

APPENDIX C

REVIEW OF THE DRAFT PEIS

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REVIEW OF THE DRAFT PEIS
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ACTION: Notice of availability and request for comments.

SUMMARY: The Coast Guard announces the availability of a Draft Programmatic Environmental Impact Statement (PEIS) on the Future of the Long Range Aids to Navigation (Loran-C) Program. We request your comments on the Draft PEIS.

DATES: Two public meetings concerning the Draft PEIS are planned. The public meetings will be held on February 18, 2009, in Washington, DC and on March 3, 2009, in New Orleans, LA. Comments and related material must reach the Docket Management Facility on or before March 9, 2009.

ADDRESSES: The Washington, DC meeting will be held at the Ronald Reagan Building and International Trade Center, Oceanic Rooms A & B, 1300 Pennsylvania Avenue, NW, Washington, DC 20004, telephone 202-312-1326. The New Orleans, LA meeting will be held at the Hilton New Orleans Riverside, Rosedown Room, 2 Poydras Street, New Orleans, LA 70140, telephone 504-550-3739. Each meeting will consist of an informational open house from 4:30 p.m. to 6 p.m. and a public scoping meeting from 6 p.m. to 8 p.m. The public meetings may end later than the stated time, depending on the number of persons wishing to speak.

Send written material or comments you wish to have as part of the meeting record to Department of Homeland Security, U.S. Coast Guard, (CG-54132) Electronic Navigation Branch, 2100 Second Street, SW., Washington, DC 20593-0001, *Attn:* LCDR Robert Manning no later than February 9, 2009.

You may submit comments identified by Coast Guard docket number USCG-2007-28460 to the Docket Management Facility at the U.S. Department of Transportation. To avoid duplication, please use only one of the following methods:

- (1) *Online:* <http://www.regulations.gov>.
- (2) *Mail:* Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001.
- (3) *Hand delivery:* Room W12-140 on the Ground Floor of the DOT West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.
- (4) *Fax:* 202-493-2251.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call

LCDR Robert Manning, (CG-54132) Electronic Navigation Division, U.S. Coast Guard, telephone 202-372-1560, or e-mail robert.j.manning@uscg.mil. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to submit comments and related material on the Draft PEIS on the Future of the Loran-C Program. All comments received will be posted, without change, to <http://www.regulations.gov> and will include any personal information you have provided. We have an agreement with the Department of Transportation (DOT) to use the Docket Management Facility. Please see DOT's "Privacy Act" paragraph below.

Submitting comments: If you submit a comment, please include the docket number for this notice (USCG-2007-28460), and give the reason for each comment. You may submit your comments and material by electronic means, mail, fax, or delivery to Docket Management Facility at the address under **ADDRESSES**; but please submit your comments and material by only one means. We recommend that you include your name and a mailing address, an e-mail address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission. For example, we may ask you to resubmit your comment if we are not able to read your original submission. If you submit them by mail or delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Docket Management Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period.

Viewing the comments and Draft PEIS: To view the comments and the Draft PEIS, go to <http://www.regulations.gov>, select the Advanced Docket Search option on the right side of the screen, insert USCG-2007-28460 in the Docket ID box, press Enter, and then click on the item in the Docket ID column. If you do not have access to the Internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue, SE.,

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2007-28460]

Long Range Aids to Navigation (Loran-C) Program; Draft Programmatic Environmental Impact Statement

AGENCY: Coast Guard, DHS.

Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Draft PEIS is also available at the project Web site, <http://www.uscg-e2m.com/LoranPEIS/>.

Privacy Act: Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act, system of records notice regarding our public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).

Background and Purpose

Loran is a radionavigation system first developed during World War II and operated by the USCG. The current system (Loran-C) is a low frequency hyperbolic radionavigation system approved for use in the Coastal Confluence Zone (CCZ) and as a supplemental air navigation aid. Loran-C provides navigation, location, and timing services for both civil and military air, land, and marine users in the continental U.S. (CONUS) and Alaska. The USCG operates 18 CONUS Loran Stations, 6 Alaska Loran Stations, and 24 monitoring sites.

The Draft PEIS on the Future of the Loran-C Program is a program-level document designed to provide the USCG with high-level analysis of the potential impacts on the human environment from the alternatives for the future of the Loran-C Program. The Draft PEIS evaluates the following five alternatives on the future of the USCG Loran-C Program:

- (1) No Action Alternative. The No Action Alternative refers to the current, existing conditions without implementation of the Proposed Action.
- (2) Decommission the USCG Loran-C Program and Terminate the North American Loran-C Signal.
- (3) Automate, Secure, and Unstaff Loran-C Stations.
- (4) Automate, Secure, Unstaff, and Transfer Management of the Loran-C Program to Another Government Agency.
- (5) Automate, Secure, Unstaff, and Transfer Management of the Loran-C Program to Another Government Agency to Deploy an eLoran system.

The preferred alternatives include Automate, Secure, Unstaff, and Transfer Management of the Loran-C Program to Another Government Agency; or Automate, Secure, Unstaff, and Transfer Management of the Loran-C Program to Another Government Agency to Deploy an eLoran system. It is important to note that this draft PEIS does not obligate the

Coast Guard, DHS, or any other entity to undertake any specific course of action with respect to Loran.

We are requesting your comments on the environmental concerns that you may have related to the Draft PEIS. This includes suggested analyses and methodologies for use in the Draft PEIS or possible sources of data for information not included in the Draft PEIS. Your comments will be considered in preparing the final PEIS.

Dated: December 30, 2008.

James A. Watson,

Rear Admiral, U.S. Coast Guard, Director of Prevention Policy.

[FK Doc. E9-1171 Filed 1-21-09; 8:45 am]

BILLING CODE 4910-15-P

Washington, DC 20460; T: 202-566-0405; F: 202-566-0409; healy.richard@epa.gov.

Region I—Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island

Matt Liebman USEPA Region I, One Congress St., Suite 1100-COP, Boston, MA 02114-2023; T: 617-918-1626; F: 617-918-1505; liebman.matt@epa.gov.

Region II—New Jersey, New York, Puerto Rico, U.S. Virgin Islands

Helen Grebe USEPA Region II, 2890 Woodbridge Ave., MS220, Edison, NJ 08837-3679; T: 732-321-6797; F: 732-321-6616; grebe.helen@epa.gov.

Region III—Delaware, Maryland, Pennsylvania, Virginia

Denise Hakowski USEPA Region III, 1650 Arch Street, 3WP30, Philadelphia, PA 19103-2029; T: 215-814-5726; F: 215-814-2318; hakowski.denise@epa.gov.

Region IV—Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina

Joel Hansel USEPA Region IV, 61 Forsyth St., 15th Floor, Atlanta, GA 30303-3415; T: 404-562-9274; F: 404-562-9224; hansel.joel@epa.gov.

Region V—Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin

Holly Wirick USEPA Region V, 77 West Jackson Blvd., WT-10J, Chicago, IL 60604-3507; T: 312-353-6704; F: 312-886-0168; wirick.holiday@epa.gov.

Region VI—Louisiana, Texas

Mike Schaub USEPA Region VI, 1445 Ross Ave., 0WQ-EW, Dallas, TX 75202-2733; T: 214-665-7314; F: 214-665-6689; schaub.mike@epa.gov.

Region IX—American Samoa, Commonwealth of the Northern Mariana Islands, California, Guam, Hawaii

Terry Fleming USEPA Region IX, 75 Hawthorne St., WTR-2, San Francisco, CA 94105; T: 415-972-3462; F: 415-947-3537; fleming.terrence@epa.gov.

Region X—Alaska, Oregon, Washington

Rob Podersen USEPA Region X, 120 Sixth Ave., OW-134, Seattle, WA 98101; T: 206-553-1646; F: 206-553-0165; podersen.rob@epa.gov.

Dated: January 14, 2009.

Benjamin H. Grumbles,
Assistant Administrator for Water.
[FR Doc. E9-1397 Filed 1-22-09; 8:45 am]
BILLING CODE 6960-30-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-8589-7]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7167 or <http://www.epa.gov/compliance/napa/>.

Weekly receipt of Environmental Impact Statements

Filed 01/12/2009 Through 01/16/2009 Pursuant to 40 CFR 1506.9.

EIS No. 20090007, Draft EIS, BLM, CA, Carrizo Plain National Monument, Draft Resource Management Plan, Implementation, San Luis Obispo County and Portion of western Kern County, CA, *Comment Period Ends:* 04/22/2009, *Contact:* Katherine Worn 661-391-0067.

EIS No. 20090008, Draft EIS, FHW, WY, Jackson South Project, Proposes to Improve Seven Miles of U.S. 26/89/189/191/, Funding and Right-of-Way Approval, Teton County, WY, *Comment Period Ends:* 03/09/2009, *Contact:* Lee Potter 307-772-2004 Ext. 146.

EIS No. 20090009, Final EIS, AFS, WA, Republic Ranger Station Excess Residence Sale Project, Proposes to Sell a 0.72 Acre Parcel of Land with a Residential Building, Republic Ranger District, Colville National Forest, Ferry County, WA, *Wait Period Ends:* 02/23/2009, *Contact:* James L. Parker 509-775-7462.

