TITLE 21 – AERONAUTICS

Chapters:

TITLE 21 – CHAPTER 01 – AIRPORT OPERATIONS

Sections:

Annex A

21.0101 Authority.

The rule codified in this chapter is issued under the authority of Section 6 of Article IV of the Revised Constitution of American Samoa and 21.0515 A.S.C.A.

History: Rule 2-1989, eff 28 June 89 § 2.

21.0102 Approval and incorporation.

The Airport Certification Manual of 1989, including all appendices as revised, from time to time, prepared and maintained by the airport management division department of port administration pursuant to 25.0515 A.S.C.A., is approved and incorporated in full by reference herein, and is attached to this chapter as Annex A.

History: Rule 2-1989, eff 28 June 89. § 2.

ANNEX A

PAGO PAGO INTERNATIONAL AIRPORT
AIRPORT CERTIFICATION MANUAL
AIRPORT MANAGEMENT DIVISION
DEPARTMENT OF PORT ADMINISTRATION
AMERICAN SAMOA GOVERNMENT

This Airport Certification Manual appends Federal Aviation Regulation Part 139 as it applies to Pago Pago International Airport. Compliance with this Manual and the regulation will be the responsibility of the American Samoa Government.

AIRPORT CERTIFICATION MANUAL

TABLE OF CONTENTS

APPENDIX 1
DEFINITIONS

Air Carrier
A person who holds or who is required to hold an air carrier operating certificate for operating aircraft having a seating capacity of more than thirty (30) passengers.

Air Carrier Aircraft
An aircraft with a seating capacity of more than thirty (30) passengers which is operated by an air carrier.

Air Carrier Operation
The takeoff or landing of an air carrier aircraft which includes the period of time from 15 minutes before and until 15 minutes after the take-off or landing.

Airport
The area of land or other hard surface, excluding water, that is used or intended to be used for the landing and takeoff of aircraft, to include all buildings and facilities.

Airport Operating Certificate
A certificate, issued under FAA Part 139, for operation, of an airport serving scheduled operations of air carriers.

Average Daily Departures
The average number of scheduled departures per day of air carrier aircraft computed on the basis of the busiest three (3) consecutive months of the immediately preceding twelve (12) calendar months: If the average daily departures are expected to increase, the "average" daily departures may be determined by planned rather than current activities in a manner acceptable to the Administrator.

Index
An airport ranking according to the type and quantity of aircraft rescue and firefighting equipment and agent required; which is determined by the "LENGTH" and frequency of air carriers aircraft served by the airport.

Movement Area
Runways, taxiways and other areas of an airport which are used for all taxing, takeoff and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

Safety Area
A designated area abutting the edges of a runway or taxiway intended to reduce the risk of damage to an aircraft inadvertently leaving the runway or taxiway.

Wildlife Hazard
A potential for a damaging aircraft collision with wildlife on or near an airport, including domestic animals while out of the control of their owners.

AIRPORT CERTIFICATION MANUAL
CHAPTER 1 – COMPLIANCES

1.1 INTRODUCTION

This Manual includes operating procedures and a description of facilities and equipment used to satisfy the requirements of FAR Part 139. Personnel involved with the operations of this airport are directed to perform their duties and responsibilities in accordance with the procedures contained in this Manual.

This Manual will be kept current and an approved copy will be available at the airport for inspection, upon request. A complete and current copy signed by the Governor of American Samoa will be provided to the Federal Aviation Administration.

1.2 INSPECTION AUTHORITY

The FAA Administrator will be allowed to make any inspections, including unannounced inspections, or test to determine compliance with Part 139 of the Federal Aviation Regulations and this Manual.

1.3 ASSURANCES

Management of Pago Pago International Airport will provide the necessary operating procedures, facilities and equipment descriptions, responsibility assignments, and other information needed by personnel concerned and involved with the operations of this airport in order to comply with FAR Part 139. The airport management will:

a) Maintain qualified personnel to comply with the requirements outlined in this Manual.

b) Provide materials, labor and equipment that is necessary to maintain the airport at least equal in condition, quality, and quantity to the standards currently required for the issuance of the airport operating certificate: and

c) Notify air carrier of airport-related conditions that may affect the safe operations of the air carriers.

1.4 DEVIATIONS

In emergency conditions requiring immediate action for the protection of life or property involving the transportation of persons by air carriers, the American Samoa Government (ASG) may deviate from any requirements of Subpart D of FAR Part 139, to the extent required to meet that emergency. In such an event, the American Samoa Government (ASG) shall, as soon as practicable, but not later than 14 days after the emergency, report in writing to the FAA Regional Director stating the nature, extent, and duration of the deviation.

1.5 PROCEDURES FOR MAINTAINING ACM

The Airport Certification Manual (ACM) for Pago Pago International Airport will be kept current and will be under the direction of the Airport Manager. Pertinent portions of the approved certification manual will be furnished to all personnel and organizations responsible for their implementation. New pages for any changes, corrections, addendum or deletions will be furnished to those persons or organizations that hold copies of this Manual, for their update. Portions of the text affected by a revision will be indicated by a line on the outer margin of the page.

A letter of transmittal to all Manual holders will provide instructions for replacing, removing or inserting new pages in their copy of the Manual. Each new narrative page, exhibit, chart or table will maintain the same page (sequential) numbering system as in the current manual.

Distribution will be made after two copies have been reviewed and approved by the FAA. Distribution List:

1. Governor's Office
2. Director of Port Administration
3. ARFF
4. Director of Public Works
5. FAA - Resident Director
6. ATCT
7. Commissioner of Public Safety
8. Director of Health
9. Attorney General
10. PRI (Pacific Resources Inc.)
11. Shell Oil Company

CHAPTER 2 – ADMINISTRATIVE AND ORGANIZATION

2.1 OWNERSHIP AND LOCATION

Pago Pago International Airport is owned and operated by the American Samoa Government, and is located approximately seven (7) miles from the Central Business area of Pago Pago village. Exhibit 2-1 is a current Airport Layout Plan showing the existing facilities at Pago Pago international Airport.

2.2 MANAGEMENT

Pago Pago International Airport is operated by the American Samoa Government under the Department of Port Administration, who has appointed the Director of Port Administration to direct the airport. Additional operating staff, under the direction of the Director of Port Administration are charged with the responsibilities of managing and operating the day-to-day affairs of this airport, and are:

Airport Manager
Assistance Airport Manager
Senior Supervisor
Shift Supervisors
Chief of Security
Supervisor of Maintenance
Chief of Aircraft Rescue Fire Fighting

2.3 LINE OF SUCCESSION

Exhibit 2-2, Organizational Chart, illustrates the organizational relationships of key operating personnel at Pago Pago International Airport and the line of succession in the absence of the Airport Manager.

CHAPTER 3 – OPERATIONAL DETERMINATIONS

3.1 EXEMPTIONS

Pago Pago international Airport is subject to the following exemption to the requirements of FAR Part 139:

Section: 139.311 (a) (4), Runway Holding Positions Markings and Signs, 01/01/89.

3.2 LIMITATIONS

Pago Pago International Airport is not subject to any limitation of the requirements of FAR Part 129.

3.3 GRID MAP

A grid map of Pago Pago International Airport, which is contained in the Airport Emergency Plan (AEP) is furnished to all organizations that may be involved with any emergency or disaster occurring at the airport.

3.4 RUN WAY/TAXIWAY IDENTIFICATION

Exhibit 2-1 Airport Layout Plan presents the runway/taxiway system at Pago Pago International Airport.

Two runways in the 5-23 and 8-25 direction, runway 5-23 provide the landing and takeoff facilities for all major air service air carriers serving Pago Pago International Airport, Exhibit 2-1, runway 8-26 was justified by its use as a crosswind runway especially by smaller aircrafts. This runway can be used by large aircrafts for both taxiing and as an overnight area for parking. When this runway is used for parking, it is closed and a notam issued.

