



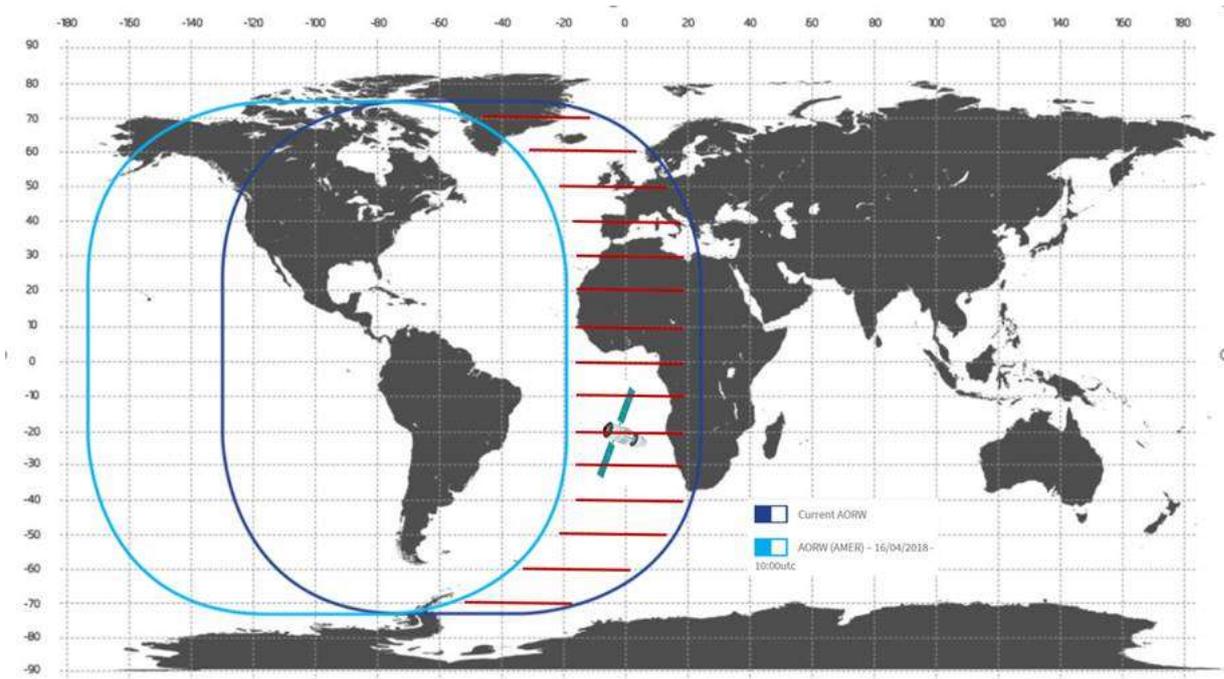
Migration of the recognized GMDSS services from Inmarsat-3 to Inmarsat-4 Satellites – Impact on LRIT services

1 Introduction

- .1 This Information Notice provides guidance to all owners and operators of vessels of Antigua and Barbuda ships on actions to be taken to minimize disruptions in LRIT services as a result of the migration of the recognized GMDSS services from Inmarsat-3 to Inmarsat-4.

2 Inmarsat Satellite Migration

- .1 The Inmarsat-3 (I-3) constellation of satellites are reaching the end of their lifespan, which has made it necessary for Inmarsat to roll out the end of life process for several of their legacy services, and to migrate those that will continue onto Inmarsat-4 (I-4). Inmarsat C is one of the services to be migrated to the Inmarsat-4 satellite which will then become the primary satellites for the recognized GMDSS services.
- .2 On **9th May 2018, at 14:00UTC**, Inmarsat will migrate traffic from its Inmarsat C service I-3 to I-4, starting with the **Atlantic Ocean Region West (AOR-W)** first. Other regions will follow later, the dates still need to be confirmed.
- .3 Every step in the migration plan results in an approximate shift of 40 degrees westward of the coverage of a logical ocean region as depicted in the diagram below.



- .4 This new satellite position will mean a change in coverage area for some ships, who will need to follow a simple process to reconfigure their affected terminal(s) to their new satellite coverage area.
- .5 The migration plan is expected to be seamless to shipborne terminals in terms of the capability to receive and transmit GMDSS communications. Shipborne terminals will not require any soft/firmware upgrade during the migration plan. Only Data Network Identification (DNID) updates for the new ocean regions may be necessary on the shipborne terminal to support commercial services.
- .6 Inmarsat will broadcast all-ships Maritime Safety Information (MSI) messages over SafetyNET and SafetyNET II before each stage of the migration plan.

3 Mitigating Action – Shipowners and Operators

- .1 This migration applies to all users of Inmarsat C (Standard C and Mini C), and will affect the polling and data reporting services for LRIT.
- .2 Antigua and Barbuda's LRIT National Data Centre manager, Fulcrum Maritime Services, has been working closely with our Inmarsat C Service Providers for this migration to be done as smoothly as possible for our end-users.
- .3 Consequently, the following actions are recommended to avoid issues with your Inmarsat C devices:
 - .1 Right after each phase of the migration, they recommend switching your Inmarsat C devices to an adjacent Ocean Region before each migration. *Switching devices in advance will make the migration smoother and will avoid possible outages in tracking operations: Before phase #1 switch devices located between 24°E and 20°W to AORE; and*
 - .2 They recommend controlling the Ocean Regions where their LRIT DNID(s) has been downloaded in the past. If a DNID is available in the 4 Ocean Regions the migration has no effect on position/data reporting.

4 Concerns with older hardware – LRIT Services

- .1 In a small number of cases, they anticipate issues for ships utilizing very old hardware e.g. those over 12 years old (Trimble hardware in particular may need extra attention, since this hardware manufacturer is no longer operational).
- .2 Shipowners and operators that experience performance issues relating to polling LRIT data that can be attributed to the age of the ship's equipment are required to inform the Flag Administration (ADOMS) and take appropriate remedial actions as deemed necessary.

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