



International Civil Aviation Organization

**Fifteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-group
(ATM/AIS/SAR/SG/15)**

Bangkok, Thailand, 25-29 July 2005

Agenda Item 7: Review developments relating to CNS/ATM implementation

PROPOSED CHANGE TO ASIA/PAC FASID TABLE AOP 1

(Presented by the United States of America)

SUMMARY

This paper presents information related to the closure of Pago Pago Air Traffic Control Tower in American Samoa, and proposes an amendment to the Asia/Pacific Facilities and Services Implementation Document (FASID) to update the information published.

1. INTRODUCTION

1.1 The tower cab structure provided by the Federal Aviation Administration (FAA) at Pago Pago International Airport, American Samoa, was located atop an existing fire station. In early March 2001, the determination was made to condemn and demolish the Fire Station because of age and detritions. As a result the FAA developed plans to replace the tower.

1.2 American Samoa planned to replace the fire station, and the FAA developed a two phased approach for tower replacement: first, establish a temporary tower, at a cost of approximately US\$2 million, and later build a permanent tower, for US\$13.5 million. FAA set aside an initial allocation of US\$800,000 and a tower cab was sent to American Samoa. In 2003, a typhoon damaged the tower cab that was to be used as the temporary tower.

2. DISCUSSION

2.1 Pago Pago Tower provided aerodrome control service and approach control service to Pago Pago International Airport using non-radar procedures through letters of agreement with Auckland Area Control Center (ACC) and Faleolo (Samoa) Approach Control.

2.2 The FAA completed an airspace and benefit/cost analysis for providing air traffic services at Pago Pago Airport, and determined the benefit/cost ratio was not at required levels to support construction of a new tower. Therefore the FAA has determined that the airspace would be classified as Class G, and only UNICOM services will be provided in the long term.

2.3 FAA has explored several alternatives relating to the condemnation of Pago Pago Tower and concluded that:

- a. Since there is no structure to provide aerodrome control or approach control services, it has been necessary to cease air traffic control services.

- b. FAA Technical Operations Service will continue its presence on American Samoa to maintain the radios used for UNICOM service.

3. CONCLUSION

3.1 Based on the changes described above, it is proposed that the entry in the Facilities and Services Implementation Document (FASID) Table AOP 1 regarding American Samoa, NSTU/Pago Pago International Airport be amended. The aerodrome ATS entry APP TWR should be deleted.

4. RECOMMENDATION

- 4.1 The meeting is invited to note the information provided in this paper.
- 4.2 The Secretary is requested to amend the FASID accordingly.

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