TABLE 3-1

RUNWAYS AND TAXIWAYS

Runway	Length	Width	Surface	Strength	Safety Area
5-23	9,000’	150’	ASPH-G (grvd)	S-140,D190 DT-380,DDT375 (in THSDS)	200’ each side of Center line of runway, 200’ beyond R/W-23 THSDS and 500’ wide X 1000’ long beyond R/W-THSDS.
8-26	3,800’	75’	ASPH-G	S-75,D-166 DT-237, DDT 600 (in THSDS)	200’ each side of DT-237,DDT center line of runway, 200’ beyond R/W-23 THSDS and 500’ wide X 1000’ long beyond R/W-THSDS
Taxiways					
A	3900’	75’	ASPH-G	x	200’
C	1935’	75’	ASPH-G	x	180’
D	200’	75’	ASPH-G	x	120’

Aprons

Main Terminal Apron can accommodate three (3) large bodied jet aircrafts with three fueling pits. Domestic Apron consists of one fuel pit.

3.5 OBSTRUCTIONS

Each object in any area within the authority of Pago Pago International Airport that is identified as an obstruction under FAR Part 77, will either be removed or marked and lighted, as appropriate. Exhibit 3-I, Lighted Obstructions identifies the location of all marked and lighted obstructions. The maintenance of all obstruction markings is the responsibility of the Maintenance Shop Supervisor. See Exhibit 2-2 Organizational Chart.

3.6 MOVEMENT & SAFETY AREAS, EMERGENCY ROADS

Exhibit 3-2, Movement & Safety Areas and Emergency Roads, highlights the runway and taxiway system at Pago Pago International Airport. Also illustrated are the safety areas for each runway and taxiway - Table 3-1 provides the dimensional criteria for these safety areas that were in place on December 31, 1987.

Service roads that are designated as Emergency Access Roads are accented. These roads offer the most expedient airfield/runway access, but do not preclude any other service road at Pago Pago International Airport from being used in an emergency situation.

CHAPTER 4 – OPERATIONAL PROCEDURES AND RESPONSIBILITIES

4.1 PROCEDURES COMPLIANCE

Instructions on each elements, as required by FAR Part 139, have been organized to provide each person on the airport staff, or others that are responsible for specific segments, clear and concise directions on what, when and how to perform their duties. Each of the major topics contained in this chapter adds a broad description of tasks for each major category either written or illustrated on an exhibit.

4.1.1 Airport Self-Inspections

Pago Pago International Airport has prepared for the staff, procedures and instructions, as well as training, on conducting safety inspections. These inspections provide condition reports which advise the airport management, FAA (ATCT) and airline tenants when unsafe airport conditions are noted during the inspection. Airport self-inspections include:

a. Periodic Daily Inspections - seven days a week. Each airport safety inspection will be conducted by the on Duty Airport Supervisor and each supervisor will fill out a required airport condition reports, Exhibit 4-1, Airport Self-Inspection Form, for their responsible assignment. Periodic daily inspections will include the following major areas:

   Paved areas
   Unpaved areas (if any)
   Safety areas
   Marking and lighting
   Security fencing
   Traffic and wind direction indicators
   Wildlife activity

b. Unusual Conditions Inspections - During periods of unusual conditions or events at Pago Pago International Airport, the Airport Manager will perform inspections to determine whether or not unsafe airport conditions exist. These reports will follow the format presented in Exhibit 4-1, "Airport Self-Inspection Form". Unusual Conditions that will require inspections include, but are not limited to:

   - Construction Activities - Conducted during and after contractor's work hours.
   - Meteorological Conditions - Conducted after storms, high winds, hurricanes, tornados, etc..
   - Aircraft Incident - Immediately after any incident involving aircraft.

c. Periodic Inspections - The following categories will be inspected on a periodic basis in order to insure safe operations at Pago Pago International Airport to protect property and lives.

   These inspections will be done by the Airport Manager.

   - Fuel Farm/Storage Area - will be inspected quarterly using Fire Safety Inspection form (Exhibit 4-2) for Fuel Farm/Storage Area.
   - Mobile Fuelers - will be inspected quarterly. Fire Safety Inspections - Mobile Fuelers (Exhibit 4-3) will be used.

4.1.2 Other Requirements

Any directive, order or published Advisory Circular (AC) issued by the FAA that addresses airport safety will be considered by the Pago Pago International Airport management. Clarification, interpretation and instructional directions of any directive, order or AC, that require changes to this ACS and/or the procedures presented herein, will be handled by the FAA Regional Office and the Airport Certification Inspectors.

4.1.3 Recordkeeping

lnspection records from daily, unusual conditions and post-aircraft incident, as well as the periodic inspections described above, will be maintained on file for no less than 6 months after the inspection date at the Airport Manager's Office and will be made available for inspection by FAA on request.

4.2 CORRECTIVE ACTION

Pago Pago international Airport maintains both qualified staff and equipment to maintain and/or promptly repair:

- Runway, taxiway, loading ramp, and parking area on the airport that is available for air carrier aircraft.
- Runway and taxiway safety are to the extent practicable. Runway and taxiway marking and lighting.
- Firefighting equipment to the minimum required to appropriately serve the largest scheduled air carrier aircraft operating at this airport.
- Traffic and wind direction indicators at this airport.

4.3 RESPONSIBILITIES

The Airport Manager, is responsible for the day-to-day operations of Pago Pago International Airport. These duties, which include managerial elements as required in maintaining this airport's operating certificate under Part 139 specifically include, but are not limited to:

a. Maintaining the ACS and records required for inspection by the FAA upon request.

b. Developing operational procedures for inspecting, maintaining and repairing the airport to the degree necessary to ensure safe aircraft operations by air carrier aircraft.

c. Provide the necessary training and additional instructions on how, what and when to perform their duties as assigned.

In the absence of the Airport Manager, the line of succession is automatically vested with the same authority to the Assistant Manager, as shown on Exhibit 2-2 Organizational Chart.

4.4 UTILITIES INTERRUPTIONS

All plans and specifications dealing with construction at Pago Pago International Airport must provide the contractor with as-built utility drawings for airport owned, public owned and FAA owned utilities.

The plans and specifications are developed by the Department of Public Works.

Preconstruction meetings are held with the contractor, in which further instructions are given concerning utility interruptions. The Airport Manager conducts these preconstruction meetings to emphasize the requirements as they relate to FAR Part 139.

CHAPTER 5 – AIRCRAFT MOVEMENT AREA SAFETY

5.1 PAVED AREAS

The maintenance of all paved surfaces on the side of the terminal is the responsibility of the Airport Manager. See Exhibit 2-2, Organizational Chart, for the line of succession. Part 139 requirements for pavement maintenance are summarized as follows: (Airport Paving Repair Guide for detailed instructions for labor and materials).

1. Pavement edges - may not exceed 3" difference between abutting pavement sections, id full strength pavement and abutting shoulders.
2. Pavement holes - none may exceed 3" in depth nor have a slope which, from any point the hole to the nearest lip, is or exceeds 45 degrees measured from the surface plane.
3. Cracks and surface variations - none which could repair directional control of air carrier aircraft.
4. Surface debris and contaminants - remove promptly and completely as practicable.
5. Chemical cleaning solvents - remove as soon as possible, consistent with manufacturer's instructions.
6. Ponding - maintain drainage and slope to prevent pending that obscures markings or repairs safe aircraft operations.

Pavement areas in Exhibit 5-1 will not have any of the conditions listed.

5.2 UNPAVED AREAS

Pago Pago International Airport does not have any air carrier aircraft runways, taxiways or aprons that are unpaved.

5.3 SAFETY AREAS

Safety Area dimensions at Pago Pago International Airport are as follows:

- Runway 5-23, 200' feet on each side of the center line of the runway and 200' feet beyond runway 23 threshold and 500' wide x 1000' long beyond runway S Threshold.
- Runway 8-26, 200' feet on each side of the center line of the runway and 200' beyond runway 26 Threshold and 400' wide x 1000' long beyond runway 8 Threshold.

- Partial Parallel Taxiway A, safety area is 200', taxiway C, is 180' and taxiway D, is 120' feet wide.

The maintenance of all runway and taxiway safety areas on the airport is the responsibility of the Maintenance Supervisor. See Exhibit 2-2, Organizational Chart, for the line of succession. Part 139 requirements for safety Area maintenance are summarized below.

1. Each safety area is cleared and graded and will be maintained free of potentially hazardous ruts, humps, depressions, or other surface variations.

