

## ***NSTU (Pago Pago Intl)***

### **General Info**

3 NM SW of Pago Pago, ASM

S 14° 19.9' W170° 42.7' Mag Var: 11.7°E

Elevation: 32'

Public, IFR, Landing Fee, Rotating Beacon, Customs

Fuel: 100-130, Jet A-1

Repairs: Minor Engine

Time Zone Info: Midway Is., Samoa Time GMT-11:00 no DST

### **Runway Info**

Runway 05-23 10000' x 150' asphalt

Runway 08-26 3800' x 100' asphalt

Runway 05 (48.1°M) TDZE 30'

Lights: Edge, ALS, Pilot controlled

Right Traffic

Displaced Threshold Distance 1000'

Runway 08 (78.0°M) TDZE 6'

Lights: Edge, Pilot controlled

Right Traffic

Runway 23 (228.1°M) TDZE 9'

Lights: Edge, Pilot controlled

Displaced Threshold Distance 800'

Runway 26 (258.0°M) TDZE 6'

Lights: Edge, Pilot controlled

### **Communications Info**

Faleolo Intl Clearance Delivery **126.9**

Faleolo Intl Approach Control **126.9**

Faleolo Intl Departure Control **126.9**

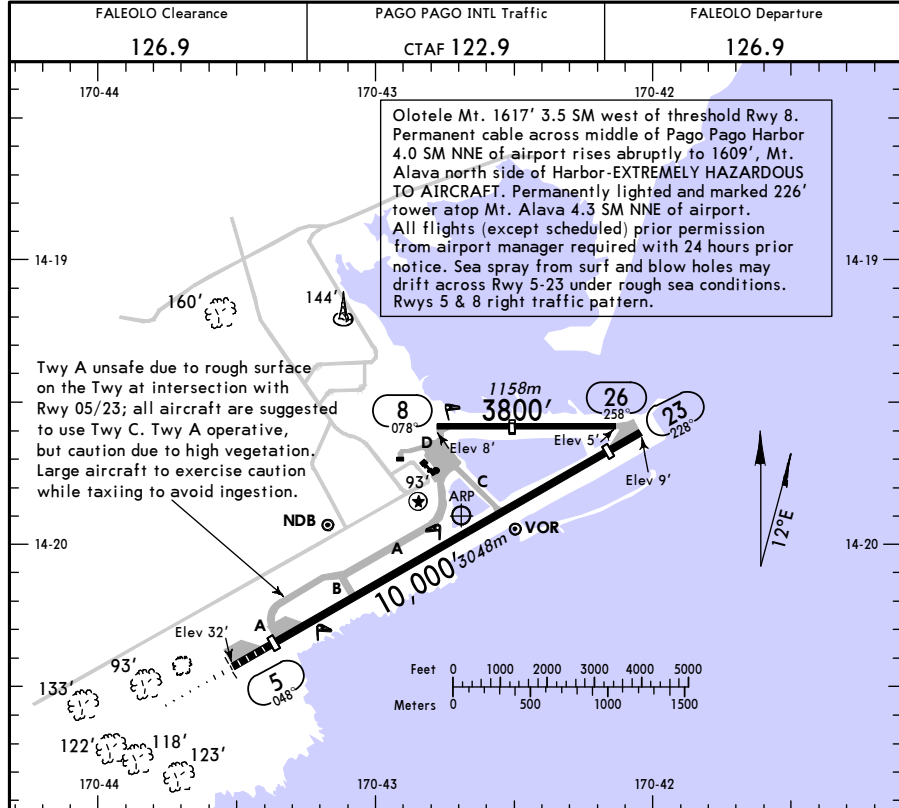
Pago Pago Multicom **122.9** CTAF

Pago Pago Multicom **118.3** PCL

### **Notebook Info**

**NSTU/PPG** **JEPPESEN PAGO PAGO, AMER. SAMOA**  
 PAGO PAGO INTL

Apt Elev 32' 23 JUL 10 (11-1) Eff 29 Jul



**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
5	① HIRL ② MALSR VASI-L (angle 3.25°)	grooved	8200' 2499m	7225' 2202m	9200' 2804m	150' 46m
23	② HIRL ② PAPI-L (angle 3.0°)	grooved	9200' 2804m			
8	② HIRL		③ 2200' 671m			100' 30m

- ① Rwy 5 operative but caution advised; first 3000' of the Rwy very rough which may cause damage to tires.
- ② Activate on 118.3.
- ③ Threshold displaced 1600' due to non visibility from tower.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

