



Loran Lines

The newsletter of the International Loran Association

(Formerly the Wild Goose Association)

Published by the ILA Operations Center

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<http://www.loran.org>

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Summer, 1998

Volume 98-1

U. S. Decision to Continue Loran-C Beyond 2000!

...move was urged by many individuals, groups

In March, 1995, volume 95-S of *Loran Lines* carried a "scrapbook" of press releases and letters relating to the educational effort mounted across the industry to keep Loran-C operating as a part of the total US DOT service for mariners, aviators, land-mobile users and for precise-timing applications. At that time, we highlighted the efforts of the Aircraft Owners and Pilots Association, National Business Aircraft Association, National Association of State Aviation Officials, American Association of State Highway and Transportation Officials, National Air Transportation Association, and those of the U. S. Congress. Since then such groups as the National Boating Federation, Boat US and many other organizations and individuals responded to the Booz-Allen and Hamilton call for data in support of their DOT-sponsored cost-benefit study, with overwhelming support for continued operation. The high-tech companies which have continued to support and advance Loran-C technology also favored continuation, as did a large number of professionals in the navigation, timing and positioning fields.

In this newsletter edition, we reproduce early press releases and other materials relating to the recent decision to continue Loran-C in the United States beyond the year 2000. Readers will note that not all the details are apparent yet, and the Association continues to press for permanent support for Loran-C, as a complement to GPS and its augmentations, to provide a complete navigational service. Thanks to those persons and organizations who have supported the ILA and its Radionavigation Policy calling for multiple sources of positioning, navigation and timing in recognition of the "prudent navigator" concept and in support of the nation's critical infrastructure. To those not mentioned, apologies and sincere thanks. Ed.

27th Annual International Loran Association Convention and Technical Symposium!

... 1998 is the turning point!

The International Loran Association (ILA) 1998 Convention and Technical Symposium will be held from 11 to 15 October, 1998 at the Sheraton Ferncroft Conference and Resort in Danvers, Massachusetts, USA (just North of Boston). This event will be notable, given recent decision to continue operation of Loran-C as a complement to GPS beyond the year 2000! There will be technical papers on new and exciting developments in Loran and its interaction with GPS.

Noted speakers are being invited to present their views and predictions regarding national and international policy, and manufacturers will display their newest technology. Speakers include a representative of the Office of the Secretary of Transportation, former FAA Administrators Donald D. Engen and Langhorne Bond, FAA Associate Administrator for Research and Acquisitions Steve Zaidman, U. S. Coast Guard Director of Operations Policy Admiral James D. Hull. AOPA President Phil Boyer will entertain and inform us as the banquet speaker this year, and former ILA President John D. Illgen, President and CEO of Illgen Simulation Technologies, Inc., will be a luncheon speaker.

The registration form and preliminary program are included in the mailing which accompanies this newsletter; these may also be retrieved from the ILA website at <http://www.loran.org> or by contacting the ILA Operations Center: telephone (805) 967-8649, fax (805) 967-8471 or e-mail ila@illgen.com

Manufacturers should contact the Display Coordination Chairman, Gene Brusin, at Megapulse, Inc. gbrusin@megapulse.com

Be there!

Loran-C Beyond 2000 in U. S.!

This Internet message was the first direct indication of the continuation decision received by ILA. At press time, the US DOT had not yet issued a press release, and readers will note that there were unresolved items at the end of this June 29 meeting. Please note that this is "raw data" and that the DOT, FAA and Coast Guard are obviously still working out the details. By the time of the October convention, the story should be interesting indeed! Ed.

 From: [A Washington source close to the action]
 Subject: [Decision on Continuation of Loran-C]
 Date: 6/30/98 5:xx PM

A decision was made by FAA, USCG & OST yesterday morning (6/29/98) to continue the operation of Loran-C beyond its currently planned 12/31/00 termination date. Present at the meeting for FAA were Monte Belger, Steve Zaidman and Guy Gardner. Joe Canny (acting P-1) and Heywood Shirer represented OST. Admiral James Loy, Coast Guard Commandant, was connected via speakerphone.

