

Subject: POSITIONING, NAVIGATION, AND TIMING COORDINATION AND
 PLANNING

PURPOSE. This Order establishes responsibilities to facilitate planning for Department of Transportation (DOT) Positioning, Navigation, and Timing (PNT) policy and requirements. It establishes a continuing management-level body, which serves as a DOT focal point for coordinating DOT PNT programs; formulating PNT policies; interfacing with the Department of Defense (DOD), the Department of Homeland Security (DHS), and other Federal agency PNT programs; and promoting domestic and international acceptance of U.S. PNT systems.

1. CANCELLATION.

- a. DOT 1120.32C, Navigation and Positioning Coordination and Planning, dated October 6, 1994, is hereby superseded and cancelled.

2. REFERENCES.

- a. 49 U.S.C. § 101;
- b. The Maritime Act of 1981 (Public Law 97-31 as amended), transferring the Maritime Administration (MARAD) to DOT;
- c. 49 U.S.C. § 301, specifying duties of the Secretary of Transportation, including the overall leadership responsibility for navigation matters within DOT;
- d. St. Lawrence Seaway Act, 33 U.S.C. §§ 981 et seq.;
- e. 49 U.S.C. § 103, providing authority to carry out all railroad safety laws;
- f. 49 U.S.C. § 40103, authorizing the Federal Aviation Administration (FAA) to provide navigation systems for commerce and military uses; and
- g. National Security Presidential Directive 39; U.S. Space-Based Positioning, Navigation, and Timing Policy, dated December 15, 2004 (NSPD-39).

3. BACKGROUND. In 1970, a National Plan for Navigation (NPN) was established for coordinating DOT navigation planning. Congressional interest in radionavigation planning led to enactment in 1978 of the International Maritime Satellite Telecommunications Act, 47 U.S.C. §§ 751 *et seq.* The President reported to Congress under that Act that radionavigation planning should stay with primary mission organizations, and that a combined military/civil Federal Radionavigation Plan (FRP) should be published. Radionavigation is the determination of position, or the obtaining of information relating to position, for the purposes of navigation by means of propagation of radio waves. PNT systems include terrestrial and space-based radionavigation, timing, and other technologies that enable PNT services and applications.

In 1979, a joint PNT planning process was formalized by an interagency agreement between DOD and DOT, replacing the NPN in 1981 with a DOD/DOT FRP for planning common-use civil/military radionavigation services. A 1993 DOD/DOT Memorandum of Agreement on the Civil Use of the Global Positioning System (GPS) established civil GPS use policies and procedures.

With the creation of DHS in 2003, the biennially produced FRP is signed by the Secretaries of Transportation, Defense, and Homeland Security. NSPD-39 established the National Space-Based PNT Executive Committee, co-chaired by the Deputy Secretaries of Transportation and Defense. Per NSPD-39, DOT is designated as the civilian lead for GPS and, in this role, has the primary responsibility for the development of requirements for civil applications for all United States Government civil departments and agencies.

4. POLICY. DOT's policy is to establish PNT systems and services that meet the needs of the public by facilitating safe and secure transportation, increasing mobility and efficiency, contributing to economic growth, and supporting National and homeland security. The FRP promulgates these policies for the operation and management of Federally provided PNT services used by the military and civil sectors.
5. RESPONSIBILITIES.
 - a. Secretary of Transportation. The Secretary shall establish DOT PNT policy, provide guidance to the DOT PNT Executive Committee, approve plans for PNT system development and adoption, and establish DOT activities necessary for multimodal PNT implementation projects.
 - b. Under Secretary for Transportation Policy. The Under Secretary for Transportation Policy shall chair the DOT PNT Executive Committee; co-chair the National Space-Based PNT Executive Steering Group with the DOD Chief Information Officer; coordinate overall DOT PNT policy and planning guidance; and coordinate with other civil agencies through the DOT Extended PNT Executive Committee, to ensure that those agencies' needs are properly represented in the PNT planning process.
 - c. Assistant Secretary for Research and Technology. The Assistant Secretary for Research and Technology shall provide oversight of DOT PNT activities and FRP preparation;

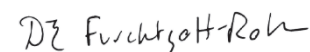
maintain a PNT program office to provide secretariat services to the DOT PNT Executive Committee; manage DOT PNT Working Group (WG) activities; and nominate DOT personnel selected to work at PNT-related DOD offices or control facilities.

