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 5\textsuperscript{th}, 2009
    o 30+ attendees, 11 commenters
  - Seattle, WA – March 25\textsuperscript{th}, 2009
    o 30+ attendees, 12 commenters

• Comment period closed: April 15\textsuperscript{th}, 2009
  o 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

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

Furuno FA150 AIS Transponder

Product ID: FA150-15  MR# 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 $999.95  Our Price $999.95

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 maritime needs. This product is packaged in an AIS transmitter, VHF & GPS antenna and installation kit. An ECDIS port adapter is included with your ECDIS display or monitor, so you can order it for use with 12 or 24 volt systems.

ACR-250D $999.95

FURUNO F400 BLACK BOX AIS

List Price: $499.95
Our Price: $99.95

Humminbird TX AIS Class B Receiver

RRP: $999.00
Your Price: $448.82
(You save $550.18)

Brand: Humminbird
Condition: New
Weight: 5.00 LBS
* Extended Warranty: 3 Year Warranty 39.99

Total AIS Costs

<table>
<thead>
<tr>
<th></th>
<th>2003</th>
<th>2015</th>
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</thead>
<tbody>
<tr>
<td><strong>Class A</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unit</td>
<td>$7,000</td>
<td>$3,230</td>
</tr>
<tr>
<td>Installation</td>
<td>$2,000</td>
<td>$969</td>
</tr>
<tr>
<td>Operation &amp; Maintenance</td>
<td>$250</td>
<td>$250</td>
</tr>
<tr>
<td>Training</td>
<td>$110</td>
<td>$110</td>
</tr>
<tr>
<td>Individual Cost</td>
<td>$9,250</td>
<td>$4,449</td>
</tr>
<tr>
<td><strong>Total Costs</strong></td>
<td>$49.2 M</td>
<td>$20.5 M</td>
</tr>
</tbody>
</table>
Class A/B Comparison Table
## Comparison Table of AIS mobile devices

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

Automatic Identification System

- What is AIS?
- How AIS Works
- Types of AIS
- AIS Messages
- AIS Base Station Report
- Class A Position Report
- Class A Static & Voyage Data
- Class B Reports
- AIS ATCN Report
- Long Range AIS Report
- Nationwide AIS (NAIS)
- AIS Requirements
- Reference Information
- AIS Encoding Guide & LOCODES
- Frequently Asked Questions

AIS FREQUENTLY ASKED QUESTIONS

1. What is AIS?
2. What is an MMSI, how do I get one, and how do I program my AIS?
3. What is the AIS rule and are there alternatives to the rule for small businesses?
4. Do AIS Class B devices meet current USCG AIS carriage requirements?
5. How does AIS help to increase security (and what is NAIS)?
6. When must AIS be in operation?
7. Does the installation of the AIS require additional equipment in order for the AIS to operate properly?
8. Will it be necessary to have electronic navigational charts for use with the AIS?
9. Are fishing vessels subject to AIS carriage, and, is onboard Vessel Monitoring System (VMS) an acceptable substitute for the AIS?
10. Why have some AIS units stopped broadcasting valid position reports?
11. Why am I unable to see an AIS vessels name or other static information (dimensions, call sign, etc.)?
12. Why do I sometimes see more than one vessel with the same MMSI or vessel name (i.e. NAUT)?
13. I just purchased and installed an AIS Class B, will AIS Class A user see me?
14. Do AIS Class B devices meet current USCG AIS carriage requirements?
15. Is the USCG considering expanding AIS carriage to vessels 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...
17. Where can I get AIS data?
18. Reserved for future use.
19. What is AIS Channel Management?
20. Can I use my AIS in an emergency or for distress messaging?
21. Is the Coast Guard broadcasting AIS Aids to Navigation Reports?
22. Have an AIS question not answered here?

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 vessels 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.

www.navcen.uscg.gov or Search: AIS FAQS
USCG AIS Encoding Guide Under Revision
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).

<table>
<thead>
<tr>
<th>1st digit</th>
<th>2nd digit</th>
<th>[3x] others “engaged in”</th>
<th>[5x] special craft</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>All ships of this type</td>
<td>10 – Pilot vessel</td>
</tr>
<tr>
<td>1</td>
<td>Reserved for future use</td>
<td>[3x] Carrying O.G., H.S. or MB., IMO Hazard or Pollutant Category X</td>
<td>31 – Towing astern and length of tow is under 200 meters (656 ft) or its breadth is 25 meters (82 ft) or less</td>
</tr>
<tr>
<td>2</td>
<td>WIG</td>
<td>[3x] Carrying O.G., H.S. or MB., IMO Hazard or Pollutant Category X, DO NOT USE</td>
<td>32 – Towing astern and length of the tow exceeds 200 meters (656 ft) or breadth exceeds 25 m (82 ft)</td>
</tr>
<tr>
<td>3</td>
<td>Other vessels engaged in actions denoted in column [3x]</td>
<td>[3x] Carrying O.G., H.S. or MB., IMO Hazard or Pollutant Category X, DO NOT USE</td>
<td>33 – Engaged in dredging, or underwater operations, such as salvaging, surveying, sampling, other types of scientific research, but not diving</td>
</tr>
<tr>
<td>4</td>
<td>HSC (Hi-speed Craft) or passenger ferries</td>
<td>[3x] Carrying O.G., H.S. or MB., IMO Hazard or Pollutant Category X, DO NOT USE</td>
<td>34 – Engaged in diving operations, or other types of operations with person in the water</td>
</tr>
<tr>
<td>5</td>
<td>Special craft, per column [3x]</td>
<td>35 – Engaged in military operations, or other types of restricted operations</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Passenger ships other than HSC and passenger ferries; including off-shore supply vessels (OSV)</td>
<td>36 – Sailing</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Cargo (freight) ships, including all near-shore, shallow draft, and integrated tug and barge</td>
<td>37 – Pleasure craft</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>9 – No additional information</td>
<td>39 – Reserved for future use</td>
<td></td>
</tr>
</tbody>
</table>

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

**** DRAFT **** Redistribution with or without USCG indicia is permissible and encouraged **** DRAFT ****
### 2-digit numeric codes for Type of Ship

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 amending text not found in the original source (ITU-R M.1371-5).