2. Each safety area is drained by grading and storm sewers to prevent water accumulation.

3. Each safety area is capable under dry conditions of supporting aircraft rescue and firefighting equipment, and will support the occasional passage of aircraft without causing major damage to the aircraft. Manhole covers are constructed from steel of sufficient thickness and strength to support equipment and aircraft.

4. No objects will be located in any safety area, except for objects that must be located in the, safety areas because of their function. Objects currently located in the safety areas are constructed on frangibly mounted structures of the lowest practical height and are maintained so that the frangible point is no higher than three inches above grade. Any future objects that will be located in the safety areas because of their function will be constructed on frangibly mounted structures.

Exhibit 5-2 Safety Areas, highlights the Inspection and Maintenance responsibilities, the tasks to be performed, the time and the type of form that are needed for this task.

5.4 MARKING AND LIGHTING

5.4.1 Runway/Taxiway Marking and Lighting

Runways (5-23 & 8.26) and taxiways are marked in accordance with the standards for marking paved areas on airports described in FAA Advisory Circular 150/5340-lE.

b. Lighting

1. Runway 5/23 - High Intensity Runway Lights

2. Runway 8/26 - Medium Intensity Runway Lights

Runway lights are split white/amber on the last 2,000 feet of Runway 23 and Runway 8 with the amber side facing the approach end of the runways. Taxiway edge lighting is installed on all taxiways.

5.4.2 Obstruction Lighting

The following obstruction lights mark those obstructions that have been determined by an FAA aeronautical study as necessary:

1. Primary Wind Cones
2. Logotala hill
3. Apron Light Pole
4. Vasi Power and Control Station
5. ILS Localizer and Glide Slope
6. DME Antenna
7. VORTAC
8. Anemometer Pole

5.4.3 Runway and Taxiway Guidance Signs

Pago Pago International Airport has the following guidance signs that identify runway hold lines, taxiing routes and other information necessary for the operations of air carrier aircraft. These signs are lighted for aircraft operations during low visibility periods:

I. Runway Identification Signs

2. Taxiway Identification Signs

5.4.4. Other Airport Lighting

All other lighting on the airport for aprons, parking areas, roadways, fuel storage areas, and buildings is adjusted or shielded to prevent interference with air traffic control and aircraft operations.

NAVAIDS - The FAA Field Sector Office is responsible for maintenance of the FAA NAVAIDS at the airport if any FAA NAVAIDS are found to be inoperable, the Airport Manager will notify the Field Sector Office thru ATCT.

The part 139 requirements for marking and lighting maintenance are summarized below see the Marking and Lighting Maintenance Repair Guide for detailed instructions for labor and materials.

The following marking and lighting systems are provided and are operable:

a. Ground guidance signs identifying taxi routes.

b. Runway markings appropriate to authorized operations.

c. Taxiway centerline and edge markings.

d. Runway lights to support night operations appropriate for the approved instrument approach procedures for that runway.

e. Taxiway lighting for taxiways which serve runways used for night operations by air carrier aircraft with over thirty (30) passenger seats.

f. Obstruction lighting for obstructions identified under FAR Part 77.

g. Any lighting including apron, vehicle and aircraft parking areas, roadways, fuel storage areas, buildings, etc., shall be adjusted or shielded to prevent interference with aircraft operations and air traffic control.

The maintenance of all marking and lighting at Pago Pago International Airport, is the responsibility of the Maintenance Supervisor. See Exhibit 2-2, Organizational Chart, for line of succession.

CHAPTER 6 – AIRCRAFT AND AIRPORT SAFETY

6.1 AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)

6.1.1 ARFF Index

Pago Pago International Airport is classified is an Index B airport, which air carrier service s less than 5 daily departure. ARFF equipment appropriate to this index will be provided during all air carrier operations unless otherwise reduced in accordance with Section 6.1.5 of this manual.

6.1.2 ARFF Equipment

Exhibit 6.1 ARFF Equipment, is a listing of Aircraft Rescue and Firefighting equipment, quantity of fire fighting agents contained in each unit, and the response times called for in FAR Part 139.3 191(1) will be met. Each ARFF vehicle is equipped with two-way voice radio communication between Air Traffic Control Tower (ATCT) and all other emergency vehicles as well as flashing beacon and distinguishable color and markings to enhance with the background environment and to optimize daytime and night time visibility.

6.1.3 Control of ARFF

The Aircraft Rescue and Firefighting equipment, supplies and manpower are under the control of ASG, Department of Port Administration, Airport Management Division.

6.1 .4 ATCT Relationship

The Air Traffic Control Tower (ATCT) maintains both radio and telephone contact with Rescue Zero. In case of emergency involving air carrier aircraft, the ATCT will contact and provide the details of the emergency, including type of aircraft, approximate location, arrival or departing aircraft, etc.. The ATCT will also request AREF standby where potential aircraft emergency or alert is occurring.

Rescue Zero, will alert ATCT if emergency call has been received by them in order to assist in advising air carrier air traffic of the routing of ARFF involving airport runways, taxiways and aprons.

6.1.5 Reduced ARFF Coverage

Each vehicle shall be maintained in an operable condition and will be protected from the weather. If a required firefighting vehicle becomes inoperative, each air carrier user and the FAA shall be so notified in accordance with Section 7.7 of this Manual. If the vehicle cannot be repaired or replaced within 48 hours, air carrier service will be reduced until the appropriate level of service is restored and a NOTAM is issued in accordance with Section 7.7 of this Manual.

6.1.6 Communications

Rescue Zero is equipped with radio and telephone equipment used for communications.

6.1.7 Inoperative Vehicle.

Any vehicle and its fire protection equipment that is listed on Exhibit 6-1 that becomes incapable of fully responding to the needs of an air carrier aircraft will be considered as “out-of-service”. The Rescue Zero unit will inform the Airport Manager and the ATCT when any vehicle or fire protection equipment becomes inoperative and will provide an estimate of the length of time it will take to repair. The Airport Manager will notify the FAA Regional Director and each air carrier using the airport if replacement equipment is not available immediately.

If the vehicle cannot be repaired or replaced with equivalent equipment within 48 hours, the Airport Manager must be notified. The Airport Manager will issue a NOTAM (see exhibit 44) that the airport index must be reduced immediately.

6.1 .8 Response Requirements.

At least one required airport firefighting vehicle can reach the midpoint of the farthest air carrier runway and begin extinguishing agent application within 3 minutes from the time of alarm. All other required vehicles can respond in the same manner within 4 minutes. Periodically the Airport Manager initiates

drills to insure that the fire fighters maintain the established response times required by FAR Part 139.

6.1.9 Personnel

a. Training.

All ARFF personnel are properly trained to perform their duties in a manner acceptable and in accordance with 139.3190). Each assigned firefighter has had training and/or participated in at least one live fire drill per year and has received instructions in the following areas.

1. Airport familiarization.
2. Aircraft familiarization.
3. Rescue and firefighter personnel safety.
4. Familiarization with the emergency communications system on the airport, including fire alarms.
5. Use of the fire hoses, nozzles, turrets, and appliances used by the airport for compliance with this part.
6. Types and application of the extinguishing agents used by the airport for compliance with this part.
7. Forced entry into aircraft, ventilation of aircraft, extraction of person from aircraft, and evacuation assistance.
8. Firefigliting operations.
9. Adapting and using structural firefighting and rescue equipment for aircraft rescue and firefighting service.
10. Aircraft cargo hazards and considerations.
11. Familiarization with the firefighter's duties under the airport emergency plan.
12. Basic Emergency Medical Care - forty (40) hours.

Training records for each firefighter are maintained at the Airport Manager's Office for the duration of employment.

b. Emergency Medical Care

A minimum of one person shall be available during each air carrier operation that has had at least 40 hours training and is current in basic emergency medical care including bleeding, cardiopulmonary resuscitation, shock, primary patient survey, injuries to the skull, spine, chest, and extremities, internal injuries moving patients, burns and triage.

Aircraft Rescue and Firefighting (ARFF) equipment and personnel are under the direction and responsibility of the Fire Chief of the Rescue Zero unit who is responsible to the Airport Manager for all requirements covered under FAR Part 139. The ARFF maintains a line of succession that covers the responsibilities of equipment maintenance and personnel training.

