***Radio Technical Commission for Maritime Services***



1800 N. Kent St., Suite 1060

Arlington, Virginia 22209-2109

[*www.rtcm.org*](http://www.rtcm.org)[*hq@rtcm.org*](mailto:hq@rtcm.org)

*Telephone: +1-703-527-2000 Telefax: +1-703-351-9932*

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**LIAISON STATEMENT TO IALA AIS WORKING GROUP CONCERNING ONGOING PROJECTS INVOLVING POTENTIAL AIS APPLICATIONS**

1. RTCM wishes to inform IALA about two standards projects we are undertaking with potential AIS applications. These are:  
   1. AIS-EPIRB (or EPIRB/AIS) – The IMO Subcommittee on Radiocommunication, Search and Rescue (COMSAR) currently has a work program item that would allow an AIS device to be included as a location aid. RTCM is working on a revision to its EPIRB standard to provide for the optional incorporation of such a device.
   2. Maritime Survivor Location Device (or Man Overboard Device) – RTCM’s MSLD standard currently describes several technologies for locating persons in the water. We are seeking to add another option that would use an AIS device as a locator.
2. For both of these applications, the RTCM committees have concluded that the AIS-SART appears to have the appropriate technical characteristics for the application. However, a number of points are under discussion. These include the following, along with our preliminary conclusions:
   1. Are burst transmissions the best option for an AIS MOB or AIS EPIRB? - This format was designed for optimum performance at low elevation in sea-state conditions. Recent AIS-SART tests simulating EPIRBs and MOBs appear to support this conclusion.
   2. Is the AIS SART burst transmission scheme suitable for an AIS MOB or an AIS EPIRB? - Yes, it was expected that it would be used in these applications as well, and it has been deployed and tested in coordinated sea trials with these applications in mind.
   3. Do we need to carry out a VDL channel loading assessment for an AIS MOB or an AIS EPIRB? - No, the analysis for AIS SART should be sufficient.
   4. In order to help reduce potential clashes do we need to specify how random the slot selection process should be for an AIS MOB or an AIS EPIRB? - No, the number of simultaneous active devices in an area is low enough so as to not warrant this.
   5. Do we need a different Output Power (EIRP) for an AIS MOB or an AIS EPIRB? - One Watt EIRP has been analyzed and demonstrated to be sufficient.
   6. Do we need something in the AIS messages to distinguish AIS EPIRBs and AIS MOBs from AIS SARTs? – Possibly, since the appropriate Search and Rescue response would differ depending upon the type of device. One possibility would be a different User ID (MMSI) for an AIS MOB or an AIS EPIRB, although this may not be necessary. It might be beneficial to allow these devices to broadcast text strings “MOB ACTIVE”, MOB TEST”, EPIRB ACTIVE”, and EPIRB TEST” in ITU-R M.1371-4 Message 14 instead of “SART ACTIVE” and “SART TEST”. Other possibilities include “SART ACTIVE-EPIRB”, “SART ACTIVE-MOB”. In this latter case, “SART TEST” could apply to all devices since the specific type of device under test is not important to observers.
   7. Do we need a new Navigation status for an AIS MOB or AIS EPIRB? - The AIS-SART Navigation status 14 and 15 may be appropriate.
3. RTCM invites the comments and recommendations of the working group on these issues.