

INTERNATIONAL STANDARD



**Maritime navigation and radiocommunication equipment and systems – Class B
shipborne equipment of the automatic identification system (AIS) –
Part 1: Carrier-sense time division multiple access (CSTDMA) techniques**

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CONTENTS

FOREWORD.....	7
1 Scope.....	9
2 Normative references.....	9
3 Abbreviations.....	10
4 General requirements.....	11
4.1 General.....	11
4.1.1 Capabilities of the Class B“CS” AIS.....	11
4.1.2 Quality assurance.....	12
4.1.3 Safety of operation.....	12
4.1.4 Additional features.....	12
4.1.5 Modes of operation.....	12
4.2 Manuals.....	13
4.3 Marking and identification.....	13
5 Environmental, power supply, interference and safety requirements.....	13
6 Performance requirements.....	14
6.1 Composition.....	14
6.2 Operating frequency channels.....	14
6.3 GNSS receiver for position reporting.....	14
6.4 Identification.....	15
6.5 AIS information.....	15
6.5.1 Information content.....	15
6.5.2 Information reporting intervals.....	16
6.5.3 Permissible initialisation period.....	17
6.6 Alarms and indications, fall-back arrangements.....	17
6.6.1 Integrity and protection.....	17
6.6.2 Transmitter shutdown procedure.....	17
6.6.3 Position sensor fallback conditions.....	17
6.6.4 SOG/COG sensor fallback conditions.....	19
6.7 User interface.....	19
6.7.1 Indicators and display.....	19
6.7.2 Static data input.....	19
6.7.3 External interfaces.....	19
6.8 Protection from invalid control commands.....	19
7 Technical requirements.....	20
7.1 General.....	20
7.2 Physical layer.....	20
7.2.1 General.....	20
7.2.2 Transceiver characteristics.....	21
7.2.3 Transmitter requirements.....	22
7.2.4 Receiver requirements.....	22
7.3 Link layer.....	23
7.3.1 General.....	23
7.3.2 Link sublayer 1: Medium access control (MAC).....	23
7.3.3 Link sublayer 2: Data Link Service (DLS).....	26
7.3.4 Link sublayer 3: Link management entity (LME).....	30

7.4	Network layer	39
7.4.1	General.....	39
7.4.2	Dual channel operation.....	39
7.4.3	Channel management.....	40
7.4.4	Distribution of transmission packets	40
7.4.5	Data link congestion resolution	40
7.5	Transport layer	40
7.5.1	General.....	40
7.5.2	Transmission packets	41
7.5.3	Sequencing of data packets	41
7.6	Digital selective calling (DSC)	41
8	Test conditions.....	41
8.1	General.....	41
8.2	Normal and extreme test conditions	41
8.2.1	Normal test conditions	41
8.2.2	Extreme test conditions.....	41
8.3	Test signals.....	41
8.3.1	Standard test signal number 1	42
8.3.2	Standard test signal number 2	42
8.3.3	Standard test signal number 3	42
8.3.4	Standard test signal number 4	42
8.3.5	Standard test signal number 5	42
8.4	Test arrangements	43
8.4.1	Standard test environment	43
8.4.2	Modes of operation of the transmitter	44
8.4.3	Common test conditions for protection from invalid controls	44
8.4.4	Measurement uncertainties	44
9	Power supply, environmental and EMC tests	45
9.1	Test summary.....	45
9.2	Vibration/shock.....	46
9.2.1	Vibration	46
9.2.2	Shock	46
9.3	Performance tests/checks.....	46
9.4	Undervoltage test (brown out)	47
9.4.1	Purpose	47
9.4.2	Method of test.....	47
9.4.3	Required result	47
10	Operational tests	47
10.1	General.....	47
10.1.1	Quality assurance	47
10.1.2	Safety of operation	47
10.1.3	Additional features	47
10.2	Modes of operation	48
10.2.1	Autonomous mode	48
10.2.2	Assigned mode	49
10.2.3	Polled mode/interrogation response	50
10.3	Messages extending one time period	51
10.3.1	Method of measurement	51
10.3.2	Required results.....	51

