“We Help Mariners Get There”

Expanding AIS Carriage and New Operating Requirements

Jorge Arroyo | AIS Subject Matter Expert | USCG Headquarters | Washington, DC
Expanding AIS Rulemaking Timeline…

- 07/01/03 Interim Rule and Request for Comments
- 10/23/03 current AIS requirement (33 CFR 164.46)

- commercial self-propelled vessels of \( \geq 65 \) feet on international voyage or in a VTS area except fishing and small passenger vessels (<150 pax)
- and the following in a VTS area:
  - towing vessels \( \geq 26 \) feet & \( > 600 \) hp
  - vessels carrying \( \geq 150 \) passengers for hire
Expanding AIS rulemaking timeline...

✓ 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
  o public meetings (2), submissions (80+), comments (330+)
    ➢ commercial self-propelled vessels of ≥65 feet
      including fishing and sm. passenger boats
    ➢ towing vessels ≥26 feet & >600 hp
    ➢ vessels with ≥50 passengers (vice 150 for hire)
    ➢ hi-speed passenger vessels ≥12 pax
    ➢ certain dredges & floating plants
    ➢ vessel moving certain dangerous cargoes

✓ 1/30/15 Final Rule published
New AIS carriage requirements...

Effective March 2\textsuperscript{nd}, 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 1\textsuperscript{st}, 2016

- vessels of $\geq 65$ feet in length
- towing vessels of $\geq 26$ feet in length & $>600$ hp
- vessels certificated to carry $\geq 150$ passengers
- dredges and floating plants that operate in/near a commercial channel
- vessels engaged in the movement of certain dangerous cargo, flammable or combustible liquid cargo in bulk

<table>
<thead>
<tr>
<th>Effected Vessels by Type</th>
<th>2003 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>1,119</td>
<td>1,119</td>
</tr>
<tr>
<td>Fishing</td>
<td>1</td>
<td>-</td>
<td>2,906</td>
</tr>
<tr>
<td>Towing</td>
<td>13</td>
<td>2,212</td>
<td>1,429</td>
</tr>
<tr>
<td>Passenger</td>
<td>81</td>
<td>171</td>
<td>288</td>
</tr>
<tr>
<td>Cargo</td>
<td>154</td>
<td>77</td>
<td>247</td>
</tr>
<tr>
<td>OSV</td>
<td>55</td>
<td>432</td>
<td>151</td>
</tr>
<tr>
<td>MODU</td>
<td>1</td>
<td>-</td>
<td>31</td>
</tr>
<tr>
<td>Industrial</td>
<td>21</td>
<td>11</td>
<td>220</td>
</tr>
<tr>
<td>Research</td>
<td>10</td>
<td>11</td>
<td>54</td>
</tr>
<tr>
<td>School</td>
<td>5</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>Tank Ships</td>
<td>102</td>
<td>15</td>
<td>35</td>
</tr>
<tr>
<td>Unknown</td>
<td>16</td>
<td>134</td>
<td>150</td>
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<tr>
<td>Unclassified</td>
<td>13</td>
<td>326</td>
<td>339</td>
</tr>
<tr>
<td>Dredges</td>
<td>-</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>U.S. Total</td>
<td>438</td>
<td>2,963</td>
<td>5,848</td>
</tr>
<tr>
<td>Total</td>
<td>4,520</td>
<td>5,848</td>
<td>10,368</td>
</tr>
</tbody>
</table>
Noteworthy AIS provisions...

- Spells out ‘effective operating conditions’ to include:
  - the ability to reinitialize the AIS | know password
  - the accurate broadcast of an official MMSI
  - the accurate input, upkeep, and updating
  - the ability to access AIS info from conning position
- AIS is primarily for the person controlling the vessel, who must maintain a periodic watch
- AIS text messaging solely in English & for navigation safety
- Permits the use of approved AIS Application Specific Messaging (ASM) for vessels (<1/min.)
Noteworthy AIS provisions...