EIS No. 20090010, Draft EIS, USN, WA, Swimmer Interdiction Security System (SISS) Project, Construction and Operation, Naval Base Kitsap—Bangor, Silverdale, Kitsap County, WA, *Comment Period Ends:* 03/09/2009, *Contact:* Shannon Kasa 619-553-3889.

EIS No. 20090011, Draft EIS, SFW, CA, Tehachapi Uplands Multiple Species Habitat Conservation Plan (TUMSHCP), Propose Issuance of a 50-Year Incidental Take Permit for 27 Federal- and State-Listed and Unlisted Species, Kern County, CA, *Comment Period Ends:* 04/22/2009, *Contact:* Mary Grim 916-414-6464.

EIS No. 20090012, Final EIS, NOA, 00, Proposed Acceptable Biological Catch (ABC) and Optimum Yield (OY) Specifications and Management Measures for the 2009-2010 Pacific Coast Groundfish Fishery Management Plan, Implementation, WA, OR and CA, *Wait Period Ends:* 02/23/2009, *Contact:* Robert Lohn 206-526-8150.

EIS No. 20090013, Draft EIS, CGD, 00, Programmatic—Future of the U.S.

Coast Guard Long Range Aids to Navigation (LORAN-C) Program, Implementation, *Comment Period Ends:* 03/09/2009, *Contact:* CDR. Bob I. Feigenblatt 202-372-1558

EIS No. 20090014, Final EIS, NOA, OR, Bull Run Water Supply Habitat Conservation Plan, Application for and Incidental Take Permit to cover the Continued Operation and Maintenance, Sandy River Basin, City of Portland, OR, *Wait Period Ends:* 02/23/2009, *Contact:* D. Robert Lohn 301-713-1632.

EIS No. 20090015, Final EIS, FHW, TN, TN-307 (Mack Hatcher Parkway Extension) Construction from US-31 (TN-6, Columbia Avenue) South of Franklin to US-341 (TN-106, Hillsboro Road) North of Franklin, Additional Information on the Build Alternative (Alternative G), Williamson County and City of Franklin, TN, *Wait Period Ends:* 02/23/2009, *Contact:* Bobby Blackmon 615-781-5770.

Amended Notices

EIS No. 20080460, Draft EIS, FHW, CO, I-70 East Project, Transportation Improvement from I-70 East from 1-25 to Tower Road, Funding, City and County Denver, CO, *Comment Period Ends:* 03/31/2009, *Contact:* Chris Horn 720-963-3017. *Revision to FR Notice Published 11/14/2008:* Extending 12/31/2009 to 03/31/2009.

EIS No. 20080470, Final EIS, FHW, VT, Middlebury Spur Project, Improvements to the Freight Transportation System in the Town of Middlebury in Addison County to the Town of Pittsford in Rutland County, VT, *Wait Period Ends:* 01/30/2009, *Contact:* Kenneth Sikora, Jr. 802-826-4573. *Revision to FR Notice Published 11/21/2008:* Extending Wait Period from 12/23/2008 to 01/30/2009.

EIS No. 20080538, Second Draft Supplement, NRC, VA, North Anna Power Station Unit 3, Combined License (COL) application for Construction and Operation a Based-Load Nuclear Power Plant, (NUREG-1917), in the Town of Mineral, Louisa County, VA, *Comment Period Ends:* 03/20/2009, *Contact:* Alicia Williamson 301-415-1878. *Revision to FR Notice Published 01/02/2009:* Extending Comment Period from 03/16/2009 to 03/20/2009.

Dated: January 16, 2009.

Ken Mittelholz,
Environmental Protection Specialist, Office of Federal Activities.

[FR Doc. E9-1394 Filed 1-22-09; 8:45 am]
BILLING CODE 6960-30-P

**Notice of Availability, Informational Open House and Public Meeting
Draft Programmatic Environmental Impact Statement (PEIS) on the Future of the
U.S. Coast Guard (USCG) Long Range Aids to Navigation (LORAN-C) Program**

The USCG announces the availability of the Draft PEIS on the Future of the USCG LORAN-C Program. The USCG is now in the 45-day public comment/review period for the Draft PEIS, and invites public comment on the Draft PEIS. As part of the 45-day public comment/review period, the USCG will hold an informational open house and public meeting in Washington, D.C. and New Orleans, LA. The Washington, D.C. meeting will be held on February 18, 2009, at the Ronald Reagan Building & International Trade Center, 1300 Pennsylvania Ave, Washington, DC 20004 (202-312-1326). The New Orleans, LA, meeting will be held on March 3, 2009 at Riverside Hilton on Two Poydras Street, New Orleans, LA 70140 (504-556-3739). Each informational open house will begin at 4:30 p.m. and the public meeting will begin at at 6:00 p.m. The meetings are open to the public and all interested parties are encouraged to attend. Written and verbal comments will be accepted at the open houses and at the public meetings.

The Draft PEIS is available for review at the project web site, <http://loranpeis.uscg.e2m-inc.com/>, or <http://www.regulations.gov>, Docket Number USCG-2007-28460.

You may also submit comments identified by docket number **USCG-2007-28460** to the Docket Management Facility. Comments and related material must reach the docket on or before March 9, 2009.

Please use only one of the following methods:

- (1) Federal Docket Management Web Site: <http://www.regulations.gov>.
- (2) Mail: Federal Docket Management Facility, U.S. DOT, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, D.C. 20590.
- (3) Fax: 202-493-2251.
- (4) Delivery: Room W12-140 on the Ground Floor of the U.S. DOT West Building, 1200 New Jersey Avenue, SE, Washington, D.C., between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

The PEIS as well as material received from the public will become part of the docket and will be available for inspection or copying at the address specified as (4), above. You may also view this docket on the Internet at <http://www.regulations.gov>. FOR FURTHER INFORMATION CONTACT: LCDR Robert Manning at 202-372-1560, or e-mail Robert.J.Manning@uscg.mil.

This NOA was published in *The Times – Picayune* on Sunday, March 1, 2009 for the New Orleans, Louisiana Public Meeting.



Thank you for your interest in the U.S. Coast Guard's Draft Programmatic Environmental Impact Statement (PEIS) on the Future of the Long Range Aids to Navigation (LORAN-C) Program. You are receiving this notice because you previously expressed interest in the project.

The Draft PEIS has been published and is available and can be downloaded at <http://loranpeis.uscg.e2m-inc.com/>, or <http://www.regulations.gov>, Docket Number USCG-2007-28460. To request a paper copy of the document, please contact: LCDR Robert J. Manning, Technical Program Manager at 202-372-1561 or email him at Robert.J.Manning@uscg.mil.

USCG invites public comment on the Draft PEIS. Informational open houses and public meetings will be held in Washington, D.C. and New Orleans, LA. The Washington, D.C. meeting will be held on February 18, 2009, at the Ronald Reagan Building & International Trade Center, 1300 Pennsylvania Ave, Washington, DC 20004 (202-312-1326). The New Orleans, LA, meeting will be held on March 3, 2009 at Riverside Hilton on Two Poydras Street, New Orleans, LA 70140 (504-556-3739). Each informational open house will begin at 4:30 p.m. and the public meeting will begin at 6:00 p.m.

USCG LORAN Programmatic EIS
c/o e²M, Inc.
2751 Prosperity Avenue
Suite 200
Fairfax, VA 22031

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

MAR 5 2009

OFFICE OF
ENFORCEMENT AND
COMPLIANCE ASSURANCE

Commander Bob I. Feigenblatt
Technical Program Manager
U.S. Coast Guard
CG-54132
2100 Second Street, SW
Washington, DC 20593-0001

Dear Commander Feigenblatt:

In accordance with our responsibilities under Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the Environmental Protection Agency (EPA) has reviewed the U.S. Coast Guard (USCG) draft Programmatic Environmental Impact Statement (PEIS) on the Future of the USCG Long Range Aids to Navigation (LORAN-C) Program (CEQ No. 20090013). The draft PEIS assesses the potential environmental impacts of a range of options associated with the future of the LORAN-C Program to end or reduce USCG management of the LORAN-C Program.

EPA believes that the draft PEIS provides an adequate discussion of the potential environmental impacts and agrees that no significant adverse environmental impacts are expected. Therefore, EPA has rated the draft PEIS as LO – "Lack of Objections." A summary of EPA's rating is attached.

We appreciate the opportunity to review the draft PEIS. The staff contact for the review is Candi Schadle and she can be reached at (202) 564-6121.

Sincerely,

A handwritten signature in cursive script that reads "Susan E. Bromm".

Susan E. Bromm
Director
Office of Federal Activities

Attachment: EPA National Rating System



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

January 27, 2009

J. M. Sollosi
Chief, Navigation Systems Division
United States Coast Guard
2100 Second Street, SW
Washington DC, 20593-0001

In future correspondence please refer to:
Log: 012709-03-USCG
Property: Programmatic EIS on USCG LORAN-C Program
Re: More Information Needed

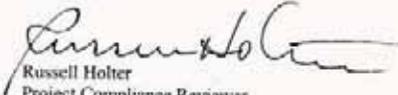
Dear Chief Sollosi:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP). The Executive in Charge of DAHP is the Washington State Historic Preservation Officer, Dr. Allyson Brooks-SHPO. I have reviewed the abovementioned materials provided for this project. Since Washington State has several sites that could be affected by actions undertaken by the US Coast Guard in the future; and because Washington State is rich in Cultural Resources (including numerous archaeological sites and Traditional Cultural Places), we look forward to further consultation with the US Coast Guard as the program develops.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the SHPO pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Please contact me should you have any specific questions about our request and we look forward to receiving this material.

