, or MP, IMO hazard or pollutant category GG <i>DO NOT USE</i>	34 – Engaged in diving operations; or other types of operations with person in the water*	54 – Commercial response vessels with anti-pollution facilities or equipment
5 – Special craft, per column [3x]	5 – Reserved for future use	35 – Engaged in military operations; or other types of restricted operations*	55 – Law enforcement vessels, i.e. USCG cutters, marine police
6 – Passenger ships other than HSC and passenger ferries; including off-shore supply vessels (OSV)	6 – Reserved for future use	36 – Sailing*	56 – Spare—for assignments to local vessels that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall dimensions of the vessel not including its tow*
7 – Cargo (freight) ships, including articulated (ATB) and integrated tug-barges	7 – Reserved for future use	37 – Pleasure craft	57 – Spare—for assignments to local vessels that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall area of the vessel including its tow*
8 – Reserved for future use	8 – Reserved for future use	38 – Reserved for future use	58 – Medical transports (as defined in the 1949 Geneva Convention and Additional Protocols) or similar public safety or first response vessels
9 – No additional information	9 – No additional information 99 - autonomous or remotely-operated unmanned craft	39 – Reserved for future use	59 – Ships according to RR Resolution No. 18 (Mob-B3)

*Remember to also update your Navigation Status accordingly, i.e. Nav Status: 3 = restricted maneuverability; 8 = under sail; 11 = towing astern; 12 = pushing ahead/alongside, etc.

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1 st digit	2 nd digit	[3x] others "engaged in"	[5x] special craft
0 – Not available	0 – All ships of this type	30 – Fishing vessels, including processors, but, not tenders (see type "33")*	30 – Pilot vessel
1 – Reserved for future use	1 – Carrying pollutant category 1 as defined in IMO SOLAS, 46 U.S.C. 2101 or 33 CFR 140.10 <i>DO NOT USE</i>	31 – Operations (636)	31 – Search and rescue vessels, i.e. USCG boats, USCG Auxiliary, assistance towers
2 – WIG	2 – Carrying pollutant category 2 <i>DO NOT USE</i>	32 – (636)	32 – Tugs, light boats, push-boats, towboats or workboats, that do not engage in towing
3 – Other vessels engaged in actions denoted in column [3x]	0 – All ships of this type	33 – Salvage (with or without restricted maneuverability)	33 – Fish, offshore or port tenders
4 – HSC (Hi-speed Craft) or passenger ferries	1 – Carrying DG, HG, or MP, IMO hazard or pollutant category X <i>DO NOT USE</i>	34 – (with or without restricted maneuverability)	34 – Commercial response vessels with anti-pollution facilities or equipment
5 – Special craft, per column [5x]	2 – Carrying DG, HG, or MP, IMO hazard or pollutant category II <i>DO NOT USE</i>	35 – (operating in restricted waters)	35 – Law enforcement vessels, i.e. USCG cutters, marine police
6 – Passenger ships other than HSC and passenger ferries; including offshore supply vessels (OSV)	3 – Carrying DG, HG, or MP, IMO hazard or pollutant category Z <i>DO NOT USE</i>	36 – (operating in restricted waters)	36 – Spare—for assignments to local vessels that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall dimensions of the vessel not including its tow*
7 – Cargo (freight) ships, including articulated (ATR) and integrated tug-barge	4 – Carrying DG, HG, or MP, IMO hazard or pollutant category GF <i>DO NOT USE</i>	37 – (operating in restricted waters)	37 – Spare—for assignments to local vessels that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall area of the vessel including its tow*
8 – Articulated tug-barge	3 – Reserved for future use	38 – (operating in restricted waters)	38 – Medical transports (as defined in the 1949 Geneva Convention and Additional Protocols) or similar public safety or first response vessels
9 – No additional code for autonomous unmanned craft		39 – (operating in restricted waters)	39 – Ships according to RR Resolution No. 18 (Mob-83)

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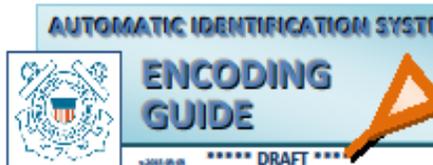