• Applies to all navigable waters, no exceptions.

• Individual deviations (waivers) are 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 from 1 to 5-years and broadens it to vessels on which AIS would be impractical, i.e. lack of display, power, open exposed conning position, etc.
Noteworthy AIS provisions...

- AIS does not relieve you of navigation rules signaling or radiotelephone requirements

- AIS (& assoc. sensors) shall remain on when:
  - Underway, at anchor, and at least 15 min. prior to unmooring
  - Except if it compromises safety or security
    - Securing it must be logged, reported, promptly restored

- Inoperative AIS is now a reportable deficiency, but, not a ‘no sail’ item

  Prohibits use of mobile AIS from air, ashore or on non-self propelled vessels
Noteworthy AIS provisions...

• Type-approved Class B 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

Spells out that AIS Class B devices are only permissible on: dredges, fishing industry vessels, and vessels certificated <150 passengers that do not operate in a Vessel Movement Reporting System area (33 CFR 161.12(c)) or at speeds of >14 kts
Current AIS Prices

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 a class A unit that is specifically designed to fulfill all SOLAS carriage requirements. This product is offered in an AIS-in-One kit that includes the AIS transponder, VHF & GPS antenna kit. An ECDA port adapter is included with your ECDA display or you can order an adapter for extra with 12”.

<table>
<thead>
<tr>
<th></th>
<th>2003 Unit</th>
<th>2003 Installation</th>
<th>2015 Unit</th>
<th>2015 Installation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total AIS Costs</td>
<td>$7,000</td>
<td>$2,000</td>
<td>$3,230</td>
<td>$969</td>
</tr>
<tr>
<td></td>
<td>$250</td>
<td>$250</td>
<td>$250</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$110</td>
<td>$110</td>
<td>$110</td>
<td></td>
</tr>
<tr>
<td>Individual Cost</td>
<td>$9,250</td>
<td>$4,449</td>
<td>$1,160</td>
<td></td>
</tr>
<tr>
<td>Total Costs</td>
<td>$49.2 M</td>
<td>$20.5 M</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Humminbird TX AIS Class B Receiver

RRP: $999.99
Your Price: $448.82
You Save: $551.17
SKU: 493301-01
Brand: Humminbird
Condition: New
Weight: 5.00 lbs
*Extended Warranty:
  2 Year Warranty 39.99
  3 Year Warranty 59.99

Furuno FA150 AIS Transponder

Product ID: P1150-15
Model: FA150

Furuno FA150 is an all-in-one 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: $399.95
Our Price: $399.95

Add To Cart

Simrad AIS50 AIS Identification

Product ID: 5101255-01

Simrad AIS50 Auto AIS and the power of Simrad A50 AIS transducers is a digital signal that automatically identifies your boat’s identity, speed, and position in your area and the US. Availability: Usually ships within 24 hours.

List Price: $1,074.45
Our Price: $815.00
You Save: $259.50 (27%)
SKU: 493301

Add To Cart

FURUNO FA30 BLACK BOX AIS

List Price: $9,499.99
Our Price: $8,905.00
You Save: $594.99 (6.54%)
SKU: P104003

Add To Cart
Want to find out more?

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 one 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 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 680.5, 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.
AIS FAQ#14
Class A/B Comparison Table

AIS FREQUENTLY ASKED QUESTIONS

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5. How does AIS help to increase security (and what is NGA)?

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Comparison of AIS mobile devices...

