



# MIN 582 (M+F)

## Amendment 1

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### Change to Inmarsat Satellite Services including GMDSS

Notice to all owners, operators, masters and radio operators for vessels using Inmarsat Satellite Services.

*This MIN expires 1<sup>st</sup> February 2019*

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#### Summary

Inmarsat are migrating GMDSS Satellite services to a different satellite constellation. This may impact vessels in the following ways:

- Vessels with Inmarsat Ship Earth Stations (SES) operating within the coverage of Atlantic Ocean Region East (AORE) or India Ocean Region (IOR) satellites may need to take action;
- Change to the coverage area between Greenland and Norway affecting:
  - Sea Area Designation;
  - GMDSS Distress, Urgency, Safety and Routine communications via SES;
  - Broadcasts to NAVAREA/METAREA 1 and 19;
  - Other services that use Inmarsat services such as Ship Security Alert System, Long Range Identification and Tracking, Vessel Monitoring System and commercial services;
- Inmarsat will be issuing Notices to Mariners as necessary throughout the migration.

#### 1. Introduction

1.1 Inmarsat is migrating the GMDSS Services, Inmarsat C and Fleet 77, from the Inmarsat-3 satellite constellation to the Inmarsat-4 satellite constellation. During the migration manual intervention on Inmarsat Ship Earth Stations (SES) may be necessary. After each phase of the migration the coverage area of these GMDSS services will change.



1.2 The change of coverage area means that areas that were Sea Area A3 will now be Sea Area A4. This will impact the vessels ability to transmit and receive distress, urgency, safety and routine communications, including distress alerts and Maritime Safety Information (MSI) Broadcasts via SES in this area.

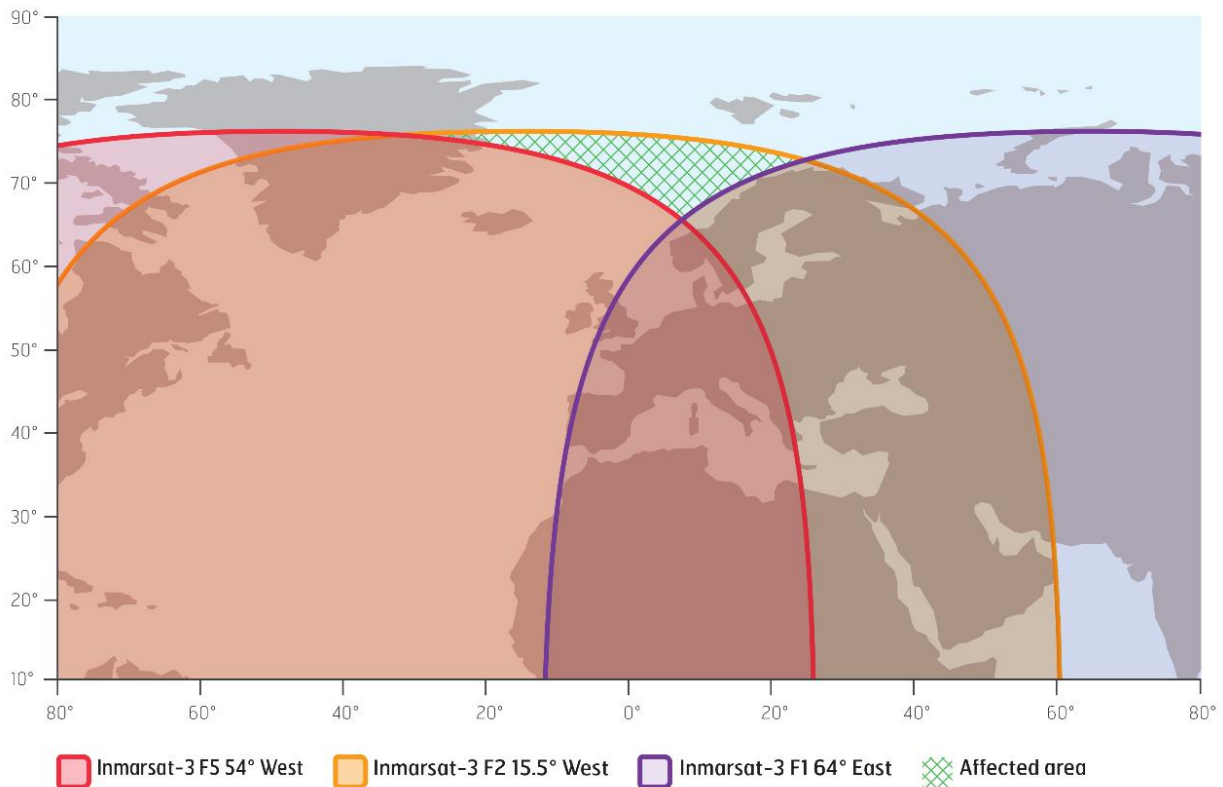
**2. Satellite Migrations**

**2.1 Atlantic Ocean Region East – 30<sup>th</sup> October 2018 at 1100 UTC**

The Atlantic Ocean Region East (AORE) migration from Inmarsat-3 F2 15.5° West to Inmarsat-3 F5 54° West will affect the coverage area over the Greenland Sea between Greenland and Norway therefore impacting NAVAREA/METAREA 1 and 19. The area depicted in Figure 1 by green cross-hatching will lie outside the formal 5° elevation Inmarsat coverage for a period of about 6 weeks.

