

25 March 2010

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See CNAD AC/141 STANAG distribution

STANAG 4669 (EDITION 2) – AUTOMATIC IDENTIFICATION SYSTEM (AIS) ON WARSHIPS

References:

- a. NSA/0830(2007)-NAV/4669 dated 5 september 2007 (Edition 1)
- b. AC/141(MCG/5)D(2008)0002 // PFP(NNAG-MCG/5)D(2008)0002 dated 4 August 2008 (Edition 2) (Ratification Draft)

1. The enclosed NATO Standardization Agreement, which has been ratified by nations as reflected in the NATO Standardization Document Database (NSDD), is promulgated herewith.

2. The references listed above are to be destroyed in accordance with local document destruction procedures.

ACTION BY NATIONAL STAFFS

3. National staffs are requested to examine their ratification status of the STANAG and, if they have not already done so, advise the Defence Investment Division through their national delegation as appropriate of their intention regarding its ratification and implementation.

A large, stylized handwritten signature in black ink, appearing to read 'Juan A. Moreno', is written over a horizontal line.

Juan A. MORENO
Vice Admiral, ESP(N)
Director, NATO Standardization Agency

Enclosure:
STANAG 4669 (Edition 2)

**NORTH ATLANTIC TREATY ORGANIZATION
(NATO)**




**NATO STANDARDIZATION AGENCY
(NSA)**

**STANDARDIZATION AGREEMENT
(STANAG)**

SUBJECT: Automatic Identification System (AIS) on Warships

Promulgated on 25 March 2010



Juan A. MORENO
Vice Admiral, ESP(N)
Director, NATO Standardization Agency

RECORD OF AMENDMENTS

No.	Reference/date of amendment	Date Entered	Signature

EXPLANATORY NOTES

AGREEMENT

1. This STANAG is promulgated by the Director NATO Standardization Agency under the authority vested in him by the NATO Standardization Organization Charter.
2. No departure may be made from the agreement without informing the tasking authority in the form of a reservation. Nations may propose changes at any time to the tasking authority where they will be processed in the same manner as the original agreement.
3. Ratifying nations have agreed that national orders, manuals and instructions implementing this STANAG will include a reference to the STANAG number for purposes of identification.

RATIFICATION, IMPLEMENTATION AND RESERVATIONS

4. Ratification, implementation and reservation details are available on request or through the NSA websites (internet <http://nsa.nato.int>; NATO Secure WAN <http://nsa.hq.nato.int>)

FEEDBACK

5. Any comments concerning this publication should be directed to NATO/NSA, Bvd. Leopold III, 1110 Brussels, Belgium.

NATO STANDARDIZATION AGREEMENT
(STANAG)

AUTOMATIC IDENTIFICATION SYSTEM (AIS) ON WARSHIPS

Annex: Specific Requirements for Implementing AIS on Warships

Related documents:

STANAG 4564 Standard on Warship Electronic Chart Display and Information Systems (WECDIS)

STANAG 4668 – Warship – Automatic Identification System (W-AIS)

AIM

1. The aim of this agreement is to define the implementation of the Automatic Identification System (AIS) on NATO Warships.

AGREEMENT

2. Participating Nations agree to implement AIS carriage requirements on their Warships in accordance with SOLAS chapter V Regulation 19.

3. Specific military requirements for implementing AIS on Warships are described in Annex A.

IMPLEMENTATION

4. This STANAG is implemented when the necessary orders/instructions have been issued to the forces concerned.

SPECIFIC REQUIREMENTS FOR IMPLEMENTING AIS ON WARSHIPS

A1. INTRODUCTION

1. In 2000, the International Maritime Organization (IMO) introduced changes¹ to the SOLAS (Safety of Life at Sea) Convention and fitting of the Automatic Identification System (AIS) is now required for commercial ships. The performance standards for AIS were adopted in 1998. This regulation requires that AIS shall:
 - a. Provide information – including the ship's identity, type, position, course, speed, navigational status and other safety-related information – automatically to appropriately equipped shore stations, other ships and aircraft;
 - b. Receive automatically such information from similarly fitted ships to monitor and track ships;
 - c. Exchange data with shore-based facilities.
2. SOLAS regulations are not mandatory for warships, however many NATO nations voluntarily adopt SOLAS regulations as a means to enhance maritime safety by fitting AIS capable systems aboard their Naval and Coast Guard units.
3. AIS has proved to be useful for maritime operations. However, at the same time Operational Security (OPSEC) and tactics may preclude the use of AIS.
4. Therefore, specific requirements for implementing AIS on Warships must be taken into account.

A2. MILITARY REQUIREMENTS FOR IMPLEMENTING AIS ON WARSHIPS

4. Operating Modes. Commercial AIS on Warships shall have the following modes of operation:
 - a. Active: The Commercial AIS on Warships will operate as any civilian AIS, i.e. it will transmit and receive information.
 - b. Passive: The Commercial AIS on Warships will receive information without any transmission. When operating in the passive mode, the AIS shall not transmit and it shall not be possible for a second party to discover that the

¹ IMO Maritime Safety Committee (MSC) revise of SOLAS chapter V Regulation 19, in 2000.

warships' AIS is operating in a receive mode only. This means that the AIS shall not synchronize with other AIS stations in order to get assigned time slots for transmission. The Passive mode of operation is also sometimes called the "Silent Mode" of operation.

- c. Off: The Commercial AIS is switched off (not energized).

A3. STANDARDIZATION.

5. The AIS shall be fully Compliant with the IMO, the International Electrotechnical Commission (IEC) and the International Telecommunication Union (ITU) specifications for Universal Automatic Identification System (IMO MSC 69(74) – Annex 3, ITU-R M.1371, IEC61993, IEC60945, etc).

6. The AIS shall provide a standard interface with AIS information in the format of NMEA 0183/2000®/IEC 61162-3 Standard² when providing AIS data for distribution on a ship.

² National Marine Electronics Association 0183/2000®/International Electrotechnical Commission 61162-3