Part 139 requirements for ARFF equipment are:

1. Approval of repair of vehicles and equipment, as well as alarm and communication equipment
2. Issue notices on ARFF equipment status, when they become inoperative.

6.1.10 Alarm System

Alarm and communications systems are tested on the following levels:

1. Radio (121.9 mhz) daily use by ARFF personnel.
2. Telephone - Daily
3. Emergency siren test daily by ATCT after advising Rescue Zero dispatcher.

6.1.11 Emergency Access Road

Exhibit 3-2 discussed in Section 3.6, Movement and Safety Areas, Emergency Road, highlights the service road directly in front of Pago Tower which has been designated as an Emergency Access Road for ARFF equipment to all runway, ATCT and the Rescue Zero Unit have 1 copy of this plan and during an emergency condition will alert and advise ground taxiing aircraft that Emergency Vehicle are approaching the taxiway/service road intersections: ARFF Station to Runway 5-23

6.2 HAZARDOUS MATERIALS

6.2.1 HAZMAT (Hazardous Materials)

Pago Pago International Airport employees do not act as hazardous cargo handling agents, regulated by 49 ARFF Part 71.

The designated parking area for "Hot Cargo" at the airport is at runway 8-26. (See Exhibit.

6.2 Hot Cargo and Bomb Search area). Any aircraft landing at the airport with a reported problem with hazardous materials such as a leaking container, will be directed to park at the "Hot Cargo" area by ATCT, until declared safe by firefighting personnel.

6.2.2 Fuel

The following procedures for safe fuel handling and inspection of fueling facilities at Pago Pago International Airport will be followed by fueling tenants and personnel who handle fuel at the airport.

1. No aircraft shall be refueled, defueled or oil serviced while aircraft engines are running or aircraft is being warmed by application of heat or while such aircraft is in a hangar or an enclosed space.

2. No person shall smoke or permit any open flame within 100 feet of any aircraft undergoing fuel service or within at least 50 feet from any hangar or building.

3. Prior to the fuel servicing of any aircraft, the aircraft and the fuel dispensing equipment shall be grounded to a point or points of zero electrical potential in the order indicated below and when complete, in the reverse order to prevent the potential of static ignition of volatile liquids.

    a. Aircraft to apron or ground.

    b. Refueling unit to ground.

    c. Refueling unit to aircraft.

    d. Refueling nozzle to aircraft.

The foregoing procedure necessarily modified will apply to a storage dumping, and the filling of dispensing equipment.

4. When malfunction of refueling equipment is detected, all refueling shall cease immediately and the malfunction remedial or entire unit replaced by another. Any malfunctions or irregularity detected on or within the aircraft being serviced will be brought to the attention of the airport owner or operator immediately.

5. Crews engaged in the fueling and defueling of aircraft, the filling of dispenser equipment or dumping into a drain with aviation fuel will exercise extreme caution to prevent spills. When spills occur, servicing will cease and spills be washed down, removed or absorbed with suitable materials.

6. Fueling pumps, meter, hoses, nozzles, fire extinguishers, and grounding devices will be kept in first class condition at all times.

7. During fuel handling operations in connection with any aircraft, no less than two co2 or approved dry chemical fire extinguishers (151 lbs. or larger) shall be immediately available for use in connection therewith.

8. No person shall perform or allow the performance of any refueling operation during an electrical storm.

9. No person shall use any material or equipment during fueling or defueling of aircraft which is1ikely to cause a spark or ignition.

10. No person shall start the engine of any aircraft when there is any gasoline on the ground under such aircraft.

11. All hoses, funnels, and appurtenances used in fueling and defueling operations shall be equipped with a grounding device to prevent ignition of volatile liquids.

12. No aircraft. shall be fueled or defueled while passengers are on board the aircraft unless a passenger loading ramp is in place at the cabin door of the aircraft, the aircraft door is in open position, and a cabin attendant is present at or near the cabin door.

13. Aircraft containing explosive or Dangerous Article will not be refueled while air carrier aircraft are in the vicinity of the refueling pad.

14. Fuel storage areas are posted with "No Smoking" signs and are locked when unattended.

Pago Pago International Airport has established procedures for inspection of the fueling facilities. Inspections are performed by the airport staff using forms shown on Exhibits 4-2 and 4-3, discussed, earlier in Section 4.3 Responsibilities.

6.3 TRAFFIC AND WIND DIRECTION INDICATORS

Exhibit 6-3 Traffic and Wind Direction Indicators, shows the location of these facilities at Pago Pago International Airport. The following describes these:

Windcone with segmented circle is located on the landward side north of runway approximately 5,300 feet from Threshold of runway 5 and about 300 feet west of taxiway "CHARLIE" turn off and about 205 feet from center of runway 5/23. Another windcone is located on the seaward side south of the runway 240 feet from the center line and is 800 feet from runway 5 threshold. Windcone at runway 8/26 area is located landward side north of runway approximately 300

feet from Threshold of runway 8, and about 175 feet from center line of runway 8-26.

The maintenance of all wind cones on the airfield is the responsibility of the Maintenance Supervisor.

The Part 139 requirements for traffic and wind direction indicators are:

- inspect and maintain traffic and wind direction indicators
- Replace or repair lighting

6.4 AIRPORT EMERGENCY PLAN (AEP)

6.4.1 Introduction

This plan sets forth responsibilities for all agencies involved in the control of emergency situations on the airport. The objective is to provide for prompt assembly and the orderly and effective application of all available and required efforts: personnel, equipment and facilities to control and minimize the impact of emergencies on public safety, property and the operational status of the airport.

This plan, prior to its submission for FAA approval has been coordinated with all agencies concerned.

The following sections in this Manual presents the responsibilities and coordination procedures for the Pago Pago International Airport Emergency Plan.

6.4.2 Emergency Coordinator

The Airport Manager shall serve as Emergency Coordinator and will exercise complete control during emergency or disaster condition and shall assure full implementation of these procedures during any emergency or disaster condition.

6.4.3 Agencies/Individuals

The following represent a list of the agencies/individuals who will have responsibilities during an emergency/disaster on the airport. These representatives are not the only agencies/individuals required. Should the situation require, other qualified agencies will be contacted.

1. Director, LBJ Medical Center
2. Director, Public Works
3. Commissioner, Public Safety
4. Manager, ATCT

NOTE: (See Appendix 2 - for Letter of Agreement)

6.4.4 Emergency Alarm System

There is an emergency siren with an alarm button located in the Tower cab to alert ARFF station.

6.4.5 Review of Emergency Plan

The Airport Manager will conduct both plan review sessions and full-scale Airport Emergency Plan (AEP) exercise with all agencies and parties that have responsibilities in the execution of the emergency plan. Review sessions will be held once a year and a full-scale exercise will be scheduled, once every (3 year minimum).

6.4.6 Aircraft Accident and Incidents

1. Aircraft Rescue and Firefighting.

The ARFF station shall be alerted when, in the opinion of any of the following, a potential or actual emergency exists:

a. FAA Facility personnel on duty.

b. The pilot of the aircraft concerned.

c. The operator of the aircraft or his representative

2. Traffic Control Tower (ATCT)

a. The Tower shall alert the ARFF station. Listed below in priority are means for contacting the ARFF station. Emergency siren with alarm button in Tower cab.

Normal Telephone System - (699-9181)

b. When an emergency occurs, the Tower shall control all aircraft (air and ground) so as to avoid conflicts within the area of the emergency. This also applies when routes within the airport proper are required for movements of local emergency equipment responding to or returning from an emergency.

c. If an aircraft becomes disabled on or near a runway, the runway shall be closed until the aircraft is moved from the runway area and the runway is free of debris.

d. If in the opinion of the Tower personnel, upon seeing the accident, it appears that there could be several injuries, they are to state so on their initial call on the 121.9 radio freq., so as to alert all agencies to prepare to put this plan and other agency plans into effect.

e. If airport escort vehicles are needed to direct emergency vehicles, the Tower will maintain communications with these vehicles.

3. Reporting Accidents:

The Airport Manager will immediately notify the Federal Aviation Administration (FAA) to report what has happened. It will be the responsibility of FAA or NTSB to determine when the aircraft can be moved. This notification will not relieve the aircraft operator from reporting the accident or incident.