3 CFR 140.10. Blue and/or italic text denotes amplifying text not found in the original source (ITU-R M.1371-5)

The terms used	[3x] others "engaged in"	[5x] special craft
1 st digit		
0 – Not available	30 – Fishing vessels, including processors, but, not tenders (see type '33') [†]	50 – Pilot vessel
1 – Reserved for future use	31 – Towing astern and the length of tow is under 200 meters (656 ft.) or its breadth is 25 meters (82 ft.) or less [†]	51 – Search and rescue vessels, i.e. USCG boats, USCG Auxiliary, assistance tugs
2 – WIG		
3 – Other vessels engaged denoted in column [3x]	32 – Towing astern and length of the tow exceeds 200 meters (656 ft.) or breadth exceeds 25 m (82 ft.) [†]	52 – Tugs, light boats, push-boats, towboats or workboats, that do not engaged in towing
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AUTOMATIC IDENTIFICATION SYSTEM is a valuable navigation safety radio communication tool. However, its usefulness is undermined by the broadcast of inaccurate, improper or outdated data. Mariners are reminded that U.S. regulations require each AIS to be maintained in effective operating condition. This includes accurate input and upkeep of AIS data parameters. Failure to do so may subject a vessel to civil penalties; to avoid such penalties AIS Users should ensure their system is up-to-date and encode data as follows:

Static Data...should be manually inputted at installation and should be password protected. Remember the password. You will need it to re-encode or update these AIS parameters.

- Maritime Mobile Service Identifier (MMSI), call sign, dimensions and name should mirror the vessel's radio license or the vessel official documentation, for those vessels licensed-by-rule. There should only be one MMSI assigned to the vessel. If you are licensed-by-rule, input @@@@ as your call-sign. Names should not include abbreviations (except public vessels, i.e. USCG, USCGC, USACE, USS, IAPD, NYFD, etc.) or vessel type precursors, i.e. F/V, M/V, MV, OSV, REC, S/V, TUG, etc.
- Names exceeding 20 characters (the parameter limit) should not be abbreviated, but, may be truncated to 20 characters which include all any unique distinguishing characters. For example, World-wide Traders' tug 123456 should be identified and inputted as (WORLD-WIDE TRADERS)123456.

IMO registration number precedes the MMSI. For example, USAFNY1234Y2. If unnumbered vessels (e.g. fishing vessels), use your parent vessel's MMSI followed by a dash (-) and a numerical suffix to distinguish you amongst others. For example, USAFNY1234Y2-01. For the cruise ship Freedom of the Seas, input the MMSI and inputted as (FREEDOM OF THE SEAS)1234567890. For AIS message 248 call-sign parameters, input the last three digits of Freedom of the Seas MMSI 123456.

Match your assigned 7-digit IMO number with your assigned 7-digit IMO number; zeros (not trailing zeros) to fill to 7 digits. Absent an IMO assignment information, input the IMO number preceded by 0000000. For example, 00000001234567. Input all zeros if your AIS does not provide for

Voyage Related Data...should be manually inputted as necessary to always indicate current conditions

- Navigation Status should indicate your current navigational status, i.e. at anchor, underway, engaged in fishing, etc.

Note, vessels engaged in towing should use: Navigation Status '11' when towing astern, or '12' when pushing ahead or alongside.

Remember to change your status when anchored or moored. Doing so reduces the AIS reporting rate of 2-10 seconds to once every 3 minutes; which mitigates network congestion.

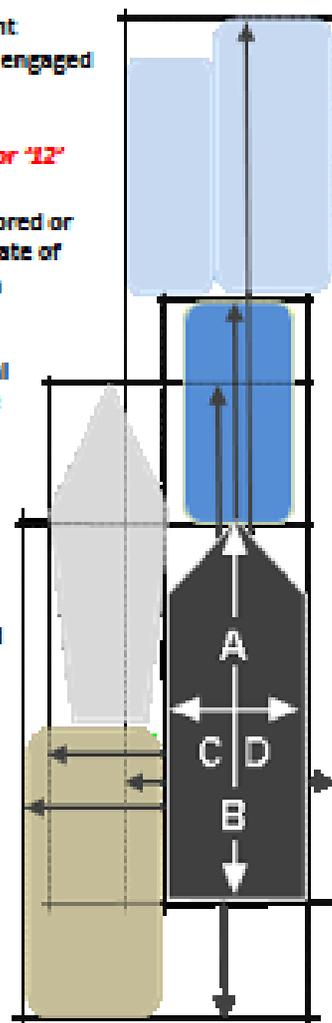
- Static Draft should indicate the vessel's actual draft. Input the vessel's maximum draft if the actual draft is unknown.

- Type of vessel should indicate a Ship Type denoted in the accompanying table.

- Dimensions should indicate the official dimensions of the vessel, in meters not feet, derived from the fore, aft, port and starboard distance to the positioning-system antenna used by AIS (e.g. GPS antenna). Refer to the diagram. In this example the AIS's GPS antenna is located at the intersection of the two white lines.

U.S. Ship Type 57 (see Table) dimensions should represent the overall rectangular area of the vessel and its tow—as portrayed by the dark arrow lines within the rectangles in the diagram.

- Estimated Time of Arrival to destination or voyage departure (if moored or anchored). Input Universal Time Coordinated (not local time).



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⁸ See 47
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**USCG AIS
Encoding
Guide
Under
Revision**



NAVIGATION CENTER

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U.S. Department of Homeland Security

UNITED STATES COAST GUARD



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Automatic Identification System

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 - AIS ATON Report
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- AIS (Overview, Messages, etc.)
- Long Range Identification and Tracking
- Local Notice to Mariners
- Light Lists
- Civil GPS Service Interface Committee
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- Local Notice to Mariners (Weekly)
- GPS Operational Summary (Daily)

AIS FREQUENTLY ASKED QUESTIONS

- What is AIS?
- What is an MMSI, how do I get one, and how do I program my AIS?
- What is the AIS rule and are there alternatives to the rule for small businesses?
- Do AIS Class B devices meet current USCG AIS carriage requirements?
- How does AIS help to increase security (and what is NAIS)?
- When must AIS be in operation?
- Does the installation of the AIS require additional equipment in order for the AIS to operate properly?
- Will it be necessary to have electronic navigational charts for use with the AIS?
- Are fishing vessels subject to AIS carriage, and, is onboard Vessel Monitoring System (VMS) an acceptable substitute for the AIS?
- Why have some AIS units stopped broadcasting valid position reports?
- Why am I unable to see an AIS vessels' name or other static information (dimensions, call sign, etc.)?
- Why do I sometimes see more than one vessel with the same MMSI or vessel name (i.e. NAUT)?
- I just purchased and installed an AIS Class B, will AIS Class A user 'see' me?
- Do AIS Class B devices meet current USCG AIS carriage requirements?
- Is the USCG considering expanding AIS carriage to other vessels or outside of VTS areas?
- How can I get a copy of an AIS presentation I saw (or heard about it) that was given at...
- Where can I get AIS data?
- Reserved for future use.
- What is AIS Channel Management?
- Can I use my AIS in an emergency or for distress messaging?
- Is the Coast Guard broadcasting AIS Aids to Navigation Reports?
- Have an AIS question not answered here?

**See Our FAQ #15
For More Info on
Rule...**

1. What is AIS? Per 47 CFR §80.5, AIS is a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU) and adopted by the International Maritime Organization (IMO) that provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately equipped shore stations, other ships, and aircraft; receives automatically such information from similarly fitted ships; monitors and tracks ships; and exchanges data with shore-based facilities. [Read more](#) on what it is, how it works, what it broadcasts, and, the messages it uses, etc.



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Automatic Identification System

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- How AIS
- Types of
- AIS Mess
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- Nationwid
- AIS Requ
- Referenc
- AIS Enc
- Frequent

AIS FREQUENTLY ASKED QUESTIONS

1. What is AIS?

15. Is the USCG considering expanding AIS carriage to other vessels or outside of VTS areas? Yes. On January 30th, 2015 the Coast Guard published a Final Rule ([80 FR 5281](#)), which on March 2nd, 2015, expands AIS carriage ([68 FR 60599](#)) to most commercial vessels (see those effected [here](#)) operating on any [U.S. navigable waters](#), and, harmonizes U.S. AIS requirements with Regulation V/19.2.4 of the Safety of Life at Sea Convention and § 102 of the Maritime Transportation Security Act of 2002. The docket containing comments submitted, supporting documents, and the regulatory analysis to this and our proposed rulemaking ([73 FR 76295](#)) can be found at [www.regulations.gov](#) [Search: USCG-2005-21869]. Printer-friendly PDF formats of these [2015 requirements](#) our [2008 proposed rule](#), an [amalgamation](#) of both, our [2003 requirements](#), and, a [chart-comparison](#) of all three.

16. How can I get a copy of an AIS presentation I saw (or heard about it) that was given at...You can download recent presentations given by Coast Guard Office of Navigation Systems personnel here:

- 15. Is the USCG considering expanding AIS carriage to other vessels or outside of VTS areas?
- 16. How can I get a copy of an AIS presentation I saw (or heard about it) that was given at...
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See
AIS FAQ #16
For Copy of this
Presentation

Mission Areas

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- Nationwide AIS (NAIS)
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United States Coast Guard

Office of Navigation Systems

Thank You!
Now on to
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