1. All parties (FAA/USCG/OST) recognized the unending political pressure to continue operating Loran beyond 2000. Recent example: Aviation Subcmte of House Cmte on Transportation & Infrastructure, as part of FAA reauthorization Bill: "The Secretary shall maintain and upgrade Loran-C navigation facilities throughout the transition period to satellite-based navigation." CG getting similar help in their FY-99 authorization.

2. CG said they'd continue to cover (indefinitely) the O&M costs (estimated \$28M annually) in their budget. FAA will help cover capital costs to keep the Loran system going. Costs need to be apportioned between CG & FAA. OST, CG & FAA will need to work together on "a formula".

3. CG & FAA have different perspectives on how long to extend Loran.

a. CG plan is to invest an approximate \$109M capital (total) in FY-00-02. This "recapitalization" would be sufficient to operate the system through about 2008...which is apparently what the CG would like to do. (Another decision would be needed about 2005; an additional \$40M capital investment would then be required in 2006-07 if the system is to operate beyond 2008.)

b. When GPS Selective Availability (SA) is turned off (scheduled to happen by 2006 or sooner), maritime GPS users will for the first time obtain the same or better "repeatable" accuracy with GPS as they do with Loran. Operating the system

an additional 2 years (i.e., to 2008) will provide a transition period.

c. FAA, on the other hand, wants to avoid locking itself into a (potentially indefinite, considering the out-years) Loran funding stream unless (and until) we determine there is an aviation requirement. We don't want the users to misinterpret that this policy stems from an FAA requirement. We should be guided by user demand instead of by the lobbying efforts of Loran equipment manufacturers.

d. Aviation users will be in a better position to assess their requirements only after they see augmented GPS in operation.

ACTION:

I've initiated discussions with [...] concerning a space in the FY-00 F&E budget. As a "placeholder" I suggested using the "most likely" ratio of aviation-to-maritime Loran users (aviation has about 15% of the total, according to the OST-sponsored Booz-Allen & Hamilton study), which means about a \$5M requirement in '00. [...] said [we'd] start working this with the SEOAT. A more formal negotiating effort is expected to occur soon between CG & FAA, to be facilitated by OST/B - and we expect to be pushed towards a 50/50 share with CG.

The budget story is helped by the following:

a. CG is apparently being given \$20M for Loran improvements; and FAA \$4.3M; in our FY-99 budgets. If fact, then this could reduce the remaining need from \$109M to \$85M.

b. CG has apparently already put a \$35M request in their FY-00 budget for Loran, in anticipation of having to start funding either the continuation or the decommissioning of the system. And there's apparently some indication from OST that CG ought to leave their request alone and not look for an FY-00 cost-share from FAA. This could reduce the remaining need from \$85M to \$50M, starting in FY-01.

c. FAA exposure might be reduced to a 15-50% cost-share of \$25M in FY-01 & \$25M in FY-02.

OST needs to obtain the concurrence (or at least acknowledgement) of the Secretary, and to consider the best way to let the message out (perhaps a press release). Follow-on work will include the appropriate language for the 1998 Federal Radionavigation Plan (FRP).

[We] will explore these issues tomorrow morning (Wed, 7/1/98) in a meeting with ... [Flight Standards and Certification]. Uncertain yet whether the July 23 mtg between the Administrator & the Commandant need occur; OST is "keeping it on the schedule" for now.

AVIATION DAILY

3 7/7/1998 Article:110325

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FAA, Under 'Political Pressure,' Relents On Termination Of Loran-C

FAA, Coast Guard and DOT officials decided last week not to kill the Loran-C program as scheduled in 2000, but instead to upgrade Loran facilities during the transition to satellite-based navigation. Steve Zaidman, FAA acting deputy associate administrator for research and acquisition and one of the principals at last week's joint meeting, signaled the policy change last month at the RTCA Spring Forum. "It makes sense to fly it a couple of more years," he said at the time. "We should not have a drop-dead date" to decommission Loran (DAILY, June 26). Others attending the June 29 joint meeting were Monte Belger, FAA acting deputy administrator, and Guy Gardner, associate administrator for regulation and certification.