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,


Russell Holter
Project Compliance Reviewer
(360) 586-3533
russell.holter@dahp.wa.gov



Thank you for your comment. As the USCG implements its decision on the future of the LORAN-C Program, the USCG will consult with the State of Washington, Department of Archaeology & Historic Preservation, pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR Part 800.



DEPT. OF TRANSPORTATION
DOCKETS

FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

February 20, 2009

Docket Management Facility (M-30)
U.S. Department of Transportation
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, D.C. 20590

RE: DHR Project File Number: 2009-514
United States Coast Guard
Draft Programmatic Environmental Impact Statement on the Future of the United States
Coast Guard Long Range Aids to Navigation (LORAN-C) Program
Docket Number: USCG-2007-28460

To Whom It May Concern::

Our office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places. The review was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended and 36 CFR Part 800: Protection of Historic Properties, the National Environmental Policy Act of 1969, as amended and the implementing state regulations.

Based on the information provided, our office concurs that the four action alternatives could potentially impact historic resources at the Florida LORAN-C Stations. Furthermore, we concur that a cultural resource assessment of individual stations will be necessary. We look forward to further consultation regarding these assessments.

If you have any questions concerning our comments, please contact Samantha Earnest, Historic Preservationist, by electronic mail at swearnest@dos.state.fl.us, or by telephone at 850-245-6333 or 800-847-7278.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

Archaeological Research
(850) 245-6444 • FAX: 245-6452

Historic Preservation
(850) 245-6333 • FAX: 245-6437

Thank you for your comment. As the USCG implements its decision on the future of the LORAN-C Program, the USCG will consult with the forward in the State of Florida, USCG will consult with the Florida Department of State, Division of Historical Resources, pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR Part 800.

MDP
Maryland Department of Planning

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

March 6, 2009

Mr. Robert Manning
LCDR, Electronic Navigation Branch
United States Coast Guard
CG-54132
2100 Second Street, S.W.
Washington, DC 20593-0001

STATE CLEARINGHOUSE REVIEW – ADDITIONAL REVIEWER COMMENTS RECEIVED

State Application Identifier: MD20090127-0068

Project Description: Programmatic Environmental Impact Statement: Future of U.S. Coast Guard Long Range Aids to (Radio) Navigation (LORAN-C) Program: analyze five alternatives including "no action"

Project Location: United States of America

Clearinghouse Contact: Bob Rosenbush

Dear Mr. Manning:

We are forwarding the enclosed comments made by the Maryland Department of Transportation, and the Maryland Department of Planning, including the Maryland Historical Trust regarding the referenced project for your information. If you need assistance or have questions concerning this review, please contact the staff person noted above.

"The Maryland Port Administration (a modal Administration of the Maryland Department of Transportation) recommended that the government undertake a technical and infrastructure upgrade to the present LORAN-C system so that it will be able to provide reliable backup and complement the Global Positioning System (GPS) as a source of marine navigation data. An enhanced eLORAN system is technically feasible and would not be as susceptible to interference or jamming as GPS. There is a very wide range of users outside of the maritime field that would also benefit."

} MDP 1

The Maryland Historical Trust (MHT) stated that "as noted in the Programmatic Environmental Impact Statement document, further consultation with MHT will be required to fulfill all Section 106 requirements and evaluate the potential effects of each undertaking on historic properties."

} MDP 2

Should you have any questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at rosenbush@mdp.state.md.us. Your cooperation and attention to the review process is appreciated

Sincerely,


Linda C. Janey, J.D., Assistant Secretary
for Clearinghouse and Communications

LCJ:BR

cc: Beth Cole - MHT
Cindy Johnson - MDOT

09-0068_OLRR.OTH.doc

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY: Users: Maryland Relay
Internet: www.MDP.state.md.us

MDP 1: Thank you for your comment.

MDP 2: As the USCG implements its decision on the future of the LORAN-C Program, the USCG will consult with the Maryland Department of Planning, Maryland Historical Trust, pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR Part 800.



Office of the
Maritime Administrator

REPUBLIC OF THE MARSHALL ISLANDS
MARITIME ADMINISTRATOR

11495 COMMERCE PARK DRIVE, RESTON, VIRGINIA 20191-1507
TELEPHONE: +1-703-620-4880 FAX: +1-703-476-8522
EMAIL: maritime@register-iri.com WEBSITE: www.register-iri.com

26 February 2009

Docket Management Facility (M-30)
U.S. Department of Transportation
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue, SE.
Washington, DC 20590-0001

DEPT. OF TRANSPORTATION
COMMUNICATIONS SECTION
FEB 26 2009 10:00 AM

Subj: Long Range Aids to Navigation (Loran-C) Program; Draft Programmatic Environmental Impact Statement, Docket USCG-2007-28460

As the Maritime Administrators for the Republic of the Marshall Islands, which has approximately 1950 ships of 45.5 million gross-tons in its registry, we support the establishment of an eLoran system as proposed in Option 5. eLoran is a terrestrial based system that operates independently of the Global Navigation Satellite System (GNSS) and is capable of providing positional accuracy similar to that of GPS. As such it would allow users to retain the benefits of the GNSS system even when satellite services are disrupted either by accident or intentionally.

The need for a back up navigation system for the GNSS is real. In 2007 the Australian Maritime Safety Administration issued Marine Notice 29/2007 that noted the benefits of GPS while also stating that the system "is not infallible and it is possible for large errors caused by an 'unhealthy' satellite to go undetected for several hours." The AMSA notice went on to state: "Mariners are thus advised not to put total and absolute reliance for the safe navigation of their vessel solely on GPS." In 2008 *Lloyd's List* reported on the work being done by the General Lighthouse Authorities of the United Kingdom and Ireland to develop an eLoran system. This effort is due in part to the 2001 Volpe study noting the vulnerabilities of the US transportation system due to its reliance on GPS. The *Lloyd's List* article also noted that in 2007 the entire port of San Diego, California was impacted by a local GPS black out. Earlier this year the journal *Fairplay* included an article reporting on the potential vulnerabilities of satellite navigation systems to jamming and spoofing. In October 2008 the United Kingdom's Maritime Coastguard Agency (MCA) released Marine Guidance Note 379 addressing the use of electronic navigation equipment onboard ships. In this document the MCA stated: "As eLoran uses high-powered transmitters and low-frequency signals (not microwatts and microwaves like GNSS), it is very unlikely to be disrupted or jammed by the same causes that would disrupt GNSS signals."

By the Authority of
The Trust Company of the Marshall Islands, Inc.
Marshall Islands Maritime and Corporate Administrators, Inc.

eLoran as a system independent of the GNSS would be capable of providing mariners (as well as other users) a real-time warning when there may be a problem with the GNSS, i.e., the coordinates generated by GPS no longer match well with the coordinates generated by the eLoran system. This can be achieved by integrating GNSS and eLoran receivers so that coordinates provided by the GNSS could be automatically checked against those provided by the eLoran system. Providing such a real-time warning to mariners is critical for the safety of navigation, maritime security and the protection of the marine environment given that every navigation and tracking system onboard vessels (electronic chart information systems, electronic chart systems, global maritime distress and safety system equipment, automatic identification systems, long range identification and tracking systems, etc.) utilize the GNSS.

The development of an eLoran system as discussed in Option 5 of the draft environmental impact statement would provide a terrestrial based navigation system that would continue to function in the event the GNSS is disrupted. As an independent, terrestrial based navigation system, eLoran would contribute to the safety of navigation, maritime security and that protection of the maritime environment even if there is a loss of the GNSS. The development of eLoran should be pursued.

Sincerely,

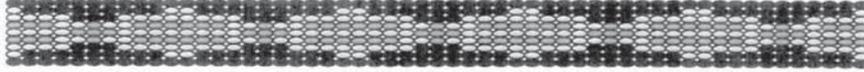


Capt. Thomas F. Heinan
Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

Comment noted. Safety concerns involving maritime navigation are discussed in Sections 3.13 and 4.13, Transportation and Navigation, of the PEIS.

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791



16 March 2009

Attention: J.M. Sollosi
United States Coast Guard
2100 Second Street, S.W.
Washington, D.C. 20593-0001

Re. THPO #	TCNS #	Project Description
2009-69-3		Environmental Impact Statement of USCG Long Range Aids to Navigation Program

Dear Mr. Sollosi,

No concern with any of proposed alternatives unless they involve ground disturbance, if then, must contact us before disturbance occurs.

If you have questions please contact Beckee Garris at 803-328-2427 ext. 232, or e-mail beckee@ccppcrafts.com.

Sincerely,


Wenonah G. Haire
Tribal Historic Preservation Officer

As the USCG implements its decision on the future of the LORAN-C Program, the USCG will consult with the the Catawba Indian Nation pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR Part 800.



