DATA BROADCASTED FROM EACH AIS STATION TYPE (ITU-R M.1371-5 Message Nr.) *Not including safety related texting (12,14), application specific message data (6,8,25,26), or base station tele-commands (15,16,17,20,22,23).* M -Manually inputted E -Externally sourced A -Auto-generated **PARAMETER** / **DESCRIPTION** / Data Source↑↘		Class A (1,5)	Class B/SO (18,19,24B)	Class B/CS (18,24)	SAR Aircraft (5,9)	SAR Transmiter (1,14)	Aid-to-Navigation (21)	Base Station (4,24A)
User ID	Marine Mobile Service Identity (MMS) number.	M	M	M	M	M	M	M
Latitude	Latitude in 1/10 000 min (±90°, North = positive (as per 2's complement), South = negative (as per 2's complement). 91° (3412140h) = not available = default)	A	A	A	A	A	A	A
Longitude	Longitude in 1/10 000 min (180º, East = positive (as per 2's complement), West = negative (as per 2's complement). 181= (6791AC0h) = not available = default)	A	A	A	A	A	A	A
Position Accuracy	The position accuracy (PA) flag should be determined in accordance with Table 50 1 = high (=<10 m), 0 = low (>10 m), 0 = default	A	A	A	A	A	A	A
RAIM-Flag	RAIM (Receiver autonomous integrity monitoring) flag of electronic position fixing device; 0 = RAIM not in use = default; 1 = RAIM in use. See Table 50 in ITU-R M.1371-5.	A	A	A	A	A	A	A
Time Stamp/UTC Second	UTC second when the report was generated by the EPFS (0-59, or 60 if time stamp is not available, which should also be the default value, or 61 if positioning system is in manual input mode, or 62 if electronic position fixing system operates in estimated (dead reckoning) mode, or 63 if the positioning system is inoperative).	A	A	A	A	A	A	A
Communication State	The communication state provides the following functions: (1) it contains information used by the slot allocation algorithm in the SOTDMA concept; and, (2) it also indicates the synchronization state. See 3.3.7.2.2 SOTDMA communication state in ITU-R M.1371-5.	A	A	A	A	A		A
COG	Course over ground in 1/10° (0-3599). 3600 (E10h) = not available = default. 3 601-4 095 should not be used	A	A	A	A	A		
SOG	Speed over ground in 1/10 knot steps (0-102.2 knots) 1 023 = not available, 1 022 = 102.2 knots or higher	A	A	A	A	A		
Assigned Mode Flag	0 = Station operating in autonomous and continuous mode=default; 1 = Station operating in assigned mode	A	A	A	A		A	
DTE	Data terminal equipment (DTE) ready (0 = available, 1 = not available = default) (see § 3.3.1, Annex 8 in ITU-R M.1371-5). The purpose of the data terminal equipment (DTE) indicator is to indicate to an application on the receiving side that, if set to available, the transmitting station conforms at least to the minimum keyboard and display requirements.	A	A		A			
Name	Maximum 20 characters 6 bit ASCII, as defined in Table 47 in ITU-R M.1371-5. '@@@@@@@@@@@@@@@@@@@@' = not available = default. The Name should be as shown on the station radio license. For SAR aircraft, it should be set to 'SAR AIRCRAFT NNNNNNN' where NNNNNNN equals the aircraft registration number. For AtoN stations there is an additional 14 characters allowed.	M	M	M	M		M	M
Overall Dimension / Reference for Position	Reference point for reported position. Also indicates the dimension of ship (m) (see Figure 41 and § 3.3.3, Annex 8 in ITU-R M.1371-5) For SAR aircraft, the use of this field may be decided by the responsible administration. If used it should indicate the maximum dimensions of the craft. As default should A = B = C = D be set to '0'	M	M	M	M		M	
Type of Ship and/or Cargo Type	0 = not available or no ship = default; 1-99 = as defined in § 3.3.2, Annex 8 in ITU-R M.1371-5; 100-199 = reserved, for regional use; 200-255 = reserved, for future use. Not applicable to SAR aircraft.	M	M	M	M			
Call Sign	7 × 6 bit ASCII characters, @@@@@@@ = not available = default. Craft associated with a parent vessel should use "A" followed by the last 6 digits of the MMSI of the parent vessel.	M	M	M	M			
Type of Electronic Position Fixing Device	0 = undefined (default); 1 = GPS; 2 = GLONASS; 3 = combined GPS/GLONASS; 4 = Loran-C; 5 = Chayka; 6 = integrated navigation system; 7 = surveyed; 8 = Galileo; 9 14 = not used; 15 = internal GNSS	M	M		M		M	
Destination	Maximum 20 characters using 6-bit ASCII; @@@@@@@@@@@@@@@@@@@@ = not available. For SAR aircraft, the use of this field may be decided by the responsible administration.	M			M			
AIS Version Indicator	0 = station compliant with Recommendation ITU-R M.1371-1; 1 = station compliant with Recommendation ITU-R M.1371-3 (or later); 2= station compliant with Recommendation ITU-R M.1371-5 (or later); 3 = station compliant with future editions	M			M			
IMO Number	1-999999999; 0 = not available = default – Not applicable to SAR aircraft 0000000001 - 0000999999 not used 0001000000-0009999999= valid IMO number; 0010000000-1073741823 = official flag state number.	M			M			