A document obtained by The DAILY stated that "all parties [FAA/USCG/OST] recognized the unending political pressure to continue operating Loran beyond 2000." Coast Guard Commandant Adm. James Loy participated in the joint meeting by speakerphone. The Coast Guard said it will continue to budget operations and maintenance costs indefinitely, estimated at \$28 million a year, and FAA said it will help cover capital costs. The parties agreed to apportion the costs of the system between the Coast Guard and FAA.

The Coast Guard and FAA have different perspectives on how long to extend the life of Loran-C. The Coast Guard plan is to invest about \$109 million between fiscal 2000 and 2002 in a "recapitalization" sufficient to operate the system through about 2008, which apparently is the term preferred by the Coast Guard. A further \$40 million would be required in 2006-2007 if Loran were to operate beyond 2008. The Coast Guard believes that when Global Positioning System Selective Availability (SA) is turned off by 2006, maritime GPS users will obtain for the first time "repeatable" accuracy equal to or better than Loran's. Operating Loran until 2008 will provide a transition period.

FAA wants to avoid being locked into a Loran funding stream unless and until it can determine there is an aviation requirement. The agency says it does not want current Loran users to "misinterpret" and conclude that the new policy stems from an FAA requirement. FAA says it should be guided by user demand instead of "lobbying efforts" by Loran equipment manufacturers, and aviation users will be in a better position to assess their requirements after they see augmented GPS in operation.

Meeting participants agreed that continuing Loran-C is subject to DOT Secretary Rodney Slater's concurrence, and DOT should "consider the best way to let the message out, perhaps through a press release." *Copyright 1998 McGraw-Hill*



Long-time supporters the Aircraft Owners and Pilots Association immediately issued a statement and posted it on their website:

Supporting AOPA position, DOT managers decide to continue operating Loran-C navigation system

July 7 — High-ranking managers from FAA, the U.S. Coast Guard and the Department of Transportation have decided the Loran-C navigation system should continue operation beyond the year 2000, supporting a long-standing AOPA position. While no new termination date was set, AOPA has learned the Coast Guard is planning to operate Loran through 2008. The decision still requires the Secretary of Transportation's approval. DOT had previously planned on shutting down Loran on December 31, 2000, despite almost universal opposition from users.

"More than 80,000 general aviation aircraft are equipped with Loran receivers," said AOPA President Phil Boyer. "We've fought a long time to protect pilots' investment in Loran equipment and to keep this system operating. "For VFR point-to-point navigation, Loran is a simple, inexpensive system that meets the needs of our members."

In testimony before Congress, AOPA Legislative Action has repeatedly pushed for continued Loran operation, arguing that it fulfills a vital navigation need and that Loran is a logical, cost-effective secondary system to GPS. Last March, for example, Boyer told the House Transportation and Infrastructure aviation subcommittee that DOT should "continue Loran-C service until the augmented GPS system proves itself ready to serve as a sole-means navigation system for general aviation and users are prepared to reap the benefits."

The FAA reauthorization bill currently pending in the U.S. House of Representatives directs DOT to maintain and upgrade the Loran-C navigation system throughout the transition to satellite-based navigation.

Loran saves money for aircraft owners, government

Boyer said that continued Loran operation would save money for aircraft owners and the government. According to a draft Booz-Allen & Hamilton study prepared for the Department of Transportation, replacing Loran receivers with GPS receivers could cost aircraft owners some \$315 million.

That study, ordered by Congress last year, also concludes that it is far cheaper to continue operating Loran than to turn it off. It would cost some \$764 million to terminate Loran in 2000, with most of that cost falling on Loran users who would have to buy new navigation equipment. The government would spend

(AOPA, continued)

\$100 million to decommission Loran sites. Booz-Allen & Hamilton estimated that continued operation of Loran beyond the year 2015 would cost a total of \$473 million over the 15-year period. Those costs include replacing old vacuum tube transmitters with solid state equipment, technology upgrades to meet aviation requirements, and ongoing operation and maintenance expenses. But there would be no costs to Loran users, who have already bought their receivers.