DEPT. OF TRANSPORTATION
BUILDERS
17 FEB 17 09 09

FAX NO. 1-514-849-8774
FACSIMILE MESSAGE

Date: 17 Feb. 09 **No. Of Pages :** 2 (incl. cover)
To: Docket Management Facility
Fax: 202-493-2251
From: Ivan Lantz (tel: 514-849-2325) (email ilantz@shipfed.ca)

Docket Management Facility (M-30)
U.S. Department of Transportation
West Building Ground Floor
Room W-12 140
1200 New Jersey Avenue, S. E.
Washington DC 20590-0001
Fax. 202-493-2251

Re: Long Range Aids to Navigation
(Loran- C Program)
Draft Programmatic Environment Impact Statement

Docket No. USCG-2007- 8460

Attention: LCDR Robert Manning

Dear Sir,

Thank you for giving us the opportunity to comment on the Coast Guard's Long Range Long Range Aids to Navigation (Loran- C Program) Draft Programmatic Environment Impact Statement.

Of the 5 alternatives to be evaluated, the Shipping Federation of Canada would prefer the second option; i.e.: Decommission the USCG Loran C program and terminate the North American Loran – C Signal.

The Shipping Federation of Canada is an association that represents shipowners and agents involved in international trade and commercial navigation.

Ships in overseas trades no longer use Loran C and no longer carry a receiver. The system has not been in use for commercial navigators for several years. We strongly encourage the Coast Guard to decommission the system. For Canadians and ships traveling to Canada, the system costs \$6 million per year to maintain and no-one is using it.

The Shipping Federation has made casual enquiries of navigators and makes this opinion based on navigators' comments.

Respectfully submitted,

Captain Ivan Lantz
Director, Mariner Operations
Shipping Federation of Canada

** TOTAL PAGE.002 **

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 808370a5 Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)
Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)
Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0066](#)
Laurance F. Pentel

Submitter Information

Name: Laurance F. Pentel
Address:
58 Lake Pointe Drive
Santa Rosa Beach, FL, 32459

General Comment

While the satellite based GPS positioning system is a wonderful tool it is not infallible. LORAN is a proven system that, as a USCG licensed boat captain, I use almost daily to confirm position. To do away with a functional tool does not seem to be practical. In some coastal areas (including the one I navigate regularly) LORAN is actually more accurate most of the time than GPS without an extra signal such as WAAS. The military may be relying almost exclusively on GPS but there is a large number of civilian users who depend on LORAN daily. The best alternative would be to upgrade the current working system with the better technology that is available. At the very least the current LORAN system should be automated and left on. To put the entire country with only one electronic aid to navigation when another proven system is in place seems indefensible. If a long term commitment by the government would be made to continue LORAN I'm sure that the electronics industry would start producing lots of (inexpensive) dependable receivers for civilian use.

Thank you
Capt. Larry Pentel
Pres. I. & M seafood Inc.
Pres. Walton County Coastal Recreation Assoc.

file://P:\5199-CG BPA\501 LORAN\04 - Meeting Support for DPEIS\Comments on Draft ... 3/6/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 8083e46f Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0067](#)

Gary Arthur Spivack

Submitter Information

Name: Gary Arthur Spivack

Address:

4700 Tarpon Lane
Alexandria, VA, 22309-3143

Submitter's Representative: none

Government Agency Type: Federal

Government Agency: USCG

General Comment

As a licensed US Merchant Mariner, I know first-hand that LORAN-C provides the public with a viable alternative to GPS. The infrastructure, both USG and private citizens, is in place, paid for and operational. There are times when GPS does not work and LORAN-C is the alternative of choice as a supplemental navigation aid. So, LORAN-C should be retained by the USG.

Since 9/11 the national security issue has moved to the forefront of considerations. GPS is a satellite-based system that provides guidance input for many of our "smart" ordinance. Satellites are vulnerable to attack-which would render our "smart" weapons useless. With a viable, already in-place navigation system, such as LORAN-C, a change-over in ordinance guidance systems could be a very important component of our national defense.

For this reason, I believe option 4, the deployment of eLORAN, is the best choice, considering our national security situation. eLORAN would also continue to offer the benefits of a back-up supplemental navigation aid for mariners. In the grand scheme of things, upgrading to eLORAN would be a good use of our federal resources, considering the benefits we would derive.

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=090000648083e46f&disp...> 2/3/2009

Comment noted. National security policy is outside the scope of this PEIS. Section 1.6 of the PEIS discusses the scope of the PEIS.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 8082b43e Comments Due: July 17, 2007 Late comments are accepted
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Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0001](#)

Notice of Intent, Notice of Public Meeting, and Request for Public Comments

Document: [USCG-2007-28460-0053](#)

Daniel L. Kleuskens

Submitter Information

Name: Daniel L. Kleuskens

Address:

53 Tressler Lane
Cape May Court House, NJ, 08210

General Comment

Being a pilot and boater, I use Loran in my plane and boat. I've been told that Loran is much cheaper than GPS to operate. I have many friends who still use Loran in their boats. It would cost me a tidy sum to refit with GPS in my boat and plane, especially the plane. Plus the fact that I have many waypoints in both that are in Loran. I respectfully hope that you will leave Loran operational. Thank You for your consideration. Daniel L. Kleuskens.

file:///P:/5199-CG BPA/501 LORAN/04 - Meeting Support for DPEIS/Comments on Draft ... 3/6/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 8082e359 Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0054](#)

David E. Enochs

Submitter Information

Name: David E Enochs

Address:

P.O. Box 1100
Manteo, NC, 27954

General Comment

As a pilot we use our LORAN constantly in our airplane.

Due to the expense of avionics upgrades and the desire for redundancy it is still a functioning and enormously valuable piece of navigation equipment.

While the need for LORAN in marine navigation may have diminished it is still a VERY useful tool in aviation.

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Thank you for your comment.

PUBLIC SUBMISSION

As of: March 06, 2009 Tracking No. 8082de7c Comments Due: March 09, 2009 Late comments are accepted
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Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0055](#)

Michael Grabbe

Submitter Information

Name: Michael Grabbe

Address:

1890 East Fork Drive
Brownsburg, IN, 46112

General Comment

I have read the information provided at <http://loranpeis.uscg.e2m-inc.com>. Of the options presented, the one listed below is one I would choose because of the systems use in serving as a backup to the GPS signals currently in use, which are susceptible to space weather interference as well as other issues.

(4) Automate, Secure, Unstaff, and Transfer Management of the LORAN-C Program to Another Government Agency to Deploy an eLORAN system. Under this alternative the LORAN-C system would be modified, upgraded, and expanded to eLORAN signal specifications. eLORAN is the next generation LORAN concept with sufficient capabilities to be considered a viable GPS backup from a multi-modal radionavigation perspective. The eLORAN system would be an independent, dissimilar complement to the GPS. It would allow users to retain the benefits of GPS PNT in the event of a GPS disruption.

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=090000648082de7c&disp...> 3/6/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 8082e142 Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements, Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0056](#)

Richard Seelig

Submitter Information

Name: Richard Seelig

Address:

39 Buffam Road
Pelham, MA, 01002

Government Agency Type: Federal

Government Agency: USCG

General Comment

As a private pilot and aircraft owner I rely on my Northstar LORAN to provide situational awareness to me and guidance for my autopilot. In my flying I also have and use a hand-held GPS, dual VOR receivers, and an ADF. I believe that multiple and redundant navigational systems make flying safer, especially in instrument meteorological conditions (IMC).

In the strongest way I would like to emphasize that the LORAN system is terrific and should be maintained.

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Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 8082f053 Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0057](#)

Anonymous

Submitter Information

Name: Anonymous

General Comment

As one who uses LORAN frequently, I am in favor of option #4. eLORAN would be the perfect back-up to GPS. Thank you, Edward Piersanti

file://P:\5199-CG BPA\501 LORAN\04 - Meeting Support for DPEIS\Comments on Draft ... 3/6/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 808304e8 Comments Due: July 17, 2007 Late comments are accepted
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Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0001](#)

Notice of Intent, Notice of Public Meeting, and Request for Public Comments

Document: [USCG-2007-28460-0058](#)

Kenneth B. Sherman

Submitter Information

Name: Kenneth B. Sherman

Address:

North Grafton, MA.

General Comment

Please see the attachments

Attachments

[USCG-2007-28460-0058](#) Kenneth B. Sherman

asa66

From: asa66 [asa66@charter.net]
Sent: Friday, January 23, 2009 10:42 AM
To: 'robert.j.manning@uscg.mil'
Subject: Docket USCG-2007-28460
Importance: High

DEPT. OF TRANSPORTATION
DOCKETS
202-493-2251 A 9:10

Mr. Manning:

As a "consumer" of LORAN in both military and general aviation for 40 years, I wish to give my strongest support for the continuation of the LORAN network for use by marine and air traffic. Environmental impact is negligible while utility is immense. Decommissioning LORAN because of availability of GPS would be, in my opinion, insane, considering the fragile nature inherent in the GPS system. My only concern regards eLORAN: will such a system be compatible with existing receivers?