10.4	Channel selection	51
10.4.1	Valid channels	51
10.4.2	Invalid channels	51
10.5	Internal GNSS receiver	51
10.6	AIS information	52
10.6.1	Information content	52
10.6.2	Information update rates	53
10.7	Initialisation period	54
10.7.1	Method of measurement	54
10.7.2	Required results	54
10.8	Alarms and indications, fall-back arrangements	54
10.8.1	Built-in integrity test	55
10.8.2	Transceiver protection	55
10.8.3	Transmitter shutdown procedure	55
10.8.4	Position sensor fallback conditions	55
10.8.5	Speed sensors	56
10.9	User interface	56
10.9.1	Display	56
10.9.2	Message display	56
10.9.3	Static data input	57
10.9.4	External interfaces	57
11	Physical tests	57
11.1	TDMA transmitter	57
11.1.1	Frequency error	57
11.1.2	Carrier power	58
11.1.3	Transmission spectrum	59
11.1.4	Modulation accuracy	60
11.1.5	Transmitter output power versus time function	61
11.2	TDMA receivers	62
11.2.1	Sensitivity	62
11.2.2	Error behaviour at high input levels	62
11.2.3	Co-channel rejection	63
11.2.4	Adjacent channel selectivity	64
11.2.5	Spurious response rejection	64
11.2.6	Intermodulation response rejection	67
11.2.7	Blocking or desensitisation	68
11.3	Conducted spurious emissions	69
11.3.1	Spurious emissions from the receiver	69
11.3.2	Spurious emissions from the transmitter	69
12	Specific tests of link layer	70
12.1	TDMA synchronisation	70
12.1.1	Synchronisation test sync mode 1	70
12.1.2	Synchronisation test sync mode 2	71
12.1.3	Synchronisation test with UTC	71
12.2	Carrier-sense tests	71
12.2.1	Threshold level	71
12.2.2	Carrier-sense timing	73
12.3	VDL state/reservations	74
12.3.1	Method of measurement	74

12.3.2	Required results.....	74
12.4	Data encoding (bit stuffing)	74
12.4.1	Method of measurement	74
12.4.2	Required results.....	74
12.5	Frame check sequence	74
12.5.1	Method of measurement	74
12.5.2	Required results.....	74
12.6	Slot allocation (channel access protocol).....	74
12.6.1	Autonomous mode allocation.....	74
12.6.2	DSC listening periods	75
12.7	Assigned operation	75
12.7.1	Assignment priority.....	75
12.7.2	Entering rate assignment	75
12.7.3	Reverting from rate assignment.....	76
12.7.4	Reverting from quiet mode	76
12.7.5	Retry of interrogation response.....	76
12.8	Message formats.....	76
12.8.1	Received messages	76
12.8.2	Transmitted messages.....	77
13	Specific tests of network layer.....	77
13.1	Regional area designation by VDL message	77
13.1.1	Method of measurement.....	77
13.1.2	Required results.....	78
13.2	Regional area designation by serial message or manually	78
13.2.1	Method of measurement.....	78
13.2.2	Required result	78
13.3	Management of received regional operating settings.....	78
13.3.1	Replacement or erasure of dated or remote regional operating settings	78
13.3.2	Channel management by addressed Message 22	79
13.3.3	Invalid regional operating areas.....	79
13.3.4	Continuation of autonomous mode reporting rate.....	80
13.3.5	Other conditions.....	80
Annex A (informative)	Results of computer simulations and testing of CSTDMA technology	81
Annex B (informative)	Description of the system	84
Annex C (normative)	DSC channel management.....	85
Annex D (informative)	Channel management regions	92
Bibliography.....		93
Figure 1 – OSI layer model.....		20
Figure 2 – Carrier-Sense timing		24
Figure 3 – Power versus time mask.....		25
Figure 4 – Transmission packet		26
Figure 5 – Training sequence		28
Figure 6 – Transmission timing		30
Figure 7 – Example for CSTDMA access.....		31
Figure 8 – Format for repeating four-packet cluster.....		42