"It makes all the sense in the world to keep Loran operating," said Boyer. "We encourage Secretary of Transportation Rodney Slater to accept the decision of his managers and recommend continued funding for Loran-C."

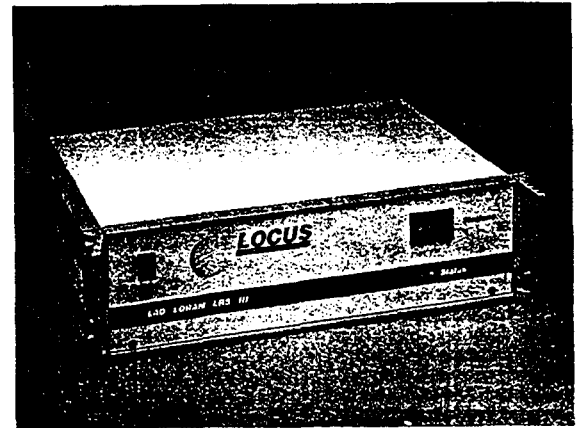
The 340,000-member Aircraft Owners and Pilots Association is the world's largest civil aviation organization. AOPA members comprise 55% of all U.S. pilots and AOPA members own three-quarters of the nation's 187,000 general aviation aircraft.

98-3-002

AVIATION WEEK & SPACE TECHNOLOGY

Evidently referring to the AOPA release, *Aviation Week and Space Technology* also carried a short article in the July 13, 1998 issue: "Bowling to recommendations from the general-aviation pilot community, the FAA, U. S. Coast Guard and Transportation Dept. plan to continue operating the Loran-C low-frequency navigation system beyond 2000 and possibly until 2008. The decision ... requires final approval from Transportation Secretary Rodney Slater to continue funding the system ..."

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NEWS From BOAT/U.S.

Boat Owners Association of The United States

Washington National Headquarters, 880 S. Pickett St., Alexandria, VA 22304 (703) 461-4385
Alexandria, Virginia
July 8, 1998

FOR IMMEDIATE RELEASE
Contact: Elaine Dickinson

LORAN SYSTEM SAVED FROM EARLY SHUTDOWN

Loran-C, a reliable and economical radionavigation system used by boaters, aviators and strongly supported by BOAT/U.S., appears to have been saved from a premature shutdown and may be operated by the federal government until 2008. The decision follows a high level meeting of Department of Transportation, Federal Aviation Administration and U.S. Coast Guard officials, and must still be affirmed by the Secretary of Transportation.

Operated by the U.S. Coast Guard since the 1970s, Loran was targeted in 1994 for a shutdown as early as 2000 due to budget concerns, rather than be operated until 2015 as planned. With over 1 million civilian users, most of them mariners, the prospect of Loran's early demise created a furor among navigators who had hundreds of millions of dollars of Loran equipment invested in their boats.

BOAT/U.S. immediately launched a grassroots campaign to save Loran and for the past four years worked with members of Congress to secure continued funding for Loran and testified at numerous radionavigation hearings. A recent report to Congress by the consulting firm Booz-Allen & Hamilton affirmed what BOAT/U.S. has been saying for some time: that Loran is an excellent back-up system and complement to the satellite-based Global Positioning System (GPS) and that the two systems should have an adequate overlap period until all issues regarding GPS have been resolved. A target date of 2006 to eliminate "Selective Availability", the deliberate degradation of the GPS signal that so vexes civilian navigators, also appears to have been agreed to.

"We're gratified that these federal agencies have put the needs of safe navigation and the public first and worked together to come up with a reasonable plan for both continuing Loran while improving GPS," said BOAT/U.S. lobbyist Elaine Dickinson.

With over 500,000 members, BOAT/U.S. is the largest organization of recreational boat owners in the U.S. The Association has represented boaters' interests on issues including navigation, safety, taxes, and education for the past 33 years.

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