Sincerely,

Kenneth B. Sherman
North Grafton, MA

Kenneth B. Sherman
Commander, US Navy (Retired)
CFI/ATP
kbair@charter.net
phone: 508-839-6580
fax: 508-519-0287

<http://www.freerepublic.com/~pabianice/>

1/23/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 808307f1 Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0059](#)

J. Graeme Lang, III

Submitter Information

Name: J. Graeme Lang III

Address:

90 Airport Road
Frankfort, KY, 40601

Email: graeme.lang@ky.gov

Phone: 502-564-0335

Fax: 502-564-0173

Organization: Kentucky Department of Aviation

Government Agency Type: State

General Comment

Hello,

I think the idea of creating a eLORAN system would be a great step in the right direction. Anything we can fall back on if something, Lord please forbid, happens to the GPS system in this Country. As a State aviation organization which relies heavily on GPS for the movement of people and equipment, a seamless back-up would make the most sense. Thank you for your time.

Graeme Lang
Chief Fixed-Wing Pilot
Kentucky Department of Aviation

file://P:\5199-CG BPA\501 LORAN\04 - Meeting Support for DPEIS\Comments on Draft... 3/6/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 80830bb2 Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0060](#)

Wendell Skot Weidemann

Submitter Information

Name: Wendell Skot Weidemann

Address:

1123 Sherman Avenue
Madison, WI, 53703

Organization: Skot Weidemann Photography

General Comment

Regarding eLoran:

As a long time pilot, I believe in upgrading, improving and putting into service the best new technology possible to be used as a parallel and alternative backup to the very popular GPS system. This would make available more than one reliable source for precision navigation, thus insuring continuing uninterrupted signals in the event one of the technologies fails through malicious acts or some yet unknown anomaly. I feel the redundancy would be well worth the investment to insure safe navigation to promote commerce and quality of life nationwide.

W. Skot Weidemann January 26, 2009

4) Automate, Secure, Unstaff, and Transfer Management of the LORAN-C Program to Another Government Agency to Deploy an eLORAN system. Under this alternative the LORAN-C system would be modified, upgraded, and expanded to eLORAN signal specifications. eLORAN is the next generation LORAN concept with sufficient capabilities to be considered a viable GPS backup from a multi-modal radionavigation perspective. The eLORAN system would be an independent, dissimilar complement to the GPS. It would allow users to retain the benefits of GPS PNT in the event of a GPS disruption.

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Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 80830e5d Comments Due: July 17, 2007 Late comments are accepted
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Docket: [USCG-2007-28460](#)
Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0001](#)
Notice of Intent, Notice of Public Meeting, and Request for Public Comments

Document: [USCG-2007-28460-0061](#)
Peter Norgoot

Submitter Information

Name: Peter S. Norgoot
Address:
PO Box 322
Harwich Port, MA, 02646-0322
Government Agency: None

General Comment

LORAN-C is necessary as a redundant navigation system. It is not subject to satellite interference/sabotage. Virtually all commercial fishing vessels rely in whole or in part on it for essential operation of their businesses. I believe that it may be advisable to automate those segments of the LORAN-C operation that lends themselves easily (and economically) to automation and otherwise continue to operate and maintain the system in a fashion that will ensure a reliable navigation system for those who need it.

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Comment noted. Safety concerns involving maritime navigation are discussed in Sections 3.13 and 4.13, Transportation and Navigation, of the PEIS.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 808348b4 Comments Due: July 17, 2007 Late comments are accepted
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Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0001](#)

Notice of Intent, Notice of Public Meeting, and Request for Public Comments

Document: [USCG-2007-28460-0062](#)

Allen S. Benas

Submitter Information

Name: Allen S. Benas

Address:

P.O. Box 69
Clayton, NY, 13624

General Comment

I feel it is very important to maintain a back up system for the present GPS system. GPS is a fine system but much more vulnerable to disruption than LORAN. Too many lives depend on an accurate, working system not to back it up in every way possible. I appreciate the cost involved in maintaining LORAN but given the advantages, when did the government begin putting a dollar value on the lives of tens of thousands of people that depend on it?

file://P:\5199-CG BPA\501 LORAN\04 - Meeting Support for DPEIS\Comments on Draft ... 3/6/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009
Tracking No. 8083f124
Comments Due: July 17, 2007
Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0001](#)

Notice of Intent, Notice of Public Meeting, and Request for Public Comments

Document: [USCG-2007-28460-0063](#)

Joe Preston

Submitter Information

Name: Joe Preston

Address:

461 Mechlins Corner Road
Pittstown, NJ, 08867

General Comment

I think the Loran system is vital to our Nation's security and Navigation system as a backup to the GPS system. I vote for #4 to upgrade to e-Loran. One thing I find lacking is that nothing has been presented to provide details on the capabilities of e-Loran. If that data could be provided, I think more people will understand the importance of the benefits. Once that decision to upgrade is implemented, manufactures could then start producing receivers with the capability to provide approaches for aircraft and hopefully more inexpensive ones as an additional benefit.

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Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009
Tracking No. 80833222
Comments Due: March 09, 2009
Late comments are accepted

Docket: [USCG-2007-28460](#)
Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)
Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0064](#)
Clifford J. Appel

Submitter Information

Name: Clifford J. Appel
Address:
Apartment 101
2001 Amber Skies Avenue
Alamogordo, NM, 88310

General Comment

Thank you for the opportunity to comment on the Draft PEIS regarding the Future of the Long Range Aids to Navigation (LORAN-C) Program, Docket Number USCG-2007-28460.

My opinion about continuing the LORAN-C program has not changed from those expressed a year and a half ago.

The previous comment period yielded approximately 50 users in favor of continuation. I "guesstimate" the USCG spends approximately \$10 million/year in O&M costs for LORAN. That means the known LORAN-C customers cost the USCG about \$200,000 apiece.

When we see the proliferation of GPS equipment and increasing number of users, my guess is the USAF spends a few dollars less per customer, worldwide, in O&M costs for service to its customers.

If LORAN-C is sold to Department of Homeland Security as a backup to GPS, it would be interesting to see how many customers have LORAN-C units at the ready in the event GPS fails or gets jammed.

LORAN has served its purpose. It's time to pull "the big switch" and lower the flag. I choose Door # (1), Decommission the USCG LORAN-C Program and Terminate the North American LORAN-C Signal.

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Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 8083353c Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0065](#)

Kenneth Fogle

Submitter Information

Name: Kenneth Fogle

Address:

31 Louise Drive
Chagrin Falls, OH, 44022

General Comment

Support preservation of LORAN as back up land based navigation tool to GPS satellite navigation. Would accept automated remaining under USCG as best alternative. Second would be automation eLORAN under USCG.

file:///P:/5199-CG BPA/501 LORAN/04 - Meeting Support for DPEIS/Comments on Draft ... 3/6/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 03, 2009 Tracking No. 8083f3b5 Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0068](#)

Stephen D. Rosenbaum

Submitter Information

Name: Stephen D Rosenbaum

Address:

817 North Calvert Street
Baltimore, MD, 21202

Submitter's Representative: self

General Comment

i am a long time user of loran c, starting in the late 70's with loran A on my boat, and now using it to support the autopilot on my cessna skylane. it is reliable, accurate, and much cheaper to maintain than gps (i do have a gps backup, however). i am informed that due to the relative weakness of the gps signal when compared to loran, the former is much more prone to interference from a terrorist organization than is the land-based loran. i would strongly suggest that loran be supported, and even required, on commercial aircraft as an effective and cost efficient backup to prevent any problems in the future. please feel free to contact me in you need further input. thank you. steve rosenbaum

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=0900006-48083f3b5&disp...> 2/3/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: March 11, 2009 Tracking No. 8084cdc8 Comments Due: March 09, 2009 Late comments are accepted
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Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0069](#)

Charles Bernard Husick

Submitter Information

Name: Charles Bernard Husick

Address:

1375 Pinellas Bayway
Saint Petersburg, FL, 33715-2133

Submitter's Representative: N/A

Organization: OWA, Inc.

General Comment

Comment to the Docket: The Future of the USCG Long Range Aids to Navigation (LORAN-C) Program

From: C. Husick, President, OWA, INC. 1375 Pinellas Bayway, St. Petersburg, FL 33175

In my opinion the existing USCG operated LoranC navigation system should remain in service and be updated to bring it into conformity with the emerging eLoran standards now under development.

Loran C is both a primary source of precision navigation information and an essential source of timing information for multiple uses including cellular telephone systems. The vulnerability of GPS to interference, including malicious jamming, has been demonstrated on numerous occasions. The relative robustness of the Loran C signal and system argue forcibly in favor of its continued use and in addition its conversion into the eLoran system now being defined by a number of US and International organizations.

In my opinion option number 5, that the LORAN-C signal would remain on air and LORAN-C Program operations would remain as they currently are with no change in staffing and modernization of LORAN-C equipment would continue to keep the system operational is the

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=090000648084cdc&&dis...> 3/11/2009

only rational course of action. Further, the USCG should encourage and participate in the ongoing efforts to define eLoran and hasten it into service.

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=090000648084cdc&&dis...> 3/11/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 18, 2009 Tracking No. 8084ff76 Comments Due: March 09, 2009 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0070](#)

Mark Wiggins

Submitter Information

Name: Mark Wiggins

Address:

15 Meadow Drive
Waterford, CT, 06385

General Comment

Loran is the only back up for GPS. The government would be very foolish to shut it down. Considering the cost of most government systems, Loran is almost considered free. The Coast Guard is not looking out for the countries best interest this time, they just don't want to be bothered with boring old Loran...not sexy enough. Well, when GPS is wiped out some day, even in just a small area, say a few hundred square miles, for a few days...all hell will break loose and who ever decided to foolishly shut down Loran will be standing tall before the man. eLoran is a cheap solution. It can be implemented for 30 million and could literally save our nation. Congress just dropped a trillion on a bunch of questionable projects. Honestly, 30-50 million could have a bigger impact then half that money ever could. Take a step back and really think about what we are doing and why...