Figure 9 – Measurement arrangement for carrier power.....	58
Figure 10 – Emission mask.....	59
Figure 11 – Measurement arrangement for modulation accuracy	60
Figure 12 – Measurement arrangement.....	62
Figure 13 – Measurement arrangement with two generators.....	63
Figure 14 – SINAD or PER/BER measuring equipment.....	65
Figure 15 – Measurement arrangement for intermodulation.....	67
Figure 16 – Configuration for carrier-sense threshold test.....	72
Figure 17 – Regional area scenario.....	77
Figure A.1 – Effect on Class A AIS messages of Class B messages	81
Figure A.2 – Reception of messages by Class A AIS.....	82
Figure A.3 – Reception of messages by Class B AIS.....	82
Figure A.4 – Range achieved by a Class A AIS from Class B AIS.....	83
Figure D.1 – Channel management regions used for test given in 13.3.1.....	92
Table 1 – Position sensor fallback conditions	18
Table 2 – Use of accuracy (PA) flag	18
Table 3 – Transceiver characteristics	21
Table 4 – Transmitter parameters	22
Table 5 – Receiver parameters	23
Table 6 – Definition of timings for Figure 3.....	25
Table 7 – Start-buffer.....	27
Table 8 – Summary of the transmission packet.....	29
Table 9 – Transmission timing.....	29
Table 10 – Access parameters.....	31
Table 11 – Use of VDL messages by a Class B"CS" AIS.....	34
Table 12 – Number of data bits for use with Message 14	35
Table 13 – Contents of Message 18	36
Table 14 – Message 24 Part A.....	37
Table 15 – Message 24 Part B.....	37
Table 16 – Contents of Message 23	38
Table 17 – Reporting Interval Settings for use with Message 23.....	39
Table 18 – Channel management.....	40
Table 19 – Content of first two packets	42
Table 20 – Fixed PRS data derived from ITU-T.O.153	43
Table 21 – Test summary.....	45
Table 22 – Peak frequency deviation versus time.....	61
Table 23 – Frequencies for inter-modulation test	68
Table 24 – Required threshold test results	73
Table 25 – Required carrier-sense timing results	73
Table 26 – Required channels in use.....	78
Table C.1 – DSC monitoring times.....	86

INTERNATIONAL ELECTROTECHNICAL COMMISSION

**MARITIME NAVIGATION AND RADIOCOMMUNICATION
EQUIPMENT AND SYSTEMS –
CLASS B SHIPBORNE EQUIPMENT OF
THE AUTOMATIC IDENTIFICATION SYSTEM (AIS) –****Part 1: Carrier-sense time division multiple access
(CSTDMA) techniques**

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International Standard IEC 62287-1 has been prepared by IEC technical committee 80: Maritime navigation and radiocommunication equipment and systems.

This second edition cancels and replaces the first edition published in 2006, and constitutes a technical revision.

The major technical changes with respect to the first edition are the following. The reference to the relevant recommendation of the ITU has been updated from M.1371-1 to M.1371-4 with some consequential small changes. A previous option of providing short safety-related messages in 6.5.1.5 has been removed on advice from the IMO. A new requirement for a default MMSI has been added in 6.4 and a further new requirement for protection from invalid control commands has been added in 6.8. Some test methods have been updated and, in

particular, small revisions have been made to the frequencies used for testing in some of the test methods. The introduction has been deleted since it is only of historic interest.

Some editorial rearrangement has been made.

The text of this standard is based on the following documents:

FDIS	Report on voting
80/605/FDIS	80/608/RVD

Full information on the voting for the approval of this standard can be found in the report on voting indicated in the above table.

This publication has been drafted in accordance with the ISO/IEC Directives, Part 2.

A list of all parts of the IEC 62287 series published under the general title *Maritime navigation and radiocommunication equipment and systems – Class B shipborne equipment of the automatic identification system (AIS)*, can be found on the IEC website.

The committee has decided that the contents of this publication will remain unchanged until the stability date indicated on the IEC web site under "<http://webstore.iec.ch>" in the data related to the specific publication. At this date, the publication will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
- amended.

A bilingual version of this publication may be issued at a later date.

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**MARITIME NAVIGATION AND RADIOCOMMUNICATION
EQUIPMENT AND SYSTEMS –
CLASS B SHIPBORNE EQUIPMENT OF
THE AUTOMATIC IDENTIFICATION SYSTEM (AIS) –**

**Part 1: Carrier-sense time division multiple access
(CSTDMA) techniques**

1 Scope

This part of IEC 62287 specifies the minimum operational and performance requirements, methods of testing and required test results for Class B shipborne AIS equipment using CSTDMA techniques. This standard takes into account other associated IEC International Standards and existing national standards, as applicable.

