



Loran U.S. Legislative History

Presented to:

ILA 36

Orlando FL

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PRESENTED BY:



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Loran Legislative History (up to now)

- The Early Years FY96-99
 - Working to reverse Dec 2000 termination
 - PCCIP/Delaney report/BAH Study/Sole Means GPS
 - Get a little \$, deliver results
- Development of eLoran FY00-05
 - Defining a future role
 - Volpe Report/Loran Technical Evaluation
 - Higher \$ with greater results
- Going Forward FY06-08
 - Quest for a decision
 - Alternative viewpoints
 - The issues of funding

Legislative Primer

- Budget Requests and Cycle
 - What is an Authorization?
 - What is an Appropriation?
 - House, Senate, and Conference Reports
-
- Why does Congress care about Loran?

Coast Guard Authorization Act For FY 1996

(S.1004) (Statutory provision signed into law by President as Public Law 104-324)

SEC. 308. REPORT ON LORAN -C REQUIREMENTS.

Not later than 6 months after the date of enactment of this Act, the Secretary of Transportation, in cooperation with the Secretary of Commerce, shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a plan prepared in consultation with users of the LORAN - C radionavigation system defining the future use of and funding for operations, maintenance, and upgrades of the LORAN -C radionavigation system. The plan shall provide for--

- (1) mechanisms to make full use of compatible satellite and LORAN -C technology by all modes of transportation, the telecommunications industry, and the National Weather Service;
- (2) an appropriate timetable for transition from ground-based radionavigation technology after it is determined that satellite-based technology is available as a sole means of safe and efficient navigation and taking into consideration the need to ensure that LORAN -C technology purchased by the public before the year 2000 has a useful economic life; and
- (3) agencies in the Department of Transportation and other relevant Federal agencies to share the Federal Government's costs related to LORAN -C technology.

FY97 Trans Appropriations (H.R. 3675)

Senate Committee Report 104-325

Loran -C upgrades- The House has provided \$5,650,000 for Loran -C upgrades which were not requested by the administration. The FAA has appealed this funding, stating that the agency will continue to rely on the technology enhancements offered by the global positioning system technology, which is fundamental to future navigation and landing automation plans. ...FAA believes it cannot financially sustain nor justify on a cost-benefit basis maintaining two navigation systems at the same time.

The Committee has provided \$3,650,000 above the administration's request for the Loran -C upgrade program. Of this amount, \$650,000 is to be used for the automatic blink system upgrade. The Committee is concerned that the radio navigation plan which called for the phasing out of the Loran -C program by the year 2000 was based on an optimistic assumption regarding the immediate and successful implementation and commissioning of the GPS system. ... the Committee has provided \$3,000,000 above that requested by the administration for upgrade and modernization of existing systems.

In conference, the House and Senate compromised at \$4.65 Million for FY97.

Coast Guard Authorization Act of 1998

(H.R.2204) (Statutory provision signed into law by President Public Law 105-383)

SEC. 103. LORAN -C.

- (a) FISCAL YEAR 1999- There are authorized to be appropriated to the Department of Transportation, in addition to the funds authorized for the Coast Guard for operation of the LORAN -C System, for capital expenses related to LORAN -C navigation infrastructure, \$10,000,000 for fiscal year 1999. The Secretary of Transportation may transfer from the Federal Aviation Administration and other agencies of the department funds appropriated as authorized under this section in order to reimburse the Coast Guard for related expenses.
- (b) COST-SHARING PLAN- Not later than 6 months after the date of the enactment of this Act, the Secretary of Transportation shall develop and submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a plan for cost-sharing arrangements among Federal agencies for such capital and operating expenses related to LORAN -C navigation infrastructure, including such expenses of the Coast Guard and the Federal Aviation Administration.