Mark Wiggins

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=090000648084ff76&dis...> 2/18/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: February 18, 2009 Tracking No. 808533f7 Comments Due: July 17, 2007 Late comments are accepted
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Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0001](#)

Notice of Intent, Notice of Public Meeting, and Request for Public Comments

Document: [USCG-2007-28460-0071](#)

Ronald Walton Dennison

Submitter Information

Name: Ronald Walton Dennison

Address:

4050 Soelro Court
San Jose, CA, 95127

Government Agency Type: Federal

General Comment

Having reviewed the PEIS, it appears that the short term environmental effects are minor and the long term effects minor to positive for option 4) Automate, Secure, Unstaff, and Transfer Management of the LORAN - C Program to Another Government Agency to Deploy an eLORAN System compared to most of the other options.

Given the substantial benefits to be derived from a terrestrial based backup to GNSS, it would seem most reasonable to pursue this alternative.

As an aircraft owner, operator and pilot; I am strongly in favor of installation of an eLoran system, particularly if backward compatibility with Loran C is assured. I operate an aircraft that has an instrument flight rules approved Loran C receiver and have found that it works over certain areas of the western united states where GPS interference is sometimes found.

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=09000064808533f7&dis...> 2/18/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: March 06, 2009 Tracking No. 808e2825 Comments Due: March 09, 2009 Late comments are accepted
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Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)

Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0074](#)

Eugene Michael Brusin

Submitter Information

Name: Eugene Michael Brusin

Address:

73 Edison Street
Quincy, MA, 02169

General Comment

Since Loran has been proven over the years as accurate with an excellent on air time, it would seem foolish to shut down a natural partner to the GPS system. The USCG being a part of the DHS department could automate the stations and provide technical expertise to operate them from a central location. As the world embraces eLoran to improve GPS and other systems, it would seem strange for the USA to shut down Loran to save 200 million dollars. There should be some extra money in DHS for a Navigation, Timing and Communication system that you can drive to, in case of repairs.

With the recent collision between the Iridium and Soviet space vehicles and the increased space debris orbiting our planet, it should be obvious that there will be more pieces of junk orbiting earth looking for a space vehicle, rocket or payload, to impact.

If we want true backup and a USA based system, then Loran is the choice.

Thank you

Regards
Eugene M. Brusin

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=09000064808e2825&disp...> 3/6/2009

Thank you for your comment.

PUBLIC SUBMISSION

As of: March 12, 2009 Tracking No. 808e7265 Comments Due: July 17, 2007 Late comments are accepted

Docket: [USCG-2007-28460](#)

Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0001](#)

Notice of Intent, Notice of Public Meeting, and Request for Public Comments

Document: [USCG-2007-28460-0076](#)

Philip L. Smith

Submitter Information

Name: Philip L. Smith

Address:

P.O. Box 271

Achilles, VA, 23001

Organization: Viewpoint Sonics, LLC

General Comment

The ability of LORAN C to provide time and position information at significant depths below sea level is not matched by the GPS system. This LORAN capability is critical to emerging surveillance and homeland security technologies. The LORAN system must be preserved and upgraded to the E-LORAN format incorporating the new international time and position data capabilities. Many nations have implemented the new E-LORAN format. The USCG commitment to LORAN has been the foundation of this recent international effort to provide precise time, position and frequency signals independent of GPS. The abandonment of this support by the United States would leave the world more vulnerable to disruption or blackmail by any entity able to attack or jam the GPS system.

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=09000064808e7265&dis...> 3/12/2009

Thank you for your comment. National security policy is outside the scope of this PEIS. Section 1.6 of the PEIS discusses the scope of the PEIS.

PUBLIC SUBMISSION

As of: March 12, 2009 Tracking No. 808e84e7 Comments Due: March 09, 2009 Late comments are accepted
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Docket: [USCG-2007-28460](#)
Long Range Aids to Navigation (LORAN) Program, Preparation of Programmatic Environmental Impact Standard

Comment On: [USCG-2007-28460-0052](#)
Environmental Impact Statements; Availability, etc.: Long Range Aids to Navigation (Loran-C) Program (Federal Register Publication)

Document: [USCG-2007-28460-0077](#)
Luke Smith

Submitter Information

Name: Luke Smith
Address:
1023 Oakland Road
Richmond, VA, 23231

General Comment

The continued operation and enhancement of the LORAN navigation system is critical to the security of our transportation and telecommunications systems - both civilian and military. We have come to heavily rely on the aging GPS system alone for positioning and time synchronization in the last decade. GPS' use of low-power signals from orbiting satellites makes it especially vulnerable to attack (local jamming). By contrast, LORAN uses land-based, high-power transmitting stations. Because of LORAN's high power levels and long wavelengths, it would be practically impossible for a stateless-actor (terrorist) to disrupt its operation in a harbor or waterway. While LORAN will not replace GPS, the enhancements to the LORAN system (eLORAN) that have been in development for the last several years will produce a complimentary backup to the GPS system that is wholly independent. Continued funding for the LORAN system, and its enhancement, can provide a low-cost backup to the GPS system.

<http://www.regulations.gov/fdmspublic/ContentViewer?objectId=09000064808e84e7&dis...> 3/12/2009

Thank you for your comment. National security policy is outside the scope of this PEIS. Section 1.6 of the PEIS discusses the scope of the PEIS.

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CERTIFICATE

This is to certify that the foregoing transcript
in the matter of: Future of the U.S. Coast Guard

Before: February 18, 2009

Date: February 18, 2009

Place: Washington, DC

represents the full and complete proceedings of the
aforementioned matter, as reported and reduced to
typewriting.


Chad Jackson

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Page 1

UNITED STATES COAST GUARD
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PUBLIC MEETING
* * * * *

FUTURE OF THE U.S. COAST GUARD
LORAN-C PROGRAM FEIS
* * * * *

Wednesday, February 18, 2009
* * * * *

The public meeting was held in
Oceanic Room A and B in the Ronald Reagan
building and International Trade Center, 1300
Pennsylvania Avenue, NW, Washington, D.C., at
6:00 p.m., Bob Manning, Chair, presiding.

PRESENT:

BOB MANNING, CHAIR
ZANITE CAURO
RON LAMB
ANDREA POOLIE

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P-R-C-C-E-E-D-I-N-G-S

6:01 P.M.

LT. COLR. MANNING: ALL RIGHT.

I'd like to get started. Good evening and

welcome to the public meeting on the Draft

Programmatic Environmental Impact Statement --

or "Programmatic EIS" -- on the future of the

U.S. Coast Guard Long Range Aids to Navigation

(LORAN-C) Program. My name is LCDR Bob

Manning, and I am the LORAN Program Manager

within the Coast Guard's a-Navigation Division

in Washington, D.C.

Alan here from the Coast Guard is

Ms. Zante Caputo -- she's right there -- from

the Office of Environmental Management.

Also present are Ron Lamb, Andrea

Pooler, and Audrey Weasel of e2N, the

environmental contractor assisting us with the

development of the Programmatic EIS.

Before we get started, I'd like to

cover a few details. I ask that everyone take

a moment to silence your papers and cell

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T-A-D-L-E O-F C-O-N-T-E-N-T-S:

1. INTRODUCTION:

LTDR Bob Manning.3

2. BACKGROUND, PROPOSED ACTION,

ALTERNATIVES AND ENVIRONMENTAL IMPACTS:

Andrea Pooler, e2N5

3. NEPA AND THE FEIS:

Ron Lamb, e2N7

4. PUBLIC COMMENT SESSION:

Andrea Pooler, e2N11

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1 phone, if you haven't already done so. The
2 fire exits are located down the hallway. The
3 restrooms are located behind us, down the
4 hallway on the left.

5 If you haven't registered this
6 evening, I encourage you to do so. If you
7 provide your name and address, you will be
8 entered into the mailing list and will receive
9 announcements regarding this project. We have
10 a court reporter present, and everything that
11 is said tonight will be recorded and kept in
12 the official administrative record for this
13 project. All of these documents are available
14 via the internet on the USCG Pocket of the
15 project web site. We have an information
16 sheet that explains how to access the Pocket.
17 Finally, there are some refreshments in the
18 back -- actually, they are outside, to the
19 right, so please help yourself.

20 Prior to this meeting, we held an
21 Open House, where you could view the posters
22 and ask questions. This portion of the public

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1 meeting will be conducted in two parts.
2 During the first part of the meeting, we will
3 present information on the future of the U.S.
4 Coast Guard LORAN-C Program, define the
5 Proposed Action and alternatives, and discuss
6 the environmental impact analysis process that
7 has been conducted. The second part of the
8 meeting is your opportunity to provide
9 comments on the environmental analysis.
10 And, at this time, I'd like to
11 introduce Andrea Foole.
12 MS. FOOLE: Hello. My name is
13 Andrea Foole and I am the deputy project
14 manager for the Programmatic EIS.