It is applicable for AIS equipment used on craft that are not covered by the mandatory carriage requirement of AIS under SOLAS Chapter V.

An AIS station intended to operate in receive-only mode is not considered a Class B shipborne mobile AIS station.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

IEC 60945:2002, *Maritime navigation and radiocommunication equipment and systems – General requirements – Methods of testing and required test results*

IEC 61108 (all parts), *Maritime navigation and radiocommunication equipment and systems – Global navigation satellite systems (GNSS)*

IEC 61162 (all parts), *Maritime navigation and radiocommunication equipment and systems – Digital interfaces*

IEC 61993-2, *Maritime navigation and radiocommunication equipment and systems – Automatic identification systems (AIS) – Part 2: Class A shipborne equipment of the universal automatic identification system (AIS) – Operational and performance requirements, methods of test and required test results*

IEC 62320-1, *Maritime navigation and radiocommunication equipment and systems – Automatic identification systems (AIS) – Part 1: AIS Base Stations – Minimum operational and performance requirements, methods of testing and required test results*

IMO MSC.140(76), *Recommendation for the protection of the AIS VHF data link*

ITU-R Recommendation M.493-13, *Digital selective-calling system for use in the maritime mobile service*

ITU-R Recommendation M.825-3, *Characteristics of a transponder system using digital selective calling techniques for use with vessel traffic services and ship-to-ship identification*

ITU-R Recommendation M.1084-4, *Interim solutions for improved efficiency in the use of the band 156-174 MHz by stations in the maritime mobile service*

ITU-R Recommendation M.1371-4, *Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band*

ITU Radio Regulations, Appendix 18, <http://www.itu.int/publ/R-REG-RR/en>

3 Abbreviations

AIS	Automatic Identification System
BER	Bit Error Rate
BT	Bandwidth Time product
COG	Course Over Ground
CP	Candidate Period
CPU	Central Processing Unit
CRC	Cyclic Redundancy Check
CS	Carrier-Sense
CSTDMA	Carrier-Sense Time Division Multiple Access
DGNSS	Differential Global Navigation Satellite System
DLS	Data Link Service
DSC	Digital Selective Calling
ECDIS	Electronic Chart Display and Information System
EPFS	Electronic Position Fixing System
ETA	Estimated Time of Arrival
EUT	Equipment Under Test
FCS	Frame Check Sequence
FM	Frequency Modulation
GMSK	Gaussian Minimum Shift Keying
GNSS	Global Navigation Satellite System
HDG	Heading
HDLC	High level Data Link Control
HSC	High Speed Craft
IHO	International Hydrographic Office
IMO	International Maritime Organization
Lat	Latitude
LME	Link Management Entity
Lon	Longitude
LR	Long Range
MAC	Medium Access Control
MMSI	Maritime Mobile Service Identity
NM	Nautical Miles (1 NM = 1 852 m)
NRZI	Non Return to Zero Inverted
NTT	Nominal Transmission Time

NUC	Not Under Command
OSI	Open System Interconnection model
P _{ss}	Steady state RF output power
PER	Packet Error Rate
PI	Presentation Interface
PRS	Pseudo Random Sequence
RAIM	Receiver Autonomous Integrity Monitoring
RF	Radio Frequency
RI	Reporting Interval
Rx	Receive
SINAD	Signal Interference Noise and Distortion ratio
SOG	Speed Over Ground
SOLAS	International Convention for the Safety Of Life At Sea
TDMA	Time Division Multiple Access
TI	Transmission Interval
Tx	Transmit
UTC	Universal Time Co-ordinated
VDL	VHF Data Link
VHF	Very High Frequency
VSWR	Voltage Standing Wave Ratio
VTS	Vessel Traffic Services

NOTE Abbreviations related to the IEC 61162 series are not included in the above list. For their meaning refer to that standard.

4 General requirements

4.1 General

4.1.1 Capabilities of the Class B“CS” AIS

The Class B“CS” AIS shall improve the safety of navigation by assisting in the efficient navigation of ships and small craft, protection of the environment, and operation of Vessel Traffic Services (VTS). Small craft are vessels which are not required to comply with the mandatory carriage requirements of SOLAS Chapter V, Regulation 19.

