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JAN 4 1962

Honorable Najeeb B. Halaby
Administrator, Federal Aviation Agency
1711 New York Avenue Northwest
Washington 25, D. C.

Dear Mr. Halaby:

In view of our mutual interest in long distance aids to navigation I wish to inform you of the results of the U. S. Coast Guard Loran Planning Study, a study undertaken to investigate the compatibility of LORAN-A and LORAN-C and the eventual combining of these systems. LORAN-C and the eventual combining of these systems. The results of the study show that the LORAN-A and LORAN-C systems can be integrated without significant loss or change of existing LORAN-A coverage. The plan recommends collocating LORAN-A and LORAN-C stations by relocation of existing LORAN-A stations and building new Loran stations as combined LORAN A/C stations where appropriate. LORAN-A will eventually be phased out as LORAN-C comes into general use. The relocation program will be implemented on a progressive basis as the need to modernize or rebuild stations becomes necessary. The economy of this program is self-evident. You may be assured that this program will not substantially reduce LORAN-A coverage in areas of commercial airborne traffic. Future programming for Loran installations has been recently revised by the Department of Defense. In view of the potentiality of world-wide LORAN-C coverage for general navigation it is felt that you may have an interest in this matter as it may affect your future planning. If you desire, I would be pleased to discuss the LORAN A/C concept, and the new requirements of the Department of Defense with you and appropriate members of your staff. Due to the classification of the Department of Defense LORAN-C plans (SECRET) members of your staff should be limited to top level policy members who have a direct interest in the LORAN-A/C concept and the new requirements of the Department of Defense with you. Sincerely yours,

A. C. RICHMOND
Admiral U. S. Coast Guard
Commander para.

DIRECTIVE CLEARANCE SHEET

TREASURY DEPARTMENT
U. S. COAST GUARD
CGHQ-3584 (10-54)

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SECRETPACIFIC FLEET LORAN REQUIREMENTS

<u>Priority</u>	<u>Rate Required</u>	<u>Justification</u>
(1) NORTHWEST Pacific (LORAN C). The area bounded by a line drawn from the Marcus Is. to Tokyo to Okhoisk USSR to Adak and back to the Marcus Is.	1961	1. This critical area is adjacent to primary targets and is being patrolled by REGULUS subs and Patrol aircraft. It is estimated that POLARIS submarines will be patrolling by the 1965-66 area. Although Japanese LORAN A stations are covering part of this area now, the LORAN C coverage is required for the additional navigational accuracy it affords.
(2) Chinese Coast-Hong Kong to Shanghai (LORAN A). An area bounded by the Chinese Coast from Hong Kong to Shanghai to 100 miles offshore and to include all of the Formosa Strait. The Beshi channel between Formosa and Luzon has weak coverage due to intersecting base lines. Any bonus effect possible from improving Chinese costal coverage should be in the direction of Beshi channel. Immediate supplemental LORAN A coverage is required pending installation of LORAN C.	1961	2. This area is under constant patrol by ships and aircraft of TIM Fleet. Accurate navigation is essential to prevent international incidents which can and do arise. Although radar is used, it is difficult to obtain accurate positions due to the low profile of the coast. When radar is used, the CHICONE can track the unit very easily. Coverage in this area is non-existent to weak.
(3) SOUTHEAST ASIA (LORAN C). An area bounded by a line drawn from Hong Kong to Tokyo, to Marcus Is. to Pelelis Is. and back to Hong Kong.	1962-63	3. LORAN C coverage will be required throughout this area to provide the essential navigational accuracy for POLARIS submarines. LORAN C coverage will permit the future disestablishment of LORAN A stations.
(4) Indian Ocean (LORAN C). An area bounded by Hong Kong, Bombay, 10°S-80°E, Darwin, Peleijn Is. back to Hong Kong.	1963	4. The Indian Ocean has no LORAN coverage now. The possibility of future activity in this area requires the installation of a LORAN C network to provide accurate navigational facilities for the operating forces.

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By cdg NARA. Date 7/13/11

Date
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Justifi cation

(5) Extension of West Coast U.S. facilities southward to include approaches to San Diego (LORAN C). A network that will include ~~at~~ the approaches to San Diego, Los Angeles, and San Francisco with maximum range westward into the Pacific.

5. These are heavy operating and training areas of the Pacific Fleet. Frequent bad weather in the entire area often will not permit accurate navigational fixes other than LORAN for prolonged periods. LORAN C is recommended vice LORAN A due to the increased accuracy, greater coverage for the number of transmitting stations, the requirement to provide a LORAN capability in the San Diego area and the desire to convert to LORAN C now.

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By	<u>cdg</u> NARA. Date <u>7/3/11</u>

I CINCLANTFLT LORAN REQUIREMENTS

All areas are for LORAN-C Coverage

- Area 1 - - - The ocean area from 15°N to 15°S, 5°W to 60°W
(focal area for shipping and NATO)
- Area 2 - - - Between the equator to 40°S and from 60°E to a line drawn
from 40°S, 5°E to 30°E, 5°E to 15°S, 5°W; north to equator
(if Suez is closed)
- Area 3 - - - Area from 15°S to 40°S and from SOAM Coast to a line drawn
from 15°S, 30°W to 40°S, 50°W
(if Panama closed)
- Area 4 - - - Bounded by a line drawn from SOAM Coast east to 40°S, 55°W
to 60°S, 55°W to 60°S, 85°W to 50°S, 85°W thence east to
SOAM Coast

II INDIAN OCEAN AREA

LORAN-C - - - Persian Gulf, Arabian Sea, Bay of Bengal and Indian Ocean
north of Equator and West of 90°E.

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