15 LORAN is a radio-navigation system
16 first developed during World War II and
17 operated by the U.S. Coast Guard. The current
18 system (LORAN-C) is a low frequency hyperbolic
19 radio-navigation system approved for use in
20 the U.S. Coastal Confluence Zone and as a
21 supplemental air navigation aid. LORAN-C
22 provides navigation, location, and timing

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1 services for both civil and military air,
 2 land, and marine users. LORAN-C is approved
 3 as an en route supplemental air navigation
 4 system for both Instrument Flight Rule (IFR)
 5 and Visual Flight Rule (VFR) operations. The
 6 U.S. Coast Guard has proposed that it should
 7 end or reduce its management of the LORAN-C
 8 Program. Ending the U.S. Coast Guard
 9 operation of the LORAN-C Program is needed so
 10 that staffing and financial assets can be
 11 reassigned to U.S. Coast Guard priority
 12 missions.

13 The U.S. Coast Guard has
 14 considered alternatives for accomplishing the
 15 Proposed Action. The alternatives considered
 16 in the EIS include the following:

17 1. Decommission the U.S. Coast Guard
 18 LORAN-C Program and terminate the North
 19 American LORAN signal.

20 2. Automate, secure, and unstaff
 21 LORAN-C Stations under U.S. Coast Guard
 22 management.

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3. Automate, secure, and unstaff
 LORAN Stations and transfer management of the
 LORAN-C Program to another Government agency.

4. Automate, secure, and unstaff
 LORAN Stations and transfer management of the
 LORAN-C Program to another Government agency
 to deploy an eLORAN system.

5. The No Action Alternative in which
 there would be no change in Coast Guard
 management of the LORAN System.

And now I'll turn it over to Ron
 Lamb to explain the NEPA process and the
 process of the preliminary EIS.

MR. LAMB: Thank you. Good
 evening. Thank you for coming out tonight.
 The National Environmental Policy Act -- or
 NEPA -- establishes the process that Federal
 agencies are to follow, so that agency
 officials can make decisions that are based on
 an understanding of environmental consequences
 of their actions, and take actions that
 protect, restore, or enhance the environment.

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1 The NEPA decision making process is focused on
 2 using accurate scientific analysis, expert
 3 agency comments, and public scrutiny to
 4 identify the environmental and socioeconomic
 5 issues that are truly significant.

6 A Programmatic EIS has been
 7 prepared to address the future of the U.S.
 8 Coast Guard LORAN-C Program. A FEIS is a
 9 program-level document that described, in
 10 detail, the Proposed Action, all alternatives
 11 that were considered, and the environmental
 12 impacts of implementing the Proposed Action,
 13 reasonable alternatives, and the No Action
 14 Alternative. This document will provide the
 15 U.S. Coast Guard with management-level
 16 analysis of the potential impacts of each
 17 alternative on the human and natural
 18 environments. The FEIS ensures that NEPA's
 19 goals and requirements are incorporated into
 20 Federal programs or actions by informing
 21 decision-makers and the public about
 22 reasonable alternatives that could avoid or

1 minimize adverse environmental impacts.
 2 Depending on the alternative eventually
 3 selected, site-specific NEPA documents such as
 4 Environmental Assessments might also be
 5 prepared. The FEIS for the future of the
 6 LORAN-C Program was prepared consistent with
 7 NEPA and the regulations for implementing
 8 NEPA, as well as the Department of Homeland
 9 Security and U.S. Coast Guard's policy for
 10 implementing NEPA.

11 Following preparation and review
 12 of the Final FEIS, which is the next step, a
 13 Record of Decision or ROD will be prepared,
 14 which is the final decision-making document
 15 for this action. The decision-maker will use
 16 the analysis and information in the Final FEIS
 17 in conjunction with other relevant materials,
 18 to decide the ultimate course of action.

19 Now, regarding the public
 20 participation process, public involvement is
 21 a fundamental aspect of NEPA. Currently, the
 22 U.S. Coast Guard is seeking input from

1 agencies and the public on the Proposed
2 Action, alternatives, and environmental
3 impacts. On January 22, 2009, the Draft
4 Programmatic EIS was published.

5 The intent of the public meeting
6 is to receive your comments on the Draft
7 Programmatic EIS. In addition, written
8 comments on the Draft Programmatic EIS can be
9 submitted until March 9, 2009. Instructions
10 for filing written comments are available in
11 the back of the room. We have copies at the
12 front desk or there's a board back there.

13 The Draft Programmatic EIS
14 describes the nature and extent of the
15 environmental impacts of the Proposed Action.
16 The Draft Programmatic EIS includes, among
17 other topics, the purpose of and need for the
18 Proposed Action, a description of the Proposed
19 Action and alternatives, a description of the
20 affected environment, and an evaluation of
21 impacts and cumulative impacts on the natural,
22 human, and socioeconomic environment by the

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1 Proposed Action and alternatives.

2 Comments received on the Draft
3 Programmatic EIS will become part of the
4 official administrative record and will be
5 considered in preparation of the Final
6 Programmatic EIS. Following publication of
7 the Final Programmatic EIS, there will be
8 another opportunity for you to review the
9 Programmatic EIS and make comments for
10 consideration in the FON.

11 We are here tonight to listen to
12 your views and concerns regarding the
13 environmental issues associated with the
14 future of the U.S. Coast Guard LOGAN-C
15 Program. Thank you.

16 **MR. POOLE:** My role for the
17 remainder of this evening is to facilitate the
18 public comment process. The goal is to ensure
19 that every speaker has the opportunity to make
20 comments that they would like to be heard by
21 this group.

22 If you weren't here for the Open

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1 House portion earlier this evening, all public
2 documents are available outside, at the
3 registration table and also on the web site
4 and on the Federal Docket. Feel free to
5 please take copies with you.

6 Now, for the ground rules. Please
7 begin making your comments by stating your
8 name and any affiliation you would like to
9 identify, so that our court reporter can
10 transcribe it correctly, for the record. If
11 you have any written comments, in addition to
12 your oral comments, please give those to me
13 and I'll make sure that they are also included
14 in the record. Now, both written and oral
15 comments receive the same consideration, so
16 you only need to use one tool in making a
17 comment.

18 Individuals who have signed up to
19 speak will be called in the following order:
20 Elected officials, representatives from public
21 agencies, and then individuals. Everyone who
22 desires to speak should sign up on the speaker

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1 sheet at the registration table. It will be
2 open all night long. When you come to the
3 microphone again, please state your name, and
4 then you'll have three minutes to speak. At
5 the end of your three minutes, I will signal
6 to you that your time is up; you can then
7 finish your sentence, and the it will be
8 someone else's turn to speak.

9 After all speakers have had one
10 chance to speak, then, if you have already
11 spoken and would like to speak again, I'll let
12 you come back up, and you can finish what you
13 were saying. If you would like to speak, but
14 have not yet registered, you can still do so
15 at this time, at the registration table. Are
16 there any questions? All right. Well, I'll
17 open up the floor to public comments, then.

18 Lt. Commander, at this time, no
19 one has signed up to speak.
20 Lt. CHER. HANING: Since we have
21 no speakers at this time, we will adjourn the
22 meeting until an additional speaker arrives.

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1 or until 8:00 p.m., which is the published end
 2 time for this meeting. Thank you.
 3 [Whereupon, the meeting was
 4 adjourned from approximately 6:11 p.m. until
 5 approximately 8:00 p.m.]
 6 LT. CDR. MANSING: It is now 9:00
 7 p.m. There are no more public comments.
 8 Thank you again for your participation in this
 9 public meeting. The meeting is adjourned.
 10 [Whereupon, the meeting was
 11 adjourned at approximately 8:00 p.m.]

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PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT
ON THE FUTURE OF THE
UNITED STATES COAST GUARD
LONG RANGE AID TO NAVIGATION PROGRAM
(LORAN-C)

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PUBLIC MEETING

* * * * *

Public Meeting held at the Riverside
Hilton, Room 300, Two Poydras, New
Orleans, Louisiana, 70140, on March 3rd 2009,
at or about 6:00 p.m.

APPRESENCE:

- LORAN Robert Manning, LORAN Program Manager
U.S. Coast Guard
- Sante Capuno, U.S. Coast Guard,
Office of Environmental Management
- Ron Lamb, e2M, Inc.
- Andrea Poole, e2M, Inc.

REPORTED BY:

Gail P. Mason, RPR
Certified Court Reporter
Certificate No. 90004

BY LORAN MANNING:

Good evening and welcome to the
public meeting on the Draft
Programmatic Environmental Impact
Statement -- or "Programmatic ESI" --
on the future of the U.S. Coast Guard
Long Range Aids to Navigation
(LORAN-C) Program. My name is
Lieutenant Commander Bob Manning, and
I am the LORAN Program Manager within
the Coast Guard's e-NAVIGATION
Division in Washington, D.C.

Also here from the Coast Guard is
Mr. Sante Capuno from the Office of
Environmental Management. Also
present are Ron Lamb and Andrea Poole
of e2M, Incorporated, the
environmental contractor assisting us
with the development of the
Programmatic EIP.

Before we get started, I would
like to cover a few details. I ask
that everyone take a moment to silence
your papers and cell phones, if you
haven't already done so. Fire exits

1 are located down the hallway. The
2 restrooms are also located behind us,
3 down the hallway on the left.