- 1) Civil Sector PNT Outreach. The Assistant Secretary shall ensure that DOT maintains outreach programs to civil PNT users so that decisions reflect user input; maintain an outreach program to civil users of PNT services not represented by other Federal agencies or committees; ensure that civil PNT requirements and uses are adequately addressed in standards-setting procedures; chair the Civil GPS Service Interface Committee (CGSIC); conduct systems engineering analyses and economic studies and make recommendations regarding the feasibility of PNT systems to meet user requirements, as well as financing and cost recovery; and coordinate responses to intermodal PNT technical issues.
 - 2) Director of the Volpe National Transportation Systems Center (Volpe Center). The Volpe Center Director shall, as requested and funded, maintain and staff a navigation capability to conduct PNT economic and system engineering analyses, assess new and existing PNT technologies and systems, and provide assistance to the DOT PNT WG and Extended PNT Executive Committee.
- d. DOT Operating Administrations and Secretarial Offices. The DOT Operating Administrations and Secretarial offices shall assess, analyze, and document PNT requirements; conduct necessary research and development on PNT systems having potential application to their operations; implement PNT systems needed to carry out their responsibilities to the public; participate with other DOT elements in implementation of common-use systems; and coordinate PNT matters with DOD, DHS, and international entities under policy guidance from the Under Secretary for Transportation Policy.

6. ORGANIZATION.

- a. DOT PNT Executive Committee. The DOT PNT Executive Committee is responsible for DOT policy development and planning for civil and dual-use PNT services and systems. The DOT PNT Executive Committee is chaired by the Under Secretary for Transportation Policy.
 - 1) The DOT PNT Executive Committee comprises one policy-level representative from each of the Office of General Counsel, the Office of the Assistant Secretary for Budget and Programs, the Office of the Chief Information Officer, the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), the Maritime Administration (MARAD), the National Highway Traffic Safety Administration (NHTSA), the Pipeline and Hazardous Materials Safety Administration (PHMSA), the St. Lawrence Seaway Development Corporation (SLSDC), and the Intelligent Transportation Systems Joint Program Office (ITS JPO).

- 2) The DOT PNT Executive Committee shall meet as required to formulate coordinated PNT policy recommendations for consideration by the Secretary, provide policy and planning guidance for the FRP and to DOT organizations on DOT PNT matters, and resolve any multimodal PNT issues that the PNT WG cannot resolve.
- b. DOT Extended PNT Executive Committee. The DOT Extended PNT Executive Committee shall conduct planning with the Department of Commerce, DHS (including U.S. Coast Guard), Department of the Interior, Department of Agriculture, Department of State, National Aeronautics and Space Administration, the Department of Defense, and other Federal agencies as appropriate. The Extended PNT Executive Committee shall provide a focal point for coordinating with Government agency committees; provide unified Departmental comments on proposed reports and rulemakings of other governmental agencies on PNT-related matters; and provide guidance to the DOT PNT WG and DOT Extended PNT WG.
 - c. DOT PNT Working Groups. The DOT PNT Working Group (WG) and the DOT Extended PNT Working Group are the working-level organizations for coordinating PNT issues being submitted for DOT PNT Executive Committee decision-making. They are chaired by the Director for PNT and Spectrum Management within the Office of the Assistant Secretary for Research and Technology.
 - 1) The DOT PNT WG has one representative from each of the DOT organizations listed in section 6(a)(1), the Volpe Center, and other DOT representatives or advisors. The DOT PNT WG shall meet at least once each quarter and jointly with the DOD PNT WG as required, and shall facilitate coordination of PNT requirements, plans, research and development, and implementation programs developed by DOT Operating Administrations.
 - 2) The DOT Extended PNT WG shall conduct planning with the Department of Commerce, DHS (including U.S. Coast Guard), Department of the Interior, Department of Agriculture, Department of State, National Aeronautics and Space Administration, and other Federal agencies as appropriate.
 - 3) The DOT PNT WG and Extended WG shall focus on multimodal PNT issues with other governmental agencies, industry, and user groups, as directed by the DOT PNT Executive Committee.



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