2.2 Although experience has shown operation at lower elevation angles than 5°, vessels in the cross-hatched area, might be prevented from transmitting or receiving using Inmarsat C, Mini C or Fleet 77 services. Services affected include but are not limited to GMDSS distress, urgency, safety and routine communications including Enhance Group Calls for MSI and Distress Relay broadcasts; Ship Security Alert System (SSAS); Long Range Identification and Tracking (LRIT); Vessel Monitoring System (VMS). Without the availability of recognised Inmarsat GMDSS distress alerting a vessel is not in Sea Area A3.

Figure 1 – Impact on 5° elevation coverage area after October migration

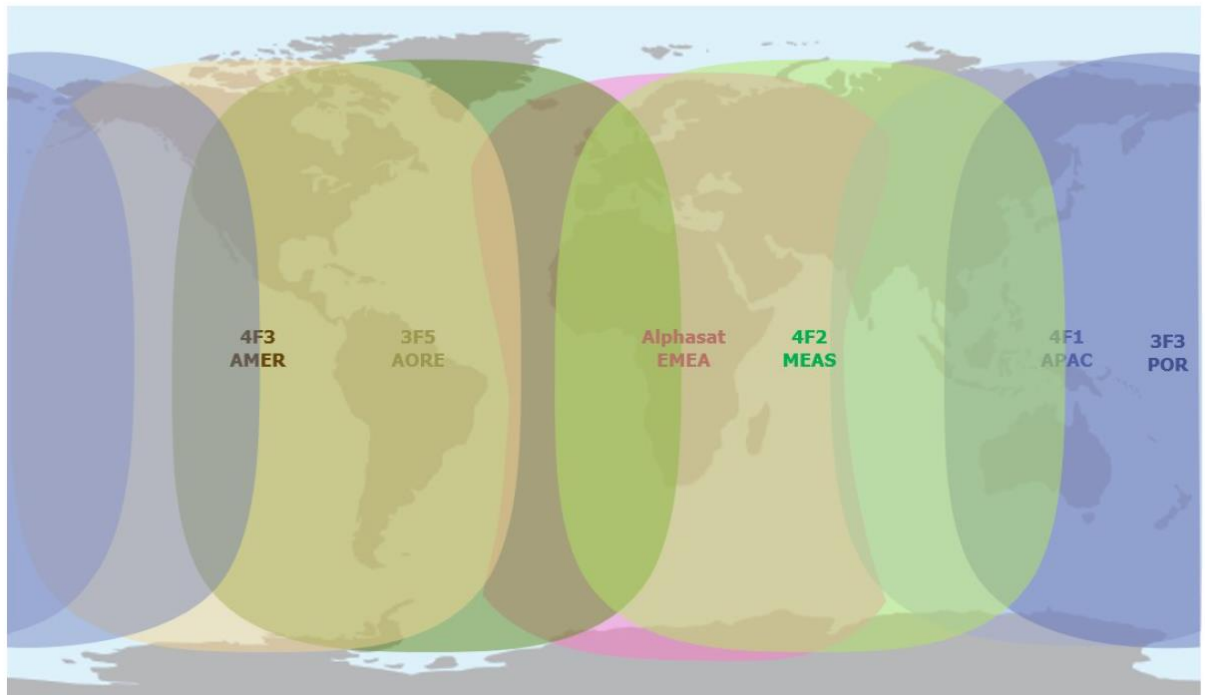


### 2.3 India Ocean Region – 12<sup>th</sup> December 2018 at 12:00 UTC

The India Ocean Region (IOR) migration to Alphasat Europe, Middle East and Africa (EMEA) will improve the coverage over the Greenland Sea, NAVAREA/METAREA 1 and 19. This is the final migration and will provide the Inmarsat coverage as shown in Figure 2.

Figure 2 – Inmarsat 5° elevation coverage on completion of migration

**On completion:** Map shows GMDSS coverage with MEAS and contingency satellites



### **3. Actions**

- 3.1 Some old generation shipboard terminals may not recognise the change of satellites and would therefore require some consequential actions. Contact Inmarsat for more information.
- 3.2 No change to hardware or software is necessary to shipboard terminals for GMDSS services, although a change of Data Network Identification may be needed to support Inmarsat commercial services. Contact Inmarsat for more information.
- 3.3 SOLAS vessels operating in the impacted area should ensure they remain compliant with SOLAS chapter IV functional and maintenance requirements and certification.
- 3.4 Other vessels operating in the affected area need to ensure they remain compliant with the regulations for their vessel and consider alternative means for distress, urgency and safety communications as appropriate.

#### 4. Further Information

4.1 Monitor MSI as updates will be provided via notice to mariners.

4.2 Up to date information is available from the Inmarsat website - <http://www.inmarsat.com/support/i-3-to-i-4-services-migration/>

#### More Information

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