<table>
<thead>
<tr>
<th>Shipboard AIS</th>
<th>Class A</th>
<th>Class B/SO</th>
<th>Class B/CS</th>
</tr>
</thead>
<tbody>
<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>Primary Access Scheme</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>Position Reporting Rate</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>Static Data Reporting Rate</td>
<td>Every 6 min</td>
<td>Every 6 min</td>
<td>Every 6 min</td>
</tr>
<tr>
<td>Frequency Range</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>Dedicated DSC Receiver for Channel Management</td>
<td>Yes</td>
<td>Yes</td>
<td>Time-shared</td>
</tr>
<tr>
<td>Position Source / WGS-84 to 1/10,000 of minute of arc</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>Digital Interfaces</td>
<td>2 Input-Output &amp; Multiple Presentation Outputs</td>
<td>Optional</td>
<td>Optional</td>
</tr>
<tr>
<td>Display</td>
<td>Multiple Keyboard Display (MKD)</td>
<td>MKD</td>
<td>Optional</td>
</tr>
<tr>
<td>Safety Text Messaging</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>Application Specific Messaging</td>
<td>Receive &amp; Transmit</td>
<td>Receive &amp; Transmit (up to 3 slots)</td>
<td>Receive Optional, cannot Transmit</td>
</tr>
<tr>
<td>Transmit Data</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>
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?

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 forms of these 2015 requirements, our 2008 proposed rule, an amalgamation of both, our 2003 requirements, and a chart-comparison of all three.

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 AUser ‘see’ me?
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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?

2. What is an MMSI, how do I get one, and how do I program my AIS? A unique and official 9-digit Maritime Mobile Service Identity (MMSI) number is required for every AIS station. To obtain one see our MMSI page. While special attention should be taken in installing an AIS (see IMO Safety of Navigation Circular 227, GUIDELINES FOR THE INSTALLATION OF A SHIPBORNE AUTOMATIC IDENTIFICATION SYSTEM), its initial programming is relatively straightforward; please see our USCG AIS Encoding Guide for further instructions. Note: AIS information programmed into the unit (i.e. MMSI, call-sign, name, etc.) should reflect the vessel’s official data as provided in its radio license or state registration (for those vessels licensed by rule).

After initial programming, users must ensure their AIS is always in effective operating condition and broadcasting accurately (33 CFR §164.46(d)). Failure to do so could subject a person to civil penalties not to exceed $25,000 (46 U.S.C. 70119). Note, each USCG type-approved AIS has an internal built-in integrity tester that mitigates the need to send TEST text messages. For further guidance on the programming and use of AIS text messages please read USCG Safety Alert 05-10.

10. Where is the original guidance?
11. Can I use my AIS in an emergency or for distress messaging?
12. Is the Coast Guard broadcasting AIS Ads to Navigation Reports?
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AIS Encoding Guide