6.4.7 Bomb Threat Incident

1. General

a. At present, the American Samoa Government does not have any qualified explosive ordinance disposal (EOD) specialist, nor is there any FBI representative stationed in American Samoa. Therefore, dealing with any bomb threat incident at Pago Pago International Airport (PPIA), must by necessity be made with a realistic view of relying on the cooperative efforts of all airport and airline employees concerned without the immediate direct support of the FBI or EOD,

b. lf the circumstances are determined to be serious enough to warrant notification and request for assistance of the FBI and the 6th EOD Unit (Fort Shafter) the Airport Manager will relay this request to the Los Angeles, Civil Aviation Security Field Office, through the communication facilities of the FAA Air Traffic Control Tower (ATCT).

c. Under the conditions mentioned above, the following procedures will be implemented in the event of threat of sabotage involving a bomb or other explosive/incendiary device.

2. Bomb Threat Management

a. Action upon receipt of threat:

b. Any airport, airline, concession or government agency employee may be the recipient of a bomb threat directed at any airport, facility, or an aircraft. The most common media used by a threat maker is the telephone. The recipient of such a call should remain calm and try to obtain as much information from the caller as possible and to write it down as soon as practicable noting a description of the caller's voice and any background noise. As a minimum, the following information should be elicited from the caller whenever possible.

c. Location of bomb/device. (it on an aircraft, obtain the identity of the air carrier, flight number and exact location of the device on the aircraft).

d. Expected time of denotation.

e. Type of bomb: i. e., type detonator used, container appearance.

f. Reason for planting the bomb, and any other question to keep the caller talking as long as possible.

g. Threats may also originate from personal contact or by some form of a note or correspondence. In case of the former, attempt to maintain surveillance of the suspect pending arrival of security personnel and note any identifying data of any vehicle (make, color, and license number) if used by the suspect. In case 'of a note or correspondence, take prompt action to notify appropriate authorities and retain the written materials as evidence with minimum handling.

3. Notification

a. Recipient of bomb threat call shall immediately notify the Airport Security Police (ASP) Dispatcher (Phone: 6999116) or the management of the airline threatened. ASP watch Commander and Shift Supervisor will in turn, notify the following:

1. Territorial Police Communication Center "911"or 633-1111

2. Airport Manager
699-9101

3. FAA Air Traffic Control Tower
699-9195

(a) If the Airport Manager specifically requests for FBI and EOD assistance, ATCT will

notify Los Angeles, CASFO accordingly.

4. Medical assistance, if determined necessary 633-1222

b. The carrier concerned, when learning of possible bomb aboard its aircraft, will in turn notify.

a) Pilot in Command (if airborne).

b) Airport Manager or his representative 699-9102

1. Notify FAA ATCT to relay information to Chief, CASFO and if determined necessary request FBI and EOD assistance.

c) U.S. Postal Service. 633-4051

4. Threat Evaluation

a. Threat to Aircraft: Each air carrier which serve PPG have its own internal bomb threat procedures and is responsible for determining action to be taken; i.e., if the threat is specifically against a particular aircraft or flight taxiing on the ground inspection of aircraft is required by regulations for both U.S. and foreign air carriers. If the aircraft is in flight, the pilot in command must be notified and he decides on the emergency action he considers necessary.

5. Threat to Airport Facilities:

a. In the event information is received that a bomb or other explosive has been placed on or about an airport facility that is available to, and used by the general public, the Airport Manager or his designated representative will determine the required action.

b. in the event the threat involves an airport facility leased to a tenant or concessionaire, the determination of required action will be the responsibility of the lessee concerned, except in areas adjoining public areas where such areas would be in jeopardy should a bomb detonate. In the latter instances, the Airport Manager or his representative will determine the required action.

6. Search Procedures - Parked Aircraft

a. When the air carrier authorities determine the threat to be a specific threat, all passengers will be immediately deplaned with all of their carry on baggage and the aircraft relocated to a position at least 300 feet from other aircraft or building. (The Airport Manager has predesignated the aircraft paved parking area of Runway 8-26 as the isolation hardstand for threatened aircraft. Runway 8-26 will be closed to air traffic when an aircraft is parked at the location).

b. All hold baggage, freight and mail will then be unloaded and removed to a distance of at least 300 feet from the aircraft, where the appropriate search will be conducted by the carrier authorities.

c. An arriving or returning aircraft will be directed to park at the predesignated isolation hardstand. Passengers will be immediately deplaned at that location and directed towards the airport terminal building for cover and further processing.

d. The ASP, augmented by the Territorial Police, when possible, will provide the necessary evacuation, traffic and crowd control support functions.

e. If a suspect item is found aboard the threatened aircraft, the air carrier representative will obtain instruction from his corporate office as to the subsequent action to be taken. The Airport Manager or his representative will offer to arrange for EOD assistance from Honolulu, time and circumstance permitting.

7. Search Procedures - Airport Terminal Facilities

a. The Airport Manager or his representative will determine the actions to be taken in case of a bomb threat directed against any airport terminal structures or facilities.

b. The Airport Security Police and airport employees will be called upon to assist in the search for any bomb or explosive device. The ASP will also assist in the evacuation of personnel when such action is determined necessary by the Airport Manager or his representative. Tenants and concessionaires will be required to conduct

simultaneous searches of their respective leased area within the airport terminal facilities.

c. If a suspect item is found, no attempt should be made to touch or move the suspect item. Take immediate action to clear the area of all personnel or evacuate the facility if necessary. In the meantime, the Airport Manager or his representative will attempt to confirm with ATCT and Chief, CASFO.

6.4.8 Airport Structural Fires

A. Condition

A fire involving a building or buildings on the airport, including those in which aircraft are housed.

B. Initial Alarm

Anyone observing an airport structural fire should promptly notify the ARFF, either by radio, telephone, or in person.

C. Rescue Zero Dispatcher

1. Immediately dispatch ARFE equipment to the scene of the fire.

2. Notify Airport Manager and Airport Fire Chief.

3. Airport Management Division staff should assist to the degree that personnel and work load permits to:

   a. notify building occupants, if necessary, by the most practical and expeditious means.

   b. notify occupants and of nearby buildings that may be endangered.

D. During an ARFF response to a structural fire, a NOTAM will be issued and the air carriers at the Airport will be advised. The ARFF equipment will be returned to the station at the earliest opportunity.

D. Airport Fire Chief

1. Proceed without delay to scene fire/ emergency.

2. Notify Airport Manager if more fire/crash equipment is required.

3. When emergency is under control remain at scene until relieved by Airport Manager.

E. Airport Emergency Operations Staff

The responsibilities and actions of the Airport Emergency Operations Staff are essentially the same as for aircraft emergencies, as modified by the particular circumstances of the fire. They will be guided accordingly.

6.4.9 NATURAL DISASTER - STORMS

A. Condition

Hurricane or other storms involving winds of high velocity for which there is advance warning.

B. Airport Manager

1. Notify all airport tenants.

2. Advise aircraft owners to disperse aircraft to airports outside the danger area, tie them down securely, or move them into hangars, if available.

3. Check shelter areas to insure that they are stocked with supplies, food, and equipment.

4. Assume overall direction of the activities of the airport Emergency Operations staff.

5. Direct evacuation or removal to shelter areas when all protective measures have been taken that can be safely done and direct egress from shelter when the storm has passed.

C. Airport Fire Chief

Give precedence to aircraft operations until such time as operations arc no longer practicable due to storm,

2. Be prepared to fight structural fires, the possibility of fire is high, due to broken power lines.

6.4.10 RADIOLOGICAL INCIDENTS

A. Condition

Two situations are covered by the section:

The accidental spillage of radioactive materials in commercial shipment and accidents involving aircraft carrying nuclear weapons.

B. ATCT

1. Notify ARFF Dispatcher giving adequate information for further relays to appropriate personnel.

2. As directed by the Airport Manager, ATCT will advise aircraft not to land, take-off, or taxiing through the contaminated area. This is to avoid spreading the contamination.