	Rwys 5, 8		Rwy 23		FOR CLIMB IN VISUAL CONDITIONS
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	2700-3
3 & 4 Eng		1/2		1/2	

**FOR FILING AS ALTERNATE**

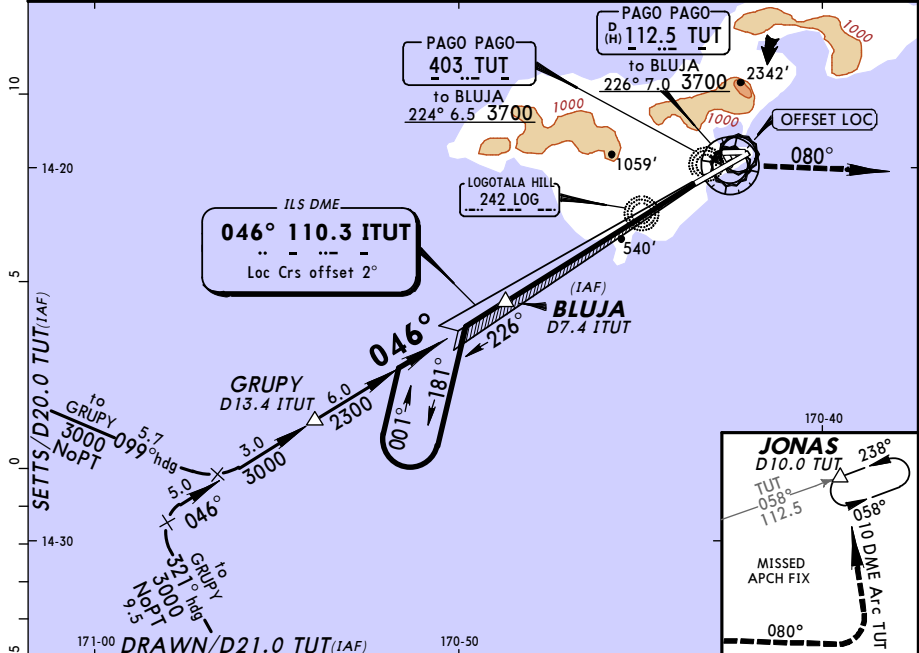
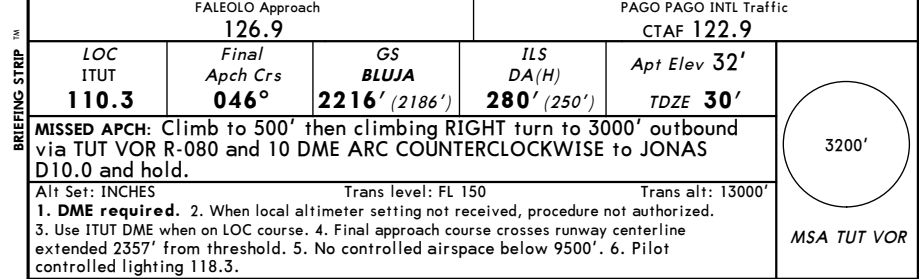
Authorized Only When Twr Operating		Authorized Only When Twr Operating or With Approved Weather Service	
ILS DME Rwy 5	VOR DME-A VOR DME-B	VOR-D	NDB-C
A	600-2	800-2	800-2
B			800-2 1/4
C			
D			

**OBSTACLE DP:** Rwy 5 - Climbing Right turn southbound between TUT R-090 CW to R-180 to 2800', then proceed on course. Rwy 8 - Climbing Right turn southbound between TUT R-090 CW to R-180 to 2800', then proceed on course. Rwy 23 - Climbing Left turn heading 150° southbound between TUT R-090 CW to R-180 to 2800', then proceed on course. For climb in visual conditions: Cross Pago Pago Intl airport at or above 2600' before proceeding on course.

CHANGES: Alternate minimums.