OMNIBUS APPROPRIATIONS FOR FY99

(H.R. 4328) House Conference Report 105-825

- *Next generation navigation systems.*--The conference agreement provides \$92,000,000 for next generation navigation systems, which includes \$85,000,000 for further development of the GPS wide area augmentation system (WAAS) and \$7,000,000 for further development of the LORAN -C navigation system. The FAA is directed not to reprogram any of the LORAN -C funding to the WAAS program. Further discussion of the conference agreement on WAAS is provided in an earlier section of this report.

DEPT OF TRANS. APPROPRIATIONS BILL, FY00 (Senate Committee Report 106-055)

... the Committee is somewhat heartened by the FAA decision to retain Loran -C for a minimum of at least eight more years. The Committee continues to be concerned about the confusion that surrounds the WAAS program. While the navigation system of the future is clearly primarily satellite based, it may be equally clear that it is not exclusively satellite based--or that that should be the goal. Fortunately, the slavish preoccupation that the FAA and some in the industry had with 'sole means' appears to have been replaced with the recognition that a more probable option includes some form of ground-based navigation aids, notably Loran -C or inertial navigation systems. Further, what is increasingly clear is that the navigational system of the future in developing required navigation performance should address the concerns expressed about jamming, intentional or unintentional interference with satellite based signals, radio propagation, satellite or ground-based system failure, the to-date undefined risks associated with the ionosphere, and the cost effectiveness of the system. ...

The Committee continues to support steps to ensure that loran will be available to meet ongoing user navigation safety and efficiency requirements. Loran provides important multimodal navigation capabilities, well-proved, cost-effective, and significant safety and efficiency benefits. The Committee continues to be convinced that support of the loran infrastructure is prudent to meet continuing requirements for the technology, particularly in light of the difficulty the FAA is experiencing with WAAS. failure to maintain the investment in loran infrastructure at this time would be irresponsible.

Coast Guard Authorization Act of 2000

(H.R.820) (Engrossed Amendment as Agreed to by Senate)

SEC. 103. LORAN -C.

- (a) *Fiscal Year 2001- There are authorized to be appropriated to the Department of Transportation, in addition to funds authorized for the Coast Guard for operation of the LORAN -C system, for capital expenses related to LORAN -C navigation infrastructure, \$20,000,000 for fiscal year 2001. The Secretary of Transportation may transfer from the Federal Aviation Administration and other agencies of the department funds appropriated as authorized under this section in order to reimburse the Coast Guard for related expenses.*
- (b) *Fiscal Year 2002- There are authorized to be appropriated to the Department of Transportation, in addition to funds authorized for the Coast Guard for operation of the LORAN -C system, for capital expenses related to LORAN -C navigation infrastructure, \$40,000,000 for fiscal year 2002. The Secretary of Transportation may transfer from the Federal Aviation Administration and other agencies of the department funds appropriated as authorized under this section in order to reimburse the Coast Guard for related expenses.*

Response to Congressional Inquiry – Part 1

“...Thank you for your letter of May 7, 2001 cosigned by your congressional colleagues, concerning the future of the Loran-C system...The President’s Fiscal Year 2002 budget request contains \$13 million to continue the recapitalization of Loran-C, and we appreciate the support that you and others in Congress have provided for this program over the past several years...We are continuing to evaluate the need for long-term continuation of Loran-C and the associated costs and benefits...**The evaluations are scheduled to be completed at the end of the year and will contribute to our decision on the long-term operation of Loran....**”

-- Norman Y. Mineta --

Secretary

U.S. Department of Transportation

June 2001

Response to Congressional Inquiry – Part 2

“...Thank you for your letter of February 5, 2002 cosigned by your congressional colleagues, concerning the vulnerability of the Global Positioning system (GPS) and the future of the Loran-C system...As you have noted, the Volpe report concludes that the GPS signal is vulnerable to interference, and that independent backup procedures or systems should be required for critical transportation applications...The operating administrations endorsed the Volpe report...**The Department anticipates making a decision on the long-term need for Loran-C later this year....**”