C. ARFF Dispatcher

I. Notify Airport Fire Chief and Airport Manager if any inflight radioactive emergencies on aircraft intending to land at the airport. This will apply to both military aircraft carrying a nuclear weapon or aircraft carrying radioactive material in any other form or container.

2. Advise military authorities or local operator of aircraft, if requested, by the pilot.

RADIATION ACCIDENTS-COMMERCIAL SHIPMENTS

If a container breaks and spillage occurs, the possible spread of contamination by vehicles moving through the radioactive area or by people tracking about are the primary problems. if radioactive materials are disturbed or if winds or a thermal column from an aircraft fire are present, the radioactive material could become airborne and be carried some distance.

A. DIRECTOR CIVIL DEFENSE

1. Keep unauthorized person out of the area. Establish a cordon around the aircraft to prevent the entry of unauthorized persons to the scene. Set the area boundary so that no spillage from containers will be tracked about.

2. Monitor the area for radiation, if the container is not intact or the aircraft is on fire.

3. Only rescue crews should be permitted within 15,000 feet downwind of accident site, if radioactive smoke-borne or wind-carried particles are found to exist.

4. Decontaminate area and other affected buildings, emergency equipment, personnel, aircraft, etc..

NOTE: If the radioisotope container is found unbroken, the problem is over as far as the radiation is concerned. The material should be held in custody until disposal instructions are received from AEC. Some shipments are accompanied by a courier designated by AEC who in effect "owns" the material and is responsible for it. If he survives the accident, he retains custody. Radiological assistance can be obtained by calling the nearest U.S. Atomic Energy Commission Office.

B. Airport Fire Chief

1. Assure that the Commissioner of Public Safety has been notified, if the Airport Manager has not already done so.

2. Assure that ARFF crew are wearing protective clothing and self-contained breathing apparatus.

3. Rescue of person in the aircraft should not be delayed because of possible presence of radioactivity will not change the rescue operations ordinarily used for crash in which radioactivity is not present.

RADIOACTIVE ACCIDENTS-NUCLEAR WEAPONS

In an aircraft accident involving a nuclear weapon, several hazards may be present that do not occur in a commercial shipment of radioisotopes. Blasts of varying degree may occur as a result of the detonation of the high explosives in the weapon; toxic or caustic fumes may be given off by burning high explosives; large quantities of radioactive material may be scattered; and radioactive plutonium oxide may be carried over considerable distances by smoke. Detonation of the high explosives and the presence of toxic or caustic gases are things with which the welltrained firefighter should be familiar. The following therefore, will deal primarily with the radiological aspects of the (ASAC 12-90) problem. The aircraft commander will so notify ATCT who will relay the information to Rescue Zero.

A. Rescue Zero Dispatcher

Relay aircraft commander's message to the Airport Fire Chief and Airport Manager. This message will be an unclassified transmission and will advise;

1. That the cargo is hazardous (which can be high explosive bombs, nuclear weapons, or components or other cargo that may explode when exposed to fire or impact).

2. The location of the explosive cargo, i.e., bomb bay fuselage wings (means under the wings), or under fuselage.

3. The aircraft commander's best estimate of the time available for fighting the fire prior to withdrawing before detonation.

4. That emergency procedures should be followed accordingly.

B. Airport Manager

If an aircraft accident/crash occurs, notify U.S. Atomic Emergency commission and ask for radiological assistance. Calls may also be made to the ADC/DOD Joint Nuclear Accident Coordination Centre, Albuquerque, New Mexico (Telephone —

Area Code: (505) 264 - 4677. Notify Security Officer (Military of local).

C. Commissioner of Public Safety

1. As soon as the aircraft has landed and come to a stop, the controlled area should be marked off and security guards posted. Do not allow souvenir collecting, preserve the accident scene intact for the review of the Government Authorities;

2. if the AEC special teams have not arrived by the time that the fire is under control, all personnel who have been engaged in the fire-fighting and rescue operations1 including the aircraft crew members, should be kept under surveillance, unless they require immediate medical attention, until arrival of the teams. Do not admit anyone to the area except the AEC teams.

3. Do not attempt to clean up the site of a radiation accident. This can be dangerous. This special AEC teams have been trained to do this. Upon arrival of these teams, all personnel and equipment held at the controlled perimeter will be monitored and decontaminated as required.

6.4.11 AIRCRAFT AIR PIRACY (Hijacking)

A. General

1. Due to the absence of any permanently assigned representatives of the FBI, Explosive Ordinance Disposal Team, and FAA Civil Aviation Security Inspector in American Samoa in case of an attempted or actual air piracy incident at Pago Pago International Airport will of necessity, require maximum usage of the FAA Air Traffic Control Tower (ATCT) to maintain continuous contact with the designated representative of the FAA or of the FBI through the Chief, Civil Aviation Security Division, FAA Western Pacific Region.

B. Responsibilities for Direction of Action

1. Under the provisions of Public Law 93-366 enacted on August 05, 1974, the Administrator of the Federal Aviation Administration (FAA), has been assigned exclusive responsibility for the direction of any law enforcement activity affecting the safety of persons aboard aircraft in flight involved in the commissions of an offense under Section 902 (i) 902 (n) of the Federal Aviation Act of 1958, as amended.

2. When a report of a hijacking or suspected act of air piracy occurs when the aircraft is in flight (from the moment when all external doors are closed following embarkation until the moment when one such door is opened for disembarkation), the pilot in command of the aircraft exercises normal operational control of the flight. The designated representative of the airline through the local Chief, FAA Civil Aviation Security Division will have the exclusive responsibility for direction of any law enforcement activity related to the on-going incident to include requesting the assistance of the local FBI, as well as giving full consideration to the express wishes of the pilot-in-command.

3. When a report of a hijacking or suspected act of air piracy occurs, when an aircraft is not in flight, i.e., prior to the moment when all external doors are closed for enforcement action after giving full consideration to the expressed wishes of the pilot-in-command, the responsible official of the airline involved, and the designated representative of the FAA through the local Chief Civil Aviation Security Division.

4. The decision of the designated representative of the FAA through the local Chief, FAA Civil Aviation Security Division, will prevail in those instances where a question arises as to whether an aircraft is in flight or is not in flight.

C. Procedures for PPG Personnel

1. The Airport Management representative in coordination with the Chief, ATCT, establish a Command Post at the Airport Rescue Fire Fighting station, Manager, ATCT will be requested to establish telephonic contact with Los Angeles CASGO at telephone number (213) 215-2280.

2. In no case should the Airport Manager take any direct action involving the actual hijacking underway.

3. In the event of an attempted hijacking underway aboard an aircraft on the apron hardstand, the Airport Management

representative will be responsible for protecting the public in adjoining areas and directing the Airport Security Police in securing the areas surrounding the aircraft.

4. If the situation is under the control of the FBI (C. 3. above), follow instructions issued by the FBI via the open communication media.

5. if the situation falls under the jurisdiction of the FAA (13.2, above), follow instructions issued by the designated representative of he FAA through the Chief, CASFO, via the communication media.

6. If the hijacked aircraft is parked at the gate position, the Airport Management representative should instruct the carriers at adjacent positions to relocate their aircraft if such relocation can be reasonably accomplished. Under no circumstances will carriers at adjacent gates be allowed to continue boarding procedures.

Unlawful Interference with Aircraft Operations:

A. REFERENCES:
FAA Administrator's exclusive responsibilities under the provisions of Public Law 93-366, Title 11 - "Air Transportation Security Act of 1973" Section 316 (e) (2) "Overall Federal Responsibilities".

B. NOTIFICATION:

1. First agency airline or tenant aware of unlawful interference with Aircraft Operations notifies airport Operations Communication Center (Airport Security Police Dispatcher).

2. Airport Security Police Watch Commander takes Action to arrest suspect responsible and. notifies Chief of Airport Police or his assistant, Airport Manager and FAA ATCT.

3. FAA ATCT notifies Civil Aviation Security Field Office, FAA Los Angeles.

4. CASFO, notifies FBI, Honolulu, telephone number 521-141l.

C. RESPONSIBILITIES:
Chief of Airport Police or his assistant assumes Law Enforcement Jurisdiction pending the arrival of FBI representative.

