MEMORANDUM TO FILE

Subj: FAA use of LORAN

1. On 28 October I received a phone call from Mr. J. R. McCown, FAA (FM-32)-112/42382, requesting info on LORAN-A coverage and accuracy in the Aleutian Chain area. McCown indicated that the FAA had made use of LORAN-A a requirement for the NY to Bermuda and New York to San Juan routes and that the FAA was now looking into what LORAN-A was available for the anchorage to Japan air routes.

2. I attempted to pin McCown down to more specific info on the East Coast set-up and he referred me to Mr. Joint, FAA, 112/4216. Mr. Joint agreed on 28 October to send me a copy of the FAA regulations relative to the NY - Ber and NY-SJ routes. However, on 2 November Joint informed me that as a matter of policy he could not send the CG a copy of the FAA letter to the airlines concerned. The content of it is basically this:

"ADF air navigation is no longer acceptable on the NY to Bermuda and NY to San Juan air routes and specialized navigation is now required. Use of LORAN-A is one acceptable form of specialized air navigation provided one operable LORAN-A set is installed in the cockpit area where it can be used without the pilots leaving their seats or if a third pilot or a navigator is assigned to the flight when the LORAN-A set is not located in the cockpit area. Exemption for DC-6 and DC-7 type aircraft from the cockpit location ruling until 1962 was allowed."

3. I forwarded McCown a copy of Hydro's latest coverage diagram but told him that a letter from the FAA would be required to release the accuracy diagrams he was interested in obtaining. EBE had desired that the request be made officially
and, particularly in view of the FAA attitude contained in paragraph 2½ above, I agreed with this desire. McCown indicated on 2 November that he would not request this data by letter unless higher FAA authorities felt it was necessary.

4. It appears that the FAA is using LORAN for their criteria but for policy reasons does not want officially to advise the Coast Guard of their action.

T. E. HAWKINS