The Class B“CS” AIS shall be capable of providing information from small craft, automatically, continuously and with the required accuracy and update rate:

- in a ship-to-ship mode for collision avoidance;
- as a means for littoral States to obtain information about the craft; and
- as a VTS tool, i.e. ship-to-shore (traffic management).

The Class B“CS” AIS station shall be inter-operable and compatible with Class A or other Class B shipborne mobile AIS stations or any other AIS station operating on the AIS VHF Data Link. In particular, Class B“CS” AIS stations shall receive other stations, shall be received by other stations and shall not degrade the integrity of the AIS VHF Data Link.

The Class B“CS” AIS shall only transmit if it has verified that the time period intended for transmission does not interfere with transmissions made by AIS equipment defined in ITU-R

M.1371-4 A1/2 (excluding Class B"CS"). Transmissions of the Class B"CS" AIS shall not exceed one nominal time period (except when responding to a base station with Message 19).

4.1.2 Quality assurance

(see 10.1.1)

Manufacturers shall have a quality control system audited by a competent authority to ensure continuous compliance with the requirements of this standard. Alternatively, the manufacturer may use final product verification procedures where a competent authority verifies compliance with the requirements of this standard before the product is put to the market.

NOTE The ISO 9000 series, as applicable, meets the requirements of a quality control system.

4.1.3 Safety of operation

(see 10.1.2)

It shall not be possible for the operator to augment, amend or erase any program software in the equipment required for operation in accordance with the equipment standard. Data used during operation and stored in the system shall be protected in such a way, that necessary modifications and amendments by the user cannot affect its integrity and correctness.

4.1.4 Additional features

(see 10.1.3)

Where equipment provides a facility that is additional to the minimum requirements of this standard, the operation and, as far as is reasonably practicable, the malfunction of such an additional facility shall not degrade the performance of the equipment.

4.1.5 Modes of operation

4.1.5.1 General

The system shall be capable of operating in a number of modes as described below subject to the transmission of messages by a competent authority. It shall not retransmit received messages.

4.1.5.2 Autonomous and continuous mode

(see 10.2.1)

An "autonomous and continuous" mode for operation in all areas transmitting Message 18 for scheduled position reporting and Message 24 for static data.

The Class B"CS" AIS shall be able to receive and process messages at any time except during time periods of transmission.

4.1.5.3 Assigned mode

(see 10.2.2)

An "assigned" mode for operation in an area subject to a competent authority responsible for traffic monitoring so that the reporting interval, silent mode and/or transceiver behaviour may be set remotely by that authority using group assignment by Message 23.

4.1.5.4 Interrogation mode

(see 10.2.3)

A “polling” or “controlled” mode where the Class B“CS” AIS responds to interrogations by Messages 18 and 24 from a Class A AIS, a SAR aircraft or a base station. A base station interrogation for Message 19 specifying transmission offset shall also be answered. An interrogation overrides a silent period defined by Message 23 (see 7.3.4.4.4).

NOTE Since Message 19 is a message occupying two time periods, this requires the reservation of the respective time periods by Message 20 prior to interrogation.

A Class B“CS” AIS shall not interrogate other stations.

4.2 Manuals

The manuals shall include:

- the type of external connectors if applicable;
- the required information for correct siting of the antennas;
- the required information for compass safe distance.

4.3 Marking and identification

Each unit of the equipment shall be marked externally with the following information which, where practicable, shall be clearly visible when the equipment is installed in its recommended position:

- identification of the manufacturer;
- equipment type number or model identification;
- serial number of the unit;
- power supply requirements; and
- compass safe distance.

Alternatively, the marking may be presented on a display at equipment start-up.

The version of software shall be either marked or displayed on command on the equipment.

When the marking and the title and version of the software are presented only on the display, such information shall also be included in the equipment manual.

5 Environmental, power supply, interference and safety requirements

(see Clause 9)

In addition to the specific requirements of this standard, the Class B“CS” AIS shall fulfil the following general requirements as detailed in IEC 60945:

- inter-unit connection (interfaces other than IEC 61162 are allowed; see 6.7.3);
- power supply;
- extreme power supply;
- excessive conditions;
- power supply short-term variation and power supply failure (the Class B“CS” AIS shall not enter an undefined or unstable state in case of undervoltage);
- durability and resistance to environmental conditions;