

File

U.S. COAST GUARD
LORAN-A TRANSMITTING STATION
SAN SALVADOR

DRAFT



Background

Loran-A Transmitting Station, San Salvador is a part of the West Indies chain consisting of additional transmitting stations at Jupiter, Florida, South Caicos and at Cape San Juan. All of the stations are under the operational control of Commander, Seventh Coast Guard District with offices at Miami, Florida.

The initial chain, constructed in the 1959/60 era, consisted of stations at San Salvador, South Caicos, and Cape San Juan. In order to improve system coverage the San Salvador station was linked (electronically) with an existing station at Jupiter, Florida, in 1968.

The chain was constructed at the request of the Department of Defense by the U.S. Coast Guard, under Title 14/USC81, and is entirely manned, operated and funded by the Coast Guard. The Department of Defense requirement for the chain's service was extended from an original planned termination date of 31 December 1974 to 31 December 1977.

As promulgated by the Secretary of Transportation on 15 July 1974, in the Annex to the Department of Transportation's National Plan for Navigation, and assuming that a worldwide replacement system such as Omega is operating in the areas concerned to serve the civil community, the planned termination date for the chain, of which San Salvador is a

Station Location

The U.S. Coast Guard Loran-A Transmitting Station on San Salvador Island is located on the northeast tip of the island. The quarters and water catchment facilities are located on top of a low ridge overlooking the operations and engineering building below the road level. There is no excess real estate associated with the station property. All 24 acres, more or less, are used to contain the buildings, antenna systems and roadways. Island and station chartlets are attached.

Personnel

The authorized personnel allowance for the station is one commissioned officer and twelve enlisted men. It is an unaccompanied assignment of one year duration.

Affects of Station Closing

To close the station and secure its signal will render the chain useless for radionavigation fix capability. The remaining stations will produce only a line-of-position, considerably removed from the area, and the Florida coastal region.

Although the chain was established for Department of Defense forces, its use soon became a significant element in the civilian sector, primarily for air navigation through the area, both for domestic and international carriers. The surface users are considerably fewer than the air users. Department of Defense employment of the system is unknown.

The direct affect on the Bahamians to closing the station, and the loss of radionavigation fix capability in the area, is believed to be negligible, except for the dollar flow into their economy from station payroll.

Few, if any, Bahamian vessels employ the system. Aircraft and vessels servicing the area with produce, or in the tourist trade, could easily do without the system.

Therefore, considering the stated Department of Defense requirement as being only through 1977, and the planned Department of Transportation phase out date of 1 July 1980, the most significant impact of the closure of San Salvador Loran-A Transmitting Station will be, except to the local community, to the air carriers plying the area to the Caribbean and South America. Their requirement for Loran-A will continue until full Omega service is certified in the area, now anticipated to be about 1977, and its adoption by the air carriers. The surface user will also eventually turn to Omega in these areas.

Station Costs

The following costing data is provided:

Annual Operating Expense Expenditures

FY73	\$233,473
FY74	220,990

Capital Investment

Buildings (Original Cost)	\$116,000
Other facilities (Original Cost)	57,000
Electronic equipment (Current Value)	<u>247,101</u>
Total invested capital	\$420,101

Annual Contribution to Local Economy

Fuel oil, Gas	\$36,000
Personnel Purchasing	<u>5,712</u>
	\$41,712