DATA BROADCASTED FROM EACH AIS STATION TYPE (ITU-R M.1371-5 Message Nr.) *Not including safety related texting (12,14), application specific message data (6,8,25,26), or base station tele-commands (15,16,17,20,22,23).*

M -Manually inputted
E -Externally sourced
A -Auto-generated
Data Source↑↘

PARAMETER	DESCRIPTION	Class A (1,5)	Class B/SO (18,19, 24B)	Class B/CS (18,19, 24)	SAR Aircraft (5,9)	SAR Transmiter (1,14)	Aid-to-Navigation (21)	Base Station (4,24A)
ETA	Estimated time of arrival; MMDDHHMM UTC Bits 19-16: month; 1-12; 0 = not available = default Bits 15-11: day; 1-31; 0 = not available = default Bits 10-6: hour; 0-23; 24 = not available = default Bits 5-0: minute; 0-59; 60 = not available = default For SAR aircraft, the use of this field may be decided by the responsible administration.	M			M			
Special Manoeuver Indicator	0 = not available = default,1 = not engaged in special maneuver 2 = engaged in special maneuver (i.e. regional passing arrangement on Inland Waterway).	M				M		
Navigational Status	0 = under way using engine, 1 = at anchor, 2 = not under command, 3 = restricted maneuverability, 4 = constrained by her draught, 5 = moored, 6 = aground, 7 = engaged in fishing, 8 = under way sailing, 9 = reserved for future amendment of navigational status for ships carrying DG, HS, or MP, or IMO hazard or pollutant category C (HSC), 10 = reserved for future amendment of navigational status for ships carrying DG, HS or MP, or IMO hazard or pollutant category A, (WIG) wing in ground; 11= power-driven vessel towing astern (regional use), 12 = power-driven vessel pushing ahead or towing alongside (regional use); 13 = reserved for future use, 14 = AIS-SART (active), MOB-AIS, EPIRB-AIS, 15 = not defined = default (also used by AIS-SART, MOB-AIS and EPIRB-AIS under test).	M				M		
Maximum Present Static Draught	in 1/10 m, 255 = draught 25.5 m or greater, 0 = not available = default; in accordance with IMO Resolution A.851. Not applicable to SAR aircraft, should be set to 0	M						
Class B Band Flag	0 = Capable of operating over the upper 525 kHz band of the marine band; 1 = Capable of operating over the whole marine band (irrelevant if 'Class B Message 22 flag' is 0)		M	M				
Class B Display Flag	0 = No display available; not capable of displaying Message 12 and 14; 1 = Equipped with integrated display displaying Message 12 and 14		M	M				
Class B DSC Flag	0 = Not equipped with DSC function 1 = Equipped with DSC function (dedicated or time-shared)		M	M				
Class B Message 22 Flag	0 = No frequency management via Message 22, operating on AIS1, AIS2 only; 1 = Frequency management via Message 22		M	M				
Class B Unit Flag	0 = Class B SOTDMA unit; 1 = Class B 'CS' unit		M	M				
Vendor ID	Unique identification of the Unit by a number as defined by the manufacturer (option; '@@@@@@@' = not available = default) See Table 79A in ITU-R M.1371-5.		M	M				
Type of AtoN	0 = not available = default; refer to appropriate definition set up by IALA. See Table 74 in ITU-R M.1371-5						M	
Virtual AtoN flag	0 = default = real AtoN at indicated position; 1 = virtual AtoN, does not physically exist						M	
Off-position Indicator	For floating AtoN, only:0 = on position; 1 = off position						A	
AtoN status	Reserved for the indication of the AtoN status; 00000000 = default						A	
UTC Day	1-31; 0 = UTC day not available = default							A
UTC Hour	0-23; 24 = UTC hour not available = default; 25-31 not used							A
UTC Minute	0-59; 60 = UTC minute not available = default; 61-63 not used							A
UTC Month	1-12; 0 = UTC month not available = default; 13-15 not used							A
UTC Year	1-9999; 0 = UTC year not available = default							A
Transmission control for Long Range broadcast	0 = default – Class-A AIS station stops transmission of Message 27 [Long-Range Report] within an AIS base station coverage area. 1 = Request Class-A station to transmit Message 27 within an AIS base station coverage area.							A
True Heading	Degrees (0-359) (511 indicates not available = default)	E	E	E				
Rate of Turn	0 to +126 = turning right at up to 708 degrees per min or higher; 0 to -126 = turning left at up to 708 degrees per min or higher Values between 0 and 708 degrees per min coded by ROTAIS=4.733 SQRT(ROTsensor) degrees per min where ROT sensor is the Rate of Turn as input by an external Rate of Turn Indicator (TI).	E			E			
Altitude (GNSS)	Altitude (derived from GNSS or barometric (see altitude sensor parameter below)) (m) (0-4 094 m) 4 095 = not available, 4 094 = 4 094 m or higher				E			
Altitude Sensor	0 = GNSS; 1 = barometric source				E			