Annex E

Guidance for Submission of INMARSAT Commissioning Applications

E.1 INMARSAT

1. Established in 1979 to serve the maritime industry by developing satellite communications for ship management and distress and safety applications, Inmarsat currently operates a global satellite system, which is used by independent service providers to offer a range of voice and multimedia communications for customers on the move or in remote locations. While continuing to perform its original mandate, Inmarsat has since expanded into land, mobile and aeronautical communications.

2. On November 1, 1978, the United States Congress added Title V to the Communications Act of 1962. Sections 502(b), 503(a)(1) and 503(a)(3) in Title V stated that the participation of the United States in the INMARSAT Organization. Sections 502 and 503 of the Communications Satellite Act of 1962 ceased to be effective on the date Public Law 106-180 A Orbit Act" was signed on March 17, 2000.

3. On April 15, 1999, Inmarsat, the global mobile satellite communications provider, became the first inter-governmental organization to transition to a private company. Due to this change, agencies can now purchase INMARSAT services through any authorized service provider. To find the service providers for the United States, go to the INMARSAT internet URL, https://www.inmarsat.com/en/index.html.

E.2 AGENCY RESPONSIBILITIES

E.2.1 Agency Representatives

It is recommended that each federal agency select representatives to act as a central point of contact for commissioning requirements. Agency representatives must assure that the vendor they select can commission the terminal and provide all the service that they will require.

E.2.2 Federal and Agency Regulations

Any federal organization purchasing an Inmarsat terminal must assure they are in compliance with federal, DOD, and or their agency's regulations concerning the procurement of telecommunications equipment.

E.2.3 Funding Documents

1. The purchaser must meet the commissioning requirements established by the Land Earth Station Operator (LESO) and or the Inmarsat Service Provider (ISP) and the Accounting Authority. A LESO routes calls beamed from mobiles via satellite to and from terrestrial telephone networks. These organizations are normally the first point of contact locally for anyone seeking to use the Inmarsat satellites. An ISP is an organization that has a contract with one or more LESOs to promote, sell and bill Inmarsat services to end-users. ISPs are likely to be specialized in serving selected markets for Inmarsat products and services. Accounting Authorities are organizations tasked with settling international accounts.

2. Each user should assure funds are set aside to pay for charges accruing at their ISP and at the Accounting Authority who will be settling their international accounts. A valid contract document must be secured, which the service provider can invoice against. This should consist of a purchase order or contract, a basic ordering agreement, a delivery order against a federal contract (i.e., DITCO, GSA), or provision of a Federal Government credit card. Some service providers will require the funding document as part of the activation package. Users of the INMARSAT system incur service charges similar to users of public switched telephone systems. Normally bills will come from the Service Provider (SP) with whom the agency has contracted for services. Service Providers bill their customers for services provided through coast/land earth stations with whom they have contracts both within the United States and in foreign countries. However, a foreign coast/land earth station bills access charges for using its facilities through the Accounting Authority identified in the commissioning documents for each terminal when it does not have an agreement with the terminal's service provider.

3. In the United States, the FCC is an Accounting Authority[1] and has certified several additional entities as Accounting Authorities to settle accounts with foreign telecommunication operators for U.S. vessels. The FCC, however, is the accounting authority of last resort for settling foreign charges; that is, foreign telecommunications operators send the FCC all accounts where the customer has not designated a specific accounting authority. The FCC's International Telecommunications Settlements (ITS) Section in Gettysburg, PA will, therefore, attempt to settle an account from a foreign INMARSAT coast/land earth station when a terminal operator dials its access code rather than the access code of its contractual ISP, unless the operator has an agreement with another Accounting Authority. In cases were an agency expects to use foreign earth stations, the agency representative should make advance financial provisions to settle accounts through the FCC ITS section.

E.2.4 Maritime Mobile Service Identities (MMSI)

1. A Maritime Mobile Service Identity (MMSI) is required for ship maritime terminals. NTIA's IRAC Secretariat controls the distribution of the MMSI numbers for federal agencies. Contact this office at 202-482-0599 to obtain an MMSI number prior to submitting the application to the selected vendor.

2. If a ship terminal is transferred, replaced, or deactivated, the agency representative must inform the service provider, the accounting authority and NTIA IRAC Secretariat. The authorized "Contract Instrument or Purchase Order" must be revised if the equipment is replaced and deleted if the equipment is deactivated. A new activation package may be needed if the terminal is transferred to another ship.

E.2.5 Procedure for Obtaining Secondary Surveillance Radar (SSR) Mode S Code for Federal Government Aircraft Earth Station Commissioning Applications

1. Section 1.1.3 of the Aircraft Earth Station application form requires a 24-bit International Civil Aviation Organization (ICAO) technical address and a SSR Mode S Octal Code.[2] This information is obtained from the Federal Aviation Administration (FAA) who is the registering authority for commercial aircraft; the Air Force manages this program for military aircraft. DOD applicants who require an octal code should submit a letter to:

DoD International AIMS Program Office
380 Richard Ray Blvd., Ste 104
Robins AFB, GA 31098-1638
DSN 468-6123, commercial (478) 926-6123, and fax number 5390

The request must contain:

- Point of Contact
- Identification of the aircraft (ex. C-135)
- Aircraft Tail Number
- Name and address of the major command and the unit to which the aircraft is assigned
- Location where the aircraft will be home-based
- Fax telephone number to receive octal code

[1] If the FCC has to inform the State Department that the charges are returned as "unable to collect" or "unable to locate," the foreign country where the INMARSAT service originated can bar communications to and from the terminal whose bill was not paid. If two countries bar a terminals communications, it is mandatory that all coast/land earth stations bar that terminals communications.

[2] The assignment of addresses for military aircraft is not processed in the same manner as those for commercial aircraft. The address for commercial aircraft is derived by using the tail number, however, the tail number is not used to derive a number for military aircraft. The Air Force representative assigns the next available number in the block of addresses provided to the Air Force by the FAA.

2. Non-military federal aircraft registered with the FAA should already have a Mode S Octal Code. Your aircraft maintenance section should be able to supply you with this information. If you are unable to determine the octal code, contact the FAA Aircraft Registration Branch at 405-954-3116. They will require the name and address of your agency, along with the tail number of the aircraft.

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