

Australian/New Zealand 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**



AS/NZS IEC 62287.1:2007

This Joint Australian/New Zealand Standard was prepared by Joint Technical Committee RC-004, Radiocommunications Equipment—Maritime and Safety of Life. It was approved on behalf of the Council of Standards Australia on 11 December 2006 and on behalf of the Council of Standards New Zealand on 19 December 2006.

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PREFACE

This Standard was prepared by the Joint Standards Australia/Standards New Zealand Committee RC-004, Radiocommunications Equipment—Maritime and Safety of Life.

The objective of this Standard is to provide specifications for carriage of Automatic Ship Identification System (AIS) on vessels on international voyages (300 gross tonnes and over) and on domestic voyages (500 gross tonnes and over) by SOLAS V/19.2.4.

This Standard is identical with, and has been reproduced from IEC 62287-1:2006, *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

	<i>Page</i>
INTRODUCTION	vi
1 Scope	1
2 Normative references	1
3 Abbreviations	2
4 General requirements	3
4.1 General.....	3
4.2 Manuals.....	5
4.3 Marking and identification	5
5 Environmental, power supply, interference and safety requirements.....	5
6 Performance requirements	6
6.1 Composition.....	6
6.2 Operating frequency channels.....	6
6.3 GNSS receiver for position reporting.....	6
6.4 Identification	7
6.5 AIS information	7
6.6 Alarms and indications, fall-back arrangements	8
6.7 User interface	10
7 Technical requirements	10
7.1 General.....	10
7.2 Physical layer	11
7.3 Link layer.....	14
7.4 Network layer.....	29
7.5 Transport layer	31
7.6 Digital Selective Calling (DSC).....	31
8 Test conditions.....	31
8.1 General.....	31
8.2 Normal and extreme test conditions	31
8.3 Test signals	32
8.4 Test arrangements.....	33
9 Power supply, environmental and EMC tests.....	35
9.1 Test summary	35
9.2 Vibration/shock	36
9.3 Performance tests/checks.....	37
9.4 Undervoltage test (brown out).....	37
10 Operational tests.....	38
10.1 General.....	38
10.2 Modes of operation	38
10.3 Messages extending one time period	41
10.4 Channel selection	41
10.5 Internal GNSS receiver	42
10.6 AIS information	42
10.7 Initialisation period.....	45
10.8 Alarms and indications, fall-back arrangements	45
10.9 User interface	46

11	Physical tests.....	48
11.1	TDMA transmitter.....	48
11.2	TDMA receivers.....	52
11.3	Conducted spurious emissions.....	59
12	Specific tests of link layer.....	60
12.1	TDMA synchronisation.....	60
12.2	Carrier-sense tests.....	61
12.3	VDL state/reservations.....	63
12.4	Data encoding (bit stuffing).....	63
12.5	Frame check sequence.....	64
12.6	Slot allocation (channel access protocol).....	64
12.7	Assigned operation.....	65
12.8	Message formats.....	66
13	Specific tests of network layer.....	67
13.1	Regional area designation by VDL message.....	67
13.2	Regional area designation by serial message or manually.....	68
13.3	Management of received regional operating settings.....	68
Annex A (informative) Results of computer simulations and testing of CSTDMA technology.....		71
Annex B (informative) Description of the system.....		74
Annex C (normative) DSC channel management.....		75
Annex D (informative) Channel management regions.....		82
Figure 1	– OSI layer model.....	11
Figure 2	– Carrier-Sense timing.....	15
Figure 3	– Power versus time mask.....	16
Figure 4	– Transmission packet.....	17
Figure 5	– Training sequence.....	19
Figure 6	– Transmission timing.....	21
Figure 7	– Example for CSTDMA access.....	22
Figure 8	– Format for repeating four-packet cluster.....	33
Figure 9	– Measurement arrangement for carrier power.....	48
Figure 10	– Emission mask.....	49
Figure 11	– Measurement arrangement for modulation accuracy.....	50
Figure 12	– Measurement arrangement.....	52
Figure 13	– Measurement arrangement with two generators.....	53
Figure 14	– SINAD or PER/BER Measuring Equipment.....	55
Figure 15	– Measurement arrangement for intermodulation.....	57
Figure 16	– Configuration for Carrier-Sense threshold test.....	62
Figure 17	– Regional area scenario.....	67
Figure A.1	– Effect on Class A AIS messages of Class B messages.....	71
Figure A.2	– Reception of messages by Class A AIS.....	72
Figure A.3	– Reception of messages by Class B AIS.....	72
Figure A.4	– Range achieved by a Class A AIS from Class B AIS.....	73

