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TREASURY DEPARTMENT
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
17TH COAST GUARD DISTRICT
P.O. BOX 2631
JUNEAU, ALASKA



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A7
6 Nov 1963
for info.
BEC

From: Commander Seventeenth Coast Guard District
To: Commandant (CCS)

Subj: Correspondence; forwarding of

Ref: (a) CCGD17 ltr H4 of 2 November 1963, serial 74,
addressed to Director, Federal Aviation Agency,
Anchorage, Alaska

1. A copy of reference (a) is forwarded herewith as
enclosure (1) for the Commandant's information.

George D. Synon
GEORGE D. SYNON

Encl: (1) Copy of reference (a)

RECEIVED
NOV 13 1963
OFFICE OF OPERATIONS
U. S. COAST GUARD

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2846

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H4
Serial 74
NOV 2 1963

Mr. James G. Rogers
Director
Federal Aviation Agency
632 Sixth Avenue
Anchorage, Alaska

Dear Mr. Rogers:

This is in reply to your letter of 24 October, 1963, wherein you proposed that the Coast Guard assume responsibility for providing limited flight advisory services at St. Paul Island.

I have given this proposal careful study. Although it is the Coast Guard's policy, as you know, to cooperate with other government agencies to the fullest extent practicable, I feel that in this instance it would jeopardize the effective performance of its mission by the Loran Station at St. Paul Island to undertake to perform the services you require.

In the first place, the Loran Station is located on the other side of the airstrip, about a mile distant from the Weather Bureau Station, where the necessary radio equipment is now installed. There is no telephone landline or other means of rapid communication between the two places.

Secondly, we do not have room at our own radio facility to install such equipment if it were removed. Moreover, the resulting interference with Loran-C radio traffic would not be acceptable.

And finally, even if these objections could be overcome, the task of providing the necessary services is beyond the capabilities of the Loran Station personnel. Coast Guard Loran Stations are manned on a relatively austere basis and each crew member is normally fully occupied with his assigned

duties. Hence, it would not be practicable to assume in addition the task of providing aircraft advisory services, even on an infrequent basis. I am sure, therefore, that you will understand why I must decline to commit the Loran Station to such an obligation.

I fully appreciate the problem you are faced with at St. Paul Island, but it does not appear that the Coast Guard can feasibly assist in its solution.

Under these circumstances, I do not believe our participation in the conference suggested for 13 November would prove productive, unless it were intended to explore some other means of providing the services needed.

Sincerely yours,

GEORGE D. SYMON
Rear Admiral, U.S. Coast Guard
Commander Seventeenth Coast Guard District