Ensure Consistency
Standardize name
IMO# ABCD values

Minimizes Updates
max. draft
destination
### USCG AIS Encoding Guide

**Clarifies Ship Types**

**USCG AIS Encoding Guide**

**Clarifies Ship Types**

- **AIS Type of Ship parameter** is a 2-digit numeric codes composed either 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 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>30 - Pilot vessel</td>
</tr>
<tr>
<td>1</td>
<td>Reserved for future use</td>
<td>30 - Fishing industry vessels, including fish processors and fish tenders*</td>
<td>30 - Fishing industry vessels, including fish processors and fish tenders*</td>
</tr>
<tr>
<td>2</td>
<td>WIG (Wing-in-Ground) craft</td>
<td>30 - Towing stern *</td>
<td>32 - Towing stern and length of the tow exceeds 200 meters (656 ft) or breadth exceeds 23 m (76 ft) *</td>
</tr>
<tr>
<td>3</td>
<td>Other vessels engaged in actions denoted in column [3x]</td>
<td>30 - Engaged in dredging, or underwater operations, or other equipment operations that may obstruct navigation (such as buoy tending, ice breaking, salvage, sampling, surveying, or other similar activities, but, not diving, fishing, towing or military operations) *</td>
<td>32 - Tug or workboat, that do not regularly engage in towing</td>
</tr>
<tr>
<td>4</td>
<td>HSC (Hi-speed Craft) or passenger ferries</td>
<td>30 - Engaged in diving operations or other types of operations with persons in the water*</td>
<td>34 - Vessels with anti-pollution facilities or equipment</td>
</tr>
<tr>
<td>5</td>
<td>Special craft per column [3x]</td>
<td>30 - Engaged in military operations or other types of restricted operations *</td>
<td>35 - Law enforcement vessels, i.e. U.S. Customs and Border Protection vessels, Department of Natural Resources/Conservation boats, marine police boats, etc.</td>
</tr>
<tr>
<td>6</td>
<td>Passenger ships other than HSC and passenger ferries, not including tenders or off-shore supply vessel (see 3B)</td>
<td>30 - Reserved for future use</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, including articulating (A78) and integrated tug-barge (ITB) vessels</td>
<td>30 - Reserved for future use</td>
<td>37 - Pleasure craft</td>
</tr>
<tr>
<td>8</td>
<td>Tankers, including articulated or integrated tank barge vessels</td>
<td>30 - Reserved for future use</td>
<td>38 - Spare-for-assignments to local vessels that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall rectangular area of the vessel including its tow</td>
</tr>
<tr>
<td>9</td>
<td>Other types of ship</td>
<td>30 - Reserved for future use</td>
<td>39 - Ships according to RH Resolution No. 18 (M9-03)</td>
</tr>
</tbody>
</table>

*Remember to also update your Navigation Status accordingly, i.e. Status: 3 = restricted maneuverability; 7 = engaged in fishing; 8 = under sail; 11 = towing stern; 12 = pushing ahead/alongside, etc.

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**Homeland Security**
USCG Encoding Guide

Spare (Local) Codes 56/57 now designated for Pushboats

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.

57 – Spare for assignments to local vessels that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall rectangular area of the vessel including its tow.
New Nav Status for Towing
11=astern
12=ahead

ABCD dimensions for tug
tug+tow
HazCargo Codes
-Do Not Use

<table>
<thead>
<tr>
<th>1st digit</th>
<th>2nd digit</th>
<th>[3x] others &quot;engaged in&quot;</th>
<th>[5x] special craft</th>
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<td>All ships of this type</td>
<td>30 - Pilot vessel</td>
</tr>
<tr>
<td>1</td>
<td>Reserved for future use</td>
<td>DO NOT USE</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>WIG</td>
<td>DO NOT USE</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Other vessels engaged in actions denoted in column [3x]</td>
<td>DO NOT USE</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Carrying DG, HS, or MP, IMO hazard or pollutant category X</td>
<td>DO NOT USE</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Reserved for future use</td>
<td>DO NOT USE</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Reserves</td>
<td>DO NOT USE</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Cargo (Peight) ships, including articulated (ATB) and integrated tug-barge (ITB) vessels</td>
<td>DO NOT USE</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Tankers, including articulated (ATB) and integrated tug tank barge (ITB) vessels</td>
<td>DO NOT USE</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Other types of ship</td>
<td>DO NOT 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; 32 = pushing ahead/alongside, etc.

For further information or additional copies visit www.navcen.uscg.gov or email cgnav@uscg.mil

***** DRAFT ***** Redistribution with or without USCG indicia is permissible and encouraged ***** DRAFT *****
AIS FREQUENTLY ASKED QUESTIONS

1. What is AIS?

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:

- Arroyo@RTCM_2013_09_24 (PDF, 520KB)
- Arroyo@GMDS_S_CF_2013_09_26 (PDF, 777KB)
- Arroyo@IALA_VTS_Symposium_on_2012_09_11 (PDF, 5,243KB)
- Arroyo@Mid_Atlantic_Waterways_Conference_2012_4-20 (PDF, 6MB)
- Arroyo@USACE_INENC Meeting (2012-04-19) (PDF, 7.74MB)

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 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.
Enjoy Your Cinco de Mayo
Remember the Battle of Puebla too!

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Thank You