Figure D.1 – Channel management regions used for test given in 13.3.1.....	82
Table 1 – Position sensor fallback conditions	9
Table 2 – Use of accuracy (PA) flag	9
Table 3 – Transceiver characteristics	12
Table 4 – Transmitter parameters.....	13
Table 5 – Receiver parameters.....	14
Table 6 – Definition of timings for Figure 3	16
Table 7 – Start-buffer	18
Table 8 – Summary of the transmission packet.....	20
Table 9 – Transmission timing	20
Table 10 – Access parameters	22
Table 11 – Use of VDL messages by a Class B"CS" AIS	25
Table 12 – Number of data bits for use with Message 14.....	26
Table 13 – Contents of Message 18	26
Table 14 – Message 24 Part A:	27
Table 15 – Message 24 Part B:	28
Table 16 – Contents of Message 23	28
Table 17 – Reporting Interval Settings for use with Message 23.....	29
Table 18 – Channel management.....	30
Table 19 – Content of first two packets.....	33
Table 20 – Fixed PRS data derived from ITU-T.O.153	33
Table 21 – Test summary	35
Table 22 – Peak frequency deviation versus time	51
Table 23 – Frequencies for inter-modulation test	58
Table 24 – Required threshold test results	62
Table 25 – Required carrier sense timing results.....	63
Table 26 – Required channels in use.....	68
Table C.1 – DSC monitoring times.....	76

INTRODUCTION

In the ITU Radiocommunications Sector Recommendation ITU-R M.1371-1 "Technical characteristics for a universal shipborne Automatic Identification System (AIS) using SOTDMA (Self-Organising Time Division Multiple Access) in the VHF maritime mobile band", provision is made for a Class B AIS for use on craft not covered by a mandatory carriage requirement under SOLAS Chapter V, Regulation 19. This part of IEC 62287 sets out the requirements, methods of test and required test results for such a Class B AIS.

The International Maritime Organization (IMO), in its Resolution MSC.140(76), recognised that the radio channels used by AIS, particularly AIS 1 (161,975 MHz) and AIS 2 (162,025 MHz), are regarded as an AIS network, and any disruption to those channels by any one AIS device could affect the operation of all AIS devices on that network. IMO also recognised that Administrations should take steps necessary to ensure the integrity of the radio channels used for AIS in their waters.

IEC Technical Committee 80 (TC 80) allocated a new work item 80/287/NP to Working Group 8a (WG 8a), tasking them with producing a test standard for Class B AIS equipment. During the development of this test standard, Administrations expressed concern that large numbers of Class B AIS equipped vessels could have a detrimental effect on the safe operation of the AIS network by SOLAS Class A vessels, Base Stations and AIS on Aids to Navigation (AtoN AIS). As a result, a new network access technology was developed, which allows large numbers of Class B fitted vessels to coexist with Class A with a negligible detrimental effect on AIS network.

The new technology, hereinafter referred to as "Carrier-Sense TDMA (CSTDMA)", requires that the Class B "CS" AIS listens to the AIS network to determine if the network is free of activity and, only if the network is free, can it transmit its information. This Class B AIS is also required to listen for reservations from base stations and comply with these reservations. This polite operation ensures that this Class B AIS minimises the probability of interference with Class A, Base Station or AtoN AIS operations. Extensive computer models simulation and practical laboratory testing and sea trials were undertaken to validate CSTDMA during its development (see Annex A).

WG8a recognised that the primary function of a Class B AIS is for fitted vessels to be visible and participate in the AIS network. CSTDMA was designed to fulfil these requirements.

This Class B AIS is backward compatible with ITU-R Recommendation M.1371-1 (see Annex B).

AUSTRALIAN/NEW ZEALAND 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

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 shall not be 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, *Maritime navigation and radiocommunication equipment and systems – General requirements – Methods of testing and required test results*

IEC 61108-1, *Maritime navigation and radiocommunication equipment and systems – Global navigation satellite systems (GNSS) – Part 1: Global positioning system (GPS) – Receiver equipment – Performance standards, methods of testing and required test results*

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

IEC 61993-1, *Maritime navigation and radiocommunication equipment and systems – Part 1: Shipborne automatic transponder system installation using VHF digital selective calling (DSC) techniques – Operational and performance requirements, methods of testing and required test results*

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*

ISO/IEC 3309:1993, *Information technology – Telecommunications and information exchange between systems – High-level data link control (HDLC) procedures – Frame structure*

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