4 If you haven't registered this
5 evening, I encourage you to do so. If
6 you provide your name and address, you
7 will be entered into the mailing list
8 and will receive announcements
9 regarding this project. We have a
10 court reporter present, and everything
11 that is said tonight will be recorded
12 and kept in the official
13 administrative record for this
14 project. All of these documents are
15 available via the Internet on the USCG
16 Docket or the project website. We
17 have an information sheet that also
18 explains how to access the Docket.

19 Prior to this meeting we held an
20 Open House where you could view the
21 posters and ask questions. This
22 portion of the public meeting will be
23 conducted in two parts. During the
24 first part of the meeting, we will
25 present information on the future of

1 the U.S. Coast Guard LORAN-C Program,
2 define the Proposed Action and
3 alternatives, and discuss the
4 environmental impact analysis process
5 that has been conducted. The second
6 part of the meeting is your
7 opportunity to provide comments on the
8 environmental analysis.

9 Now I'll introduce Mr. Andrea
10 Poole.

11 **MR. POOLE:**

12 Hello, my name is Andrea Poole,
13 and I am the Deputy Project Manager
14 for the Programmatic EIS.

15 LORAN is a radionavigation system
16 first developed during World War II
17 and operated by the U.S. Coast Guard.
18 The current system (LORAN-C) is a low
19 frequency hyperbolic radionavigation
20 system approved for use in the U.S.
21 Coastal Confidence Zone and as a
22 supplemental air navigation aid.
23 LORAN-C provides navigation, location,
24 and timing services for both civil and
25 military air, land, and marine users.

1 LORAN-C is approved as an en route
 2 supplemental air navigation system for
 3 both Instrument Flight Rule and Visual
 4 Flight Rule operations. The Coast
 5 Guard has proposed that it should and
 6 or reduce its management of the
 7 LORAN-C Program. Ending U.S. Coast
 8 Guard operation of the LORAN-C Program
 9 is needed so that staffing and
 10 financial aspects can be reassigned to
 11 the U.S. Coast Guard priority
 12 missions.

13 The U.S. Coast Guard considered
 14 alternatives for accomplishing the
 15 Proposed Action. The alternatives
 16 considered include the following:

- 17 1. Decommission the U.S. Coast
- 18 Guard LORAN-C Program and terminate
- 19 the North American LORAN signal.
- 20 2. Automate, secure, and unstaff
- 21 LORAN-C Stations under U.S. Coast
- 22 Guard management.
- 23 3. Automate, secure, and unstaff
- 24 LORAN Stations and transfer management
- 25 of the LORAN-C Program to another

1 government agency.

2 4. Automate, secure, and unstaff
 3 LORAN Stations and transfer management
 4 of the LORAN-C Program to another
 5 government agency to deploy an eLORAN
 6 system.

7 5. The No Action Alternative in
 8 which there would be no change in
 9 Coast Guard management.

10 And now I'll turn it over to Ben
 11 Lamb to explain NEPA.

12 BY MR. LAMB:

13 Thank you. The National
 14 Environmental Policy Act -- or NEPA --
 15 establishes the process that Federal
 16 agencies are to follow so that agency
 17 officials can make decisions that are
 18 based on an understanding of

19 environmental consequences, and take
 20 actions that protect, restore, or
 21 enhance the environment. The NEPA
 22 decision making process is founded on
 23 using accurate scientific analysis,
 24 expert agency comments, and public
 25 scrutiny to identify the environmental

1 and socio-economic issues that are
2 truly significant.

3 The Programmatic EIS has been
4 prepared to address the future of the
5 U.S. Coast Guard LORAN-C Program. The
6 Programmatic EIS is a program-level
7 document that describes in detail the
8 Proposed Action, all alternatives that
9 were considered, and the environmental
10 impacts of implementing the Proposed
11 Action, reasonable alternatives, and
12 the No Action Alternative. This
13 document will provide the U.S. Coast
14 Guard with management-level analysis
15 of the potential impacts of each
16 alternative on the human and natural
17 environments. The Programmatic EIS
18 ensures that NEPA's goals and
19 requirements are incorporated into
20 Federal programs or action by
21 informing decision-makers and the
22 public about reasonable alternatives
23 that could avoid or minimize adverse
24 environmental impacts. Depending on
25 the alternative eventually selected,

1 site-specific NEPA documents such as
2 Environmental Assessments might also
3 be prepared. The Programmatic EIS for
4 the future of the LORAN-C Program was
5 prepared consistent with NEPA and the
6 regulations implementing NEPA, as well
7 as the Department of Homeland Security
8 and U.S. Coast Guard's policy for
9 implementing NEPA.

10 Following preparation and review
11 of the final Programmatic EIS, a
12 Record of Decision -- or ROD -- will
13 be prepared which is the final
14 decision-making document for this
15 action. The decisionmaker will use
16 the analysis and information in the
17 Final Programmatic EIS in conjunction
18 with other relevant materials to
19 decide the ultimate course of action.

20 Regarding the public
21 participation process, public
22 involvement is a fundamental aspect of
23 NEPA. Currently, the U.S. Coast Guard
24 is seeking input from agencies and the
25 public on the Proposed Action,

1 alternatives, and environmental
 2 impacts. On January 22, 2009, the
 3 Draft Programmatic EIS was published.
 4 The intent of this public meeting
 5 is to receive your comments on the
 6 Draft Programmatic EIS. In addition,
 7 written comments on the Draft
 8 Programmatic EIS can be submitted
 9 until March 9, 2009. Instructions for
 10 filing written comments are available
 11 here or on the table out front.

12 The Draft Programmatic EIS
 13 describes the nature and extent of the
 14 environmental impacts of the Proposed
 15 Action. The Draft Programmatic EIS
 16 includes, among other topics, the
 17 purpose of and need for the Proposed
 18 Action, a description of the Proposed
 19 Action and alternatives, a description
 20 of the affected environment, and an
 21 evaluation of impacts and cumulative
 22 impacts on the natural, human, and
 23 socioeconomic environment by the
 24 Proposed Action and alternatives.
 25 Comments received on the Draft

1 Programmatic EIS will become part of
 2 the official administrative record and
 3 will be considered in preparation of
 4 the Final Programmatic EIS. Following
 5 publication of the Final Programmatic
 6 EIS, there will be another opportunity
 7 for you to review the Programmatic EIS
 8 and make comments for consideration in
 9 the ROD.

10 We are here tonight to listen to
 11 your views and concerns regarding
 12 environmental issues associated with
 13 the future of the LORAIN-C program.
 14 Thank you.

15 BY MS. POOLE

16 My role for the remainder of this
 17 evening is to facilitate the public
 18 comment process. The goal is to
 19 ensure that every speaker has the
 20 opportunity to make the comments that
 21 they would like to be heard by this
 22 group.

23 If you weren't here for the Open
 24 House portion earlier this evening,
 25 all the public documents are available

1 in the back, right outside the door.
2 Feel free to take copies of handouts
3 or the FEIS with you.

4 Now for the ground rules: Please
5 begin making your comments by stating
6 your name and any affiliation you
7 would like to identify so that the
8 court reporter can transcribe it
9 correctly for the record. If you have
10 any written comments in addition to
11 your oral comments, please give those
12 to me and we'll make sure that they
13 are included in the record. Written
14 and oral comments receive the same
15 consideration, so you only need to use
16 one tool in making a comment.

17 Individuals who have signed up to
18 speak will be called in the following
19 order: Elected officials,
20 representatives from public agencies,
21 and then individuals. Everyone who
22 desires to speak should sign-up on the
23 speaker sheet at the registration
24 table. When you come to the
25 microphone, again please state your

1 name, and then you will have three
2 minutes to speak. At the end of your
3 three minutes, I will signal to you
4 that your time is up; and then you can
5 finish your sentence, and then it will
6 be someone else's turn to speak.

7 After all the speakers have had
8 one chance to speak, then if you have
9 already spoken and would like to speak
10 again, I'll let you come back up, and
11 then you can finish what you were
12 saying. If you would like to speak,
13 but have not yet registered, you can
14 do that at any time during the
15 meeting. Are there any questions?

16 (NO RESPONSE.)

17 BY MS. POOLE:

18 All right. At this time I'd like
19 to open up the floor to public
20 comments.

21 BY LIZOR MANNING:

22 Since no one is present to make
23 comments, we will adjourn until
24 someone wishes to make a comment.

25 (OFF THE RECORD.)

BY LORR HANNING:

It is now 8:00 P.M. There are no more public comments. Thank you for your participation in this public meeting. The meeting is adjourned.

(AT THIS TIME, THE PUBLIC MEETING HAS CONCLUDED AT OR ABOUT 8:00 P.M., AND THE RECORD WAS CLOSED.)

REPORTER'S CERTIFICATE

I, Gail F. Mason, RPR, Certified Court Reporter in and for the State of Louisiana, Certificate No. 96004, which is current and in good standing, as the officer before whom this public meeting was taken, do hereby certify that this proceeding was reported by me in the stenotype reporting method, was prepared and transcribed by me or under my personal direction and supervision, and in a true and correct transcript to the best of my ability and understanding; that I am not related to counsel or to the parties herein, nor am I otherwise interested in the outcome of this matter.

Gail F. Mason, RPR, CCR
Certificate No. 78021

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