6.4.12 Failure of Power for Movement Area Lighting

One (1) 356 kva permanently installed generator providing emergency standby power for runway, taxiway and ramp lighting and minimum power necessary to operate the other required facilities are maintained on the airport. Should efforts fail to restore movement area lighting, those portions affected will be closed to air carrier operations and NOTAM per Part 139.339.

6.4.13 Water Rescue
Upon notification of an aircraft ditching in waters, adjacent to the airport, Rescue Zero Unit with water rescue personnel and equipment will proceed to the site and execute rescue as required. Water Transportation Division will be notified by Rescue Zero Dispatcher for assistance when needed.

Rescue Zero unit has an eighteen (18) feet avon sea rider with a minimum crew of two (2) and can accommodate approximately twenty (20) people.

In addition to the above, Water Transportation Division have the following water equipment and personnel when needed:

1. One (1) seventy-seven (77) footer landing craft with a crew of six (6) capable of accommodating seventy-five (75) people.

2. Two (2) forty-footer tugs with crews of six (6) each and capabilities of accommodating eighty (80) people.

6.4.14 Medical Assistance

1. The following medical facility is located within seven (7) miles of the airport and have the following normal capacities:

Hospital	# Beds	Emergency Room Capacity
LBJ Medical Center Faga'alu, American Samoa	160	20

The above is listed as normal capacity. The hospital has a disaster plan by which it is able to handle emergencies with casualties well in excess of the maximum number which the Pago Pago International Airport could be expected to experience.

2. Responding ambulances and other available transportation would be provided by the following agencies:

LBJ Medical Center, Territorial Fire Department and Motor Pool.

6.4.15 Handling of Disaster Victims
The following facilities will be utilized for disaster victims:

Building/ Structures

1.	Uninjured	ARFF Facilities
2.	Injured	ARFF Facilities
3.	Deceased	ARFF Facilities

The LBJ Medical Center will be responsible for the marshalling, transportation, and care of ambulatory injured, and uninjured victims other ASG agencies will assist if needed.

6.4.16 Crowd Control
Airport and Territorial Police will be responsible for crowd control.

6.4.17 Emergency Plan Telephone Numbers
1. Airport Personnel

Airport Manager Solomua M. Leota
Assistant Airport Manager Jackson Ameperosa
Senior Supervisor Robert McMullin
Chief, Airport Police Tupufia Soa
Chief, ARFF Vitale So'oto
Supervisor, Maintenance Otto Ah Ching
Air Traffic Control Tower
Civil Aviation Security Field Office
L.A. Los Angeles (213) 215-2280

2. Emergency Medical Agencies: 911
LBJ Medical Center (684)633-1222
Territorial Fire Department Emergency 911
Fire Department Office (684)633-5858
Police Emergency 911
Public Safety Department (684)633-1111
Aviation Agencies
Local FAA Resident
Director (684)699-9485
Civil Aviation Security Field Office Honolulu
(808)541-1243
Aircraft Removal Department of Public Works
(684)633-4141

The Part 139 Airport Emergency Plan Coordination is summarized below. See the Airport Emergency Plan for detailed instructions involving emergency coordination:

1. Exercise complete control during emergency or disaster conditions and assure full implementation of these procedures during any emergency or disaster condition.
2. Restore the airport operations to normal operations or as soon as possible.
3. Issue all notifications informing the aircraft personnel, the FAA and the airport tenants C the airport's operational status.

CHAPTER 7 – AIRPORT SAFETY CONTROL

7.1 AIRPORT SELF-INSPECTION
Procedures for the tasks and frequencies for the Airport Self-Inspection is described in Chapter 4 of this Manual.

The following list the type of forms to be used:

1. Periodic Daily Inspections - use the Airport Self-Inspection form Exhibit 4-1
2. Unusual Conditions Inspections - use the Airport Self-Inspection form - Exhibit 4-1
3. Periodic Inspections
    a. Fuel Farms/Storage Area - use Exhibit 4-2, Fire Safety Inspection Fuel Farm/Storage Area form.
    b. Mobile Fuelers - use Exhibit 4-3, Fire Safety Inspection, Mobile Fuelers form.

The Airport Self-Inspection program is the responsibility of the Airport Manager. See Exhibit 2-2, Organizational Chart, for the line of succession.

7.2 GROUND VEHICLES
Ground vehicles that operate in the movement (runway/taxiway) and safety areas at Pago Pago International Airport are restricted to those vehicles that are:

1. Equipped With Two-Way Radios: All vehicles authorized to operate on movement areas are equipped with twoway radios capable of transmitting and receiving on 121.9 mhz. These are the only vehicles permitted on the aircraft movement areas. [Any time one of these vehicles enters the aircraft movement areas, they will maintain contact with the ATCT who will have control of their movements.] Airport Operator's Permits are issued to all drivers operating vehicles within the movement areas. Prior to issuance of such, a test is given to each operator to assure that he or she has the knowledge of safety procedures when driving on the aircraft movement area.
2. No Radio-Under Escort: - If the need arises for a vehicle which does not have a radio to enter the

aircraft movement area, a vehicle with a radio will act as an escort to the necessary area and remain with that vehicle until it has left the aircraft movement area. In any event, an appropriate radio will be used to contact or monitor appropriate frequencies.

3. Two-Way Radio Failure: - If communications should happen to fail while a vehicle is in the aircraft movement area, the ATCT will have two methods of contacting the vehicle. First the tower will raise and lower the runway and/or taxiway lighting to get the attention of the vehicle. Secondly, the tower will use the following light gun signals to give instructions. Drivers will be fully familiar with the following light signals if operating on the airport.

LIGHT GUN SIGNALS

Color and Type of Signal	Movement of vehicles equipment and personnel
Steady Green	Cleared to cross, proceed to go
Steady Red	STOP
Flashing Red	Clear the taxiway/runway
Flashing White	Return to starting Point on airport
Alternating Red and Green	Exercise extreme caution

7.3 OBSTRUCTIONS

Detail of the obstructions at Pago Pago International Airport is covered in Section 5.4 Marking and Lighting, of this Manual.

7.4 PROTECTION OF NAVAIDS

All NAVAIDS located at Pago Pago International Airport will be protected against vandalism and theft by either fencing or by closely monitoring those areas not fenced. Access into and with the perimeter of the air operations area is closely monitored and controlled.

As discussed in Section 4.4 Utilities Interruption, all construction projects on the airfield are evaluated to determine any possible interference with NAVAID signals or operation. Individuals planning construction projects on the airport (or in the vicinity of the airport which could cause a hazard to air navigation) must submit FAA Form 7 460-1 prior to construction. Preconstruction conferences are held on all projects that impact the air operations area.

"As built" prints are on file in the Airport Manager's Office showing all underground utility lines that, if interrupted, would cause interference with the facility. Contractors are required to have prints of the underground utility lines in their area of activity. Contractors are also required to contact American Samoa Power Authority (ASPA) so they can mark their respective Lines. If any line is cut, it will be reported to the Airport Manager immediately so that repairs can be arranged. If the break involves the operation of a NAVAID, ATCT shall be notified so that a NOTAM can be issued.

7.5 PUBLIC PROTECTION

The Pago Pago International Airport will provide, fencing, gates, signs, and procedures to safeguard against inadvertent enter onto any airport movement area by persons or vehicles that may endanger air carrier aircraft operations. In addition, the Airport Security Plan required by FAR Part 107 approved by FAA requires both personnel and vehicle identification to obtain access to the Air Operations Area (AOA).

7.6 WILDLIFE HAZARD MANAGEMENT

The Pago Pago International Airport does not have a wildlife problem. However, the airport will take immediate measures to alleviate any wildlife hazards that are detected. The FAA shall be contacted to arrange for an ecological study to be conducted whenever;

1. Any aircraft experiences a multiple bird strike or engine ingestion on the airport or on final approach or departure.

2. Any aircraft experiences a damaging collision with wildlife other than birds.

3. Wildlife of a size and in numbers capable of causing an event such as 1. and 2., above is observed to have access to any airport flight pattern or movement area.

Should an independent ecological study be conducted, it shall contain at least those items listed in FAR Part 139.337 (b) and shall be submitted to the Administrator for review.

