EXPLANATION OF THE JCS LORAN INSTALLATION PLAN OF 1961 AND PLANNED UTILIZATION
OF THE DOD LORAN FY62 APPROPRIATION

The Loran Installation Plan of 1961 supersedes the Loran Installation Plan of 1957 and brings up to date the military requirements for loran throughout the world. This plan, prepared by the Joint Chiefs of Staff and forwarded to the Secretary of the Treasury by the Secretary of Defense, authorizes implementation of the plan as funds are made available. The Coast Guard Loran Planning Study, 1960, which proposed as a long-range objective elimination of LORAN-A and as an interim measure establishment of combined LORAN-A - LORAN-C stations was considered by the Joint Chiefs of Staff in the preparation of their Loran Installation Plan.

Comparing the 1961 plan with the 1957 plan the 1961 plan in effect cancels a requirement for nine single LORAN-A stations in the Caribbean and establishes the following new military requirements:

a. One LORAN-C station by 1 January 1962 at Port Clarence, Alaska, an extension of the presently operating Aleutian Chain.

b. Four LORAN-C stations in the Japanese area by 1 March 1963.


d. Four LORAN-C stations in the Philippine area by 1 January 1965.


The 1961 plan retained from the 1957 plan the requirement for a LORAN-C station in Northern Europe and for a LORAN-A station in Southern California.

Funded from prior year appropriations

a. Northern Europe Station - LORAN-C station. Construction is expected to start on this station in Northern Germany within the next three months.

b. Southern California - A site has been selected. Construction has been delayed pending resolution of electronic interference problem involving a nearby Navy Electronics Laboratory installation.

c. The Port Clarence Station - Under construction at the present time.

DOD LORAN FY62 APPROPRIATION

Three Japanese Area stations. The $10,000,000 provided for in the 1962 DOD military construction appropriation is to be used to construct three of the four Japanese area stations. Sites have been selected and bids have been received by the Coast Guard for the electronic equipment. If the target date is to be met the funds appropriated must be made available to the Coast Guard soon.