**NSTU/PPG** **JEPPESEN PAGO PAGO, AMER. SAMOA**  
 PAGO PAGO INTL ILS DME Rwy 5

Apt Elev 32' 23 JUL 10 (11-1) Eff 29 Jul



Gnd speed-Kts	70	90	100	120	140	160	MALSR		TUT	
GS	3.25°	408	524	582	699	815	932	500'	3000'	via 112.5 R-080

**STRAIGHT-IN LANDING RWY 5 ILS**

FULL		RAIL or ALS out	
A	1/2	3/4	
B			
C			
D			

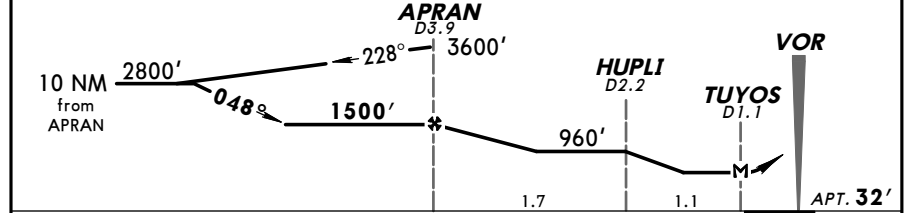
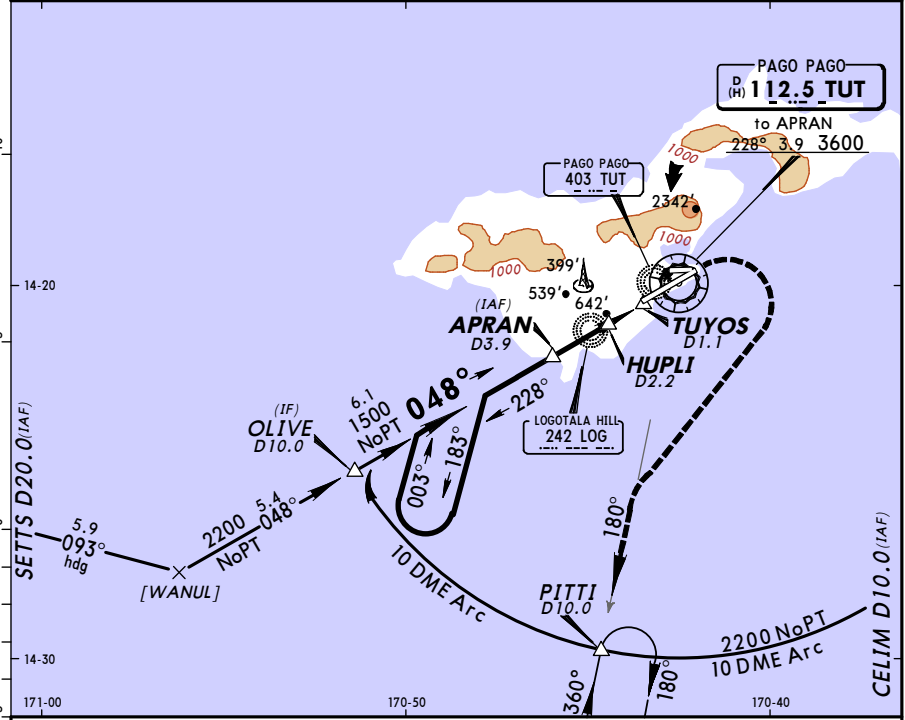
DA(H) 280' (250')

CHANGES: Procedure (LOC and Circling deleted).

NSTU/PPG PAGO PAGO INTL  
**JEPPESEN PAGO PAGO, AMER. SAMOA**  
**VOR DME-A**

9 JAN 09  
 Eff 15 Jan (13-1)

FALEOLO Approach 126.9			PAGO PAGO INTL Traffic CTAF 122.9		
VOR TUT 112.5	Final Apch Crs 048°	Minimum Alt APRAN 1500' (1468')	MDA(H) Refer to Minimums	Apt Elev 32'	3400'
MISSED APCH: Climbing RIGHT turn to 3000' outbound via TUT VOR R-180 to PITTI D10.0 and hold. Continue climb in hold 3000'.					
Alt Set: INCHES			Trans level: FL 150		Trans alt: 13000'
1. No controlled airspace below 9500'. 2. When local altimeter setting not received, procedure not authorized. 3. Pilot controlled lighting 118.3.					MSA TUT VOR



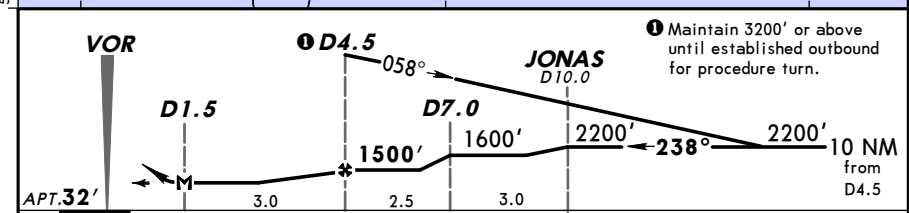