7.7 AIRPORT Condition REPORTING

The following personnel are authorized to issue NOTAMs:

Airport Manager

Assistant Airport Manager

Supervisors

NOTAMs will be issued utilizing the Notice to Airmen system, by contacting ATCT FSS at 699-9195. A copy of the form used for logging and canceling NOTAMs is included as Exhibit 4-4.

NOTAMs will be issued covering at least the following:

1. Construction or maintenance work on pavement or safety areas.
2. Rough or wavy portions of pavement or safety areas.
3. The presence and depth of water on runways or taxiways.
4. The presence of parked aircraft or other objects on or next to, runways or taxiway.
5. The failure or irregular operations of all or part of the airport lighting system, including the approach, threshold, runway, taxiway, and construction lights operated by the operator of the airport.
6. Unresolved wildlife hazards as indicated in Section 7.6.
7. Non-availability of any required ARFF capability.

The individual issuing the NOTAM shall be responsible for canceling the NOTAM with the ATCT FSS. Cancellation information will be noted in the NOTAM log along with the FS specialist's initials and date/time group.

7.8 CONSTRUCTION AREA MARKING

All construction projects that involve any area where air carrier aircraft operate at Pago Pago International Airport require the construction contractor to mark and light the construction ight and equipment as required by the FAA Advisory Circular 150 series or as approved by he FAA at the time of plans approval. All plans and specifications contain:

1. Each construction area and unserviceable area which is on/or adjacent to any movement area.
2. Each item of construction equipment and each construction roadway which affects or may affect the safe movement of aircraft on the airport.
3. Any area adjacent to a NAVAID that, if traversed, could cause false signals or failure of the NAVAID.

Drawings of existing utility facilities are on file and available so that during construction, procedures can be developed to avoid interfering with existing utilities, cables, wires, conduits, pipelines, or other underground facilities.

7.9 NONCOMPLYING CONDITIONS

The Pago Pago International Airport shall limit air carrier operations from those portions of the airport that are declared unsafe for air carrier operations.

[End Of Title 21 – Chapter 1]

TITLE 21 – CHAPTER 02 – AIRCRAFT LANDING AND PARKING CHARGES

Sections:

21.0201 Landing charges.

(a) The landing charges in this section shall entitle the aircraft to a maximum period of 3 hours ground time without extra charge.

(b) The rate of the landing charge for aircraft of more than 12,500 pounds approved maximum gross takeoff weight, per 1,000 pounds, or fraction thereof, per landing is $3.10 for the period beginning January 1, 1990 and ending December 3 1, 1990.

(c) For .purposes of subsection (b) of this section, the rate of the landing charge for each calendar year shall be determined, and adjusted as necessary, to derive sufficient revenue to equal the difference between the total of the following specified expenses on one hand, and other revenues, on the other hand, from the operation of Pago Pago International Airport during the preceding fiscal year, provided that categories of expenses and other revenues shall be based on projections for the current fiscal year when those projections increase or decrease. the category for the preceding fiscal year by 10% or more, adjusted each year commencing January 1 by carrying over the net income or net loss averaged over the two preceding fiscal years.

The foregoing notwithstanding, the then existing rate shall be reviewed as of March 31 and adjusted as of July 1 each year, and may be reviewed and adjusted at other times during the year, to reflect significant changes in revenues or expenses, or both. The expenses shall include personnel costs, travel, contractual services, materials and supplies, utilities, total depreciation times and the ratio that territorial funds invested in plant-in-service bears to the total funds invested in the plant, bad debts, and miscellaneous expenses. Other revenues shall include landing charges from military and naval aircraft, or any other aircraft, aircraft parking charges, service charges for use of the terminal facilities, rental income, and miscellaneous income.

(d) The rates of the landing charges for aircraft of 12,500 pounds or less approved maximum gross takeoff weight are $20 per landing for aircraft based outside American Samoa and $10 per landing for locally based aircraft, provided that when paying passengers are on board the aircraft at the time the rates of the landing charges for such aircraft are as follows:

(1) $10 per landing for aircraft having a designed maximum passenger capacity of more than 10 persons;

(2) $5 per landing for aircraft having a designed maximum passenger capacity of 4 to 10 persons; (3) $2 per landing for aircraft having a designed maximum passenger capacity to 3 persons or less.

History: Arcft. Lndng. and Pkng. Chgs., eff 16 Dec. 73. § (a); and Rule 8-76, eff 6 Oct 76, (part); Rule 12-79, eff 23 Jan 80. (part); Rule 7-81, eff 2 Jun 81, § 2 (b); and Rule 11.82, eff 30 Nov 82, § 2; Rule 7-84, eff 31 May 84, § 1; Rule 15-84, eff 1 Jan 85, §; Rule 7-85, eff 16 Jan 86, § 1; and Rule 5-86, eff 1 Jan 87, § 1; and Rule 18-87, eff 1 Jan 88, § 1; and Rule 13-88, eff 1 Jan 89, § 1; and Rule 5-89, eff 1 Aug 90, § 1.

21.0202 Parking fees.

Parking fees shall be assessed after an aircraft has been on the ground more than 3 hours and shall start at the end of the 3-hour period: $0.025 per l,000 pounds, or fraction thereof, per 24-hour period or fraction (minimum of 24 hours).

History: Arcft. Lndng. and Pkng. Chgs.. eff 16 Dec 73, 1(b).

21.0203 Exceptions.

(a) No landing fees shall be charged against aircraft when such aircraft is landing from a search-andrescue mission, a medical air evacuation or other emergency.

(b) Aircraft, after takeoff from an airport in American Samoa forced to return due to mechanical problems and/or weather conditions, will not be charged landing fees.

(c) Aircraft unable to depart due to mechanical difficulties or weather conditions will not be charged parking fees. It shall be the duty of the airport manager to determine whether or not

such conditions or difficulties, as outlined in this subsection, exist.

(d) Locally based airline companies or air taxi services who lease ground space at the airport will not be charged any parking fees.

(e) Aircraft landing after a test or training flight shall be exempted from half the landing charges enumerated in 21.0201.

(f) Locally based airline companies or air taxi services shall be exempt from all landing fees after a test or training flight so long as no paying passengers are on board the aircraft at the tine.

(g) The following categories of aircraft are exempt from all airport charges:

(1) FAA aircraft and aircraft chartered by FAA to conduct flight checks;

(2) U.S. Coast Guard aircraft;

(3) Aircraft on diplomatic missions.

(h} Other U.S. military or naval aircraft are subject to landing and parking charges as may be imposed from time to time by agreements with the United States Government.

History: Arcft. Lndng. and Pkng. Chgs. eff 16 Dec 73. 1 (c); and Rule 12-79. eff 23 Jan 80, (part); and Rule 5-86, eff 1 Jan 87 § 2: and Rule 13-88, eff 1 Jan 89, 12.

21.0204 Other charges excluded.

Rates for lease or rental of grounds, buildings, or other space at the airport are not included in this chapter.

History: Arcft. Lndng. and Pkng. Chgs. eff 16 Dec 73. § (d).

21.0205 Enterprise Fund.

All revenues derived from the charges established by this chapter shall be accounted for in the Airport Enterprise Fund for operation and maintenance expense, capital improvements, and retirement of obligations created for capital purposes.

History: Arcft. Lndng. and Pkng. Chgs, eff 16 Dec. 73. § (e); and Rule 8-76. eff 6 Oct 76, (part).

21.0206 Applicability

The provisions of this chapter are applicable to Pago Pago International Airport. The provisions of 21.0201(d), 21.0203, 21.0204 and 21.0208 are also applicable to Ofu Airport.

History: Arcft. Lndng. and Pkg. Chgs, eff 16 Dec 73. § (f); and Rule 8-76. eff 6 Oct 76. (part); and Rule 5-86. eff 1 Jan 87, § 3.

21.0207 Repealer.

General Memorandum No. 70-1969 cancelled in its entirety.

History: Arcft. Lndng. and Pkng. Chgs., eff 16 Dec 73, § (g).

21.0208 Authority.

The rule codified in this chapter is adopted under the authority of 2l.0515(d) A.S.C.A.

History: Arcft. Lndng. and Pkng. Chgs., eff 16 Dec 73, § (h); and Rule8-76,eff 6 Oct 76. (part).

END OF TITLE 21 – AERONAUTICS