-- Norman Y. Mineta --

Secretary

U.S. Department of Transportation

March 28, 2002

Response to Congressional Inquiry – Part 3

“...Thank you for your letter of May 20, 2004 cosigned by your congressional colleagues, supporting the continuation of Loran as part of the long-term navigation system mix necessary to meet our Nation’s transportation safety and security goals...At the end of 2002 the Department of Transportation (DOT) Position, Navigation and Timing Executive Committee (POS/NAV EC) initiated two studies, one technical, the other a benefit-cost analysis, to answer critical questions that were key to making an informed and unbiased decision on the fate of Loran...The required reports were delivered on time to DOT at the end of March 2004...both the technical and the benefit cost studies had favorable findings...**Please be assured that a decision will be made soon concerning Loran’s role as part of the Nation’s long-term radionavigation system mix....**”

-- Norman Y. Mineta --

Secretary

U.S. Department of Transportation

August 19, 2004

USCG Budget in Brief FY07

Table 2 - Summary of FY2007 Base Decreases and Re-Allocations

Management and Technology Efficiencies

Terminate Long Range Aids to Navigation (LORAN) program-

Phase 1: Current Global Positioning System (GPS) technology and available back-up systems are adequate for navigational purposes, making the U.S. LORAN-C system unnecessary and redundant.

DHS APPROPRIATIONS FOR FY07 - The Stevens (in Full Committee) Amendment

- LORAN - Long Range Aids to Navigation [Loran]-C - The Committee denies the request to terminate operations at LORAN stations nationwide and directs the Secretary to refrain from taking any steps to reduce operations at such stations. The Committee further directs the Secretary, in consultation with the Secretary of Transportation, to submit a report to the Appropriations Committee and the Commerce Committee regarding the future of the LORAN system. The report shall include an analysis of the costs and benefits of the LORAN system, the merits of maintaining the LORAN system as a back-up navigational aid, and the benefits of using the LORAN system in conjunction with the Global Positioning System. The report shall be submitted to the Committees within 180 days of enactment of this act.

DHS APPROPRIATIONS FOR FY07

The Coburn (Senate Floor) Amendment

- Title V - General Provision - Sec.545. None of the amounts available or otherwise available to the Coast Guard under title II of this Act under the heading ``United States Coast Guard'' under the heading ``operating expenses'' may be obligated or expended for the continuation of operations at Long Range Aids to Navigation (LORAN) stations nationwide, except in Alaska, far northwest, and far northeast continental United States of America.

DHS APPROPRIATIONS FOR FY07 (H.R. 5441) (House Conference Report 109-699)

- Loran-C -- The President's budget proposed terminating the LORAN-C program. The conferees assume the continuation of the LORAN-C program until: (1) the appropriate entities within the Executive Branch have agreed in writing to the termination, (2) the public has been notified, (3) and the appropriate countries have been notified under existing international agreements. Within 15 days of a coordinated Executive Branch decision to terminate LORAN-C, the Coast Guard is directed to provide a report to the Committees on Appropriations on the entities within the Executive Branch that agreed to the termination, the date such entities agreed to the termination, and names of the officials who agreed to the termination. Further, the report shall also include the date and methods used to notify the public and foreign countries, as appropriate under existing international agreements, of the program's termination.

USCG Budget in Brief FY08

Terminate the LORAN-C Program

Based on numerous studies, solicitations to modal partners, and public comment, all of which found LORAN-C is neither necessary, nor cost effective, to meet the nation's positioning, navigation, or timing requirements. With no requirement or clear need for LORAN-C, disestablishing the system demonstrates sound stewardship of the nation's resources. This base reallocation will redirect funding to support the completion of Phase 1 of a four-year project to decommission the LORAN-C radio-navigation system. The personnel and Operating and Maintenance (O&M) savings will be reinvested in the Coast Guard base funding to apply towards closure costs for this project over the next four years.

