



Merchant Shipping Directorate



MIGRATION OF INMARSAT I-3 TO I-4 SERVICES

Merchant Shipping Notice 142

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Directorate would like to inform all concerned that the Inmarsat-3 (I-3) constellation of satellites are reaching the end of their lifespan, having 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). One such service to be migrated is Inmarsat C.

On 9 May 2018 at 1400 UTC, Inmarsat will be migrating traffic from its Inmarsat C service I-3 to I-4, starting with the Atlantic Ocean Region West (AOR-W). Other regions will follow later (dates to be confirmed).

Every step in the migration plan results in an approximate shift of 40 degrees westward of the coverage of a logical ocean region. This new satellite position will mean a change in coverage area for some users, who will need to follow a simple process to reconfigure their affected terminal(s) to their new satellite coverage area.

This migration applies to all users of Inmarsat C (Standard C and Mini C), and will affect the polling and data reporting services.

Please find below recommendations made by the respective Providers for the ship owners' usage to follow:

- To avoid issues with your Inmarsat C devices right after each phase of the migration, it is recommended to switch the 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.
- Control 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.

Furthermore, it is to be noted that, following the migration process, it is likely that many poll commands will be sent, thus flooding the system with messages which will be put in a queue. As a result, Providers expect significant delays during this period. 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.)

All concerned are recommended to take the necessary actions for a smooth transition.

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