<table>
<thead>
<tr>
<th>1st digit</th>
<th>2nd digit</th>
<th>[3x] others engaged in</th>
<th>[5x] special craft</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>all ships of this type</td>
<td>30 - Fishing vessels, including processors, but, not tenders (see type 29)</td>
</tr>
<tr>
<td>1</td>
<td>Reserved for future use</td>
<td>31 - Search and rescue vessels, i.e. USCG boats, USCG Auxiliary, assistance towers</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>WIG</td>
<td>32 - Tugs, light boats, push-boats, towboats or workboats, that do not engaged in towing</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Other vessels engaged in actions denoted in column [3x]</td>
<td>50 - Pilot vessel</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>HSC (Hi-speed Craft) or passenger ferries</td>
<td>51 - Operations of restricted vessels, i.e. USCG cutters, marine police</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Special craft, per column [3x]</td>
<td>52 - Salvage</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Passenger ships other than HSC and passenger ferries; including offshore supply vessels (OSV)</td>
<td>53 - 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</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Cargo (Freight) ships, including articulated (ATB) and integrated tug</td>
<td>54 - Medical transports (as defined in the 1994 Geneva Convention and Additional Protocols) or similar public safety or first response vessels</td>
<td></td>
</tr>
</tbody>
</table>

### Notes

- **2-digit numeric codes**
  - 0 - All ships of this type
  - 1 - Reserved for future use
  - 2 - WIG
  - 3 - Other vessels engaged in actions denoted in column [3x]
  - 4 - HSC (Hi-speed Craft) or passenger ferries
  - 5 - Special craft, per column [3x]
  - 6 - Passenger ships other than HSC and passenger ferries; including offshore supply vessels (OSV)
  - 7 - Cargo (Freight) ships, including articulated (ATB) and integrated tug
  - 8 - Reserved for future use

For further information or additional copies visit [www.navcen.uscg.gov](http://www.navcen.uscg.gov) or email cgnav@uscg.mil.

**WARNING:**

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**USCG AIS Encoding Guide Under Revision**
<table>
<thead>
<tr>
<th>1st digit</th>
<th>[3x] others “engaged in”</th>
<th>[5x] special craft</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Not available</td>
<td>30 – Pilot vessel</td>
</tr>
<tr>
<td>1</td>
<td>Reserved for future use</td>
<td>31 – Search and rescue vessels, i.e. USCG boats, USCG Auxiliary, assistance towers</td>
</tr>
<tr>
<td>2</td>
<td>WIG</td>
<td>32 – Tugs, light boats, push-boats, towboats or workboats, that do not engaged in towing</td>
</tr>
<tr>
<td>3</td>
<td>Other vessels engaged in, denoted in column [3x]</td>
<td>33 – Fish, offshore or port tenders</td>
</tr>
<tr>
<td>4</td>
<td>HSC (Hi-speed Craft) or ferries</td>
<td>34 – Commercial response vessels with anti-pollution facilities or equipment</td>
</tr>
<tr>
<td>5</td>
<td>Special craft, per column [3x]</td>
<td>35 – Law enforcement vessels, i.e. USCG cutters, marine police</td>
</tr>
<tr>
<td>6</td>
<td>Passenger ships other than those described in column [3x]</td>
<td>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</td>
</tr>
<tr>
<td>7</td>
<td>Cargo (freight) ships, i.e. USCG cutters, marine police, and other non-military vessels</td>
<td>37 – Pleasure craft</td>
</tr>
</tbody>
</table>

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

3 CFR 140.10.
Voyage Related Data...should be manually inputted as necessary to always indicate current conditions.

1. 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.

2. Static Draft should indicate the vessel’s actual draft. Input the vessel’s maximum draft if the actual draft is unknown.

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

4. 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 37 (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).
AIS FREQUENTLY ASKED QUESTIONS

1. What is AIS?
2. What is an MMSI, how do I get one, and how do I program my AIS?
3. What is the AIS rule and are there alternatives to the rule for small businesses?
4. Do AIS Class B devices meet current USCG AIS carriage requirements?
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9. Are fishing vessels subject to AIS carriage, and, is onboard Vessel Monitoring System (VMS) an acceptable substitute for the AIS?
10. Why have some AIS units stopped broadcasting valid position reports?
11. Why am I unable to see an AIS vessel’s name or other static information (dimensions, call sign, etc.)?
12. Why do I sometimes see more than one vessel with the same MMSI or vessel name (i.e. NAUT)?
13. I just purchased and installed an AIS Class B, will AIS Class A users ‘see’ me?
14. Do AIS Class B devices meet current USCG AIS carriage requirements?
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...
17. Where can I get AIS data?
18. Reserved for future use.
19. What is AIS Channel Management?
20. Can I use my AIS in an emergency or for distress messaging?
21. Is the Coast Guard broadcasting AIS Aids to Navigation Reports?
22. Have an AIS question not answered here.

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.
AIS FREQUENTLY ASKED QUESTIONS

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 affected 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:

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Thank You!
Now on to Dave