House DHS and House Trans Approp Bills for FY08

- LORAN C – Coast Guard has proposed terminating the Loran C program in the budget because it believes this system is no longer necessary for a secondary means of navigation. The Committee understands that a decision to terminate Loran C is dependent upon agreement by DOT, which has not occurred. The Committee also understands that in late 2006, DOT convened an Independent Assessment Team, in cooperation with DHS, to complete yet another evaluation of Loran C. The Team concluded that Loran C should be retained and modernized to serve as a long term back up for GPS. The Committee assumes continuation of Loran C in fiscal year 2008.

S. 1644 DHS FY 08 Appropriations

- LONG RANGE AIDS TO NAVIGATION-C – The Committee denies the request to terminate operations at Long Range Aids to Navigation loran-C stations nationwide and directs the Secretary to refrain from taking any steps to reduce operations at such stations. The Committee understands that a group composed of officials from the Departments of Homeland Security and Transportation, and other Federal agencies met earlier this year and unanimously agreed that the United States should maintain the loran system. Therefore, the Committee assumes the continuation of funding for the loran-C program until the requirements detailed in the joint explanatory statement of managers accompanying the fiscal year 2007 conference report (Report 109-699) have been met.

S. 1892 (Reported Aug 2007) (Statutory provision as approved by Senate Commerce Committee)

SEC. 503. COAST GUARD TO MAINTAIN LORAN-C NAVIGATION SYSTEM.

- (a) **IN GENERAL.**--The Secretary of Transportation shall maintain the LORAN-C navigation system until such time as the Secretary is authorized by statute, explicitly referencing this section, to cease operating the system.
- (b) **AUTHORIZATION OF APPROPRIATIONS.**--There are authorized to be appropriated to the Secretary of Transportation, in addition to funds authorized under section 101 of this Act for the Coast Guard for operation of the LORAN-C system, for capital expenses related to the LORAN-C infrastructure, \$25,000,000 for each of fiscal years 2008 and 2009. The Secretary of Transportation may transfer from the Federal Aviation Administration and other agencies of the Department of Transportation such funds as may be necessary to reimburse the Coast Guard for related expenses.

Among DHS views provided to Senate Commerce Committee in response to S. 1892 (Sept 2007)

Sec. 503. Coast Guard to maintain LORAN-C navigation system. The Department has no objection to Section 503. The Spaced-Based Positioning, Navigation and Timing (PNT) Executive Committee, co-chaired by the Deputy Secretaries of the Department of Defense (DOD) and the Department of Transportation (DOT), concurred with a joint Department of Homeland Security (DHS)-DOT policy recommendation to pursue “enhanced” LORAN (e-LORAN) as a national PNT backup to the Global Positioning System (GPS) for the U.S. homeland. As a result, DOT and DHS are jointly preparing proposed transition plans to move operations, maintenance, construction, and funding for the LORAN system from DHS/Coast Guard to another government agency so that e-LORAN may be implemented, upon which the Secretary of Homeland Security and the Secretary of Transportation can base a final decision on the future of the current LORAN system. DHS and DOT are in the process of completing these actions and are scheduled to make a joint announcement of a decision on LORAN by the end of this year.

Appropriated vs. Requested (Modernization \$)

FISCAL YEAR	PRESIDENT'S BUDGET REQUEST	APPROPRIATION
FY1997	\$0.0	\$4.65
FY1998	\$0.0	\$4.0
FY1999	\$0.0	\$9.5
FY2000	\$0.0	\$10.0
FY2001	\$20.0	\$25.0
FY2002	\$13.0	\$19.0
FY2003	\$13.0	\$25.0
FY2004	\$0.0	\$22.5
FY2005	\$0.0	\$22.5
FY2006	\$0.0	\$17.5
FY2007	\$0.0	Undetermined
FY2008	\$0.0	Undetermined
TOTAL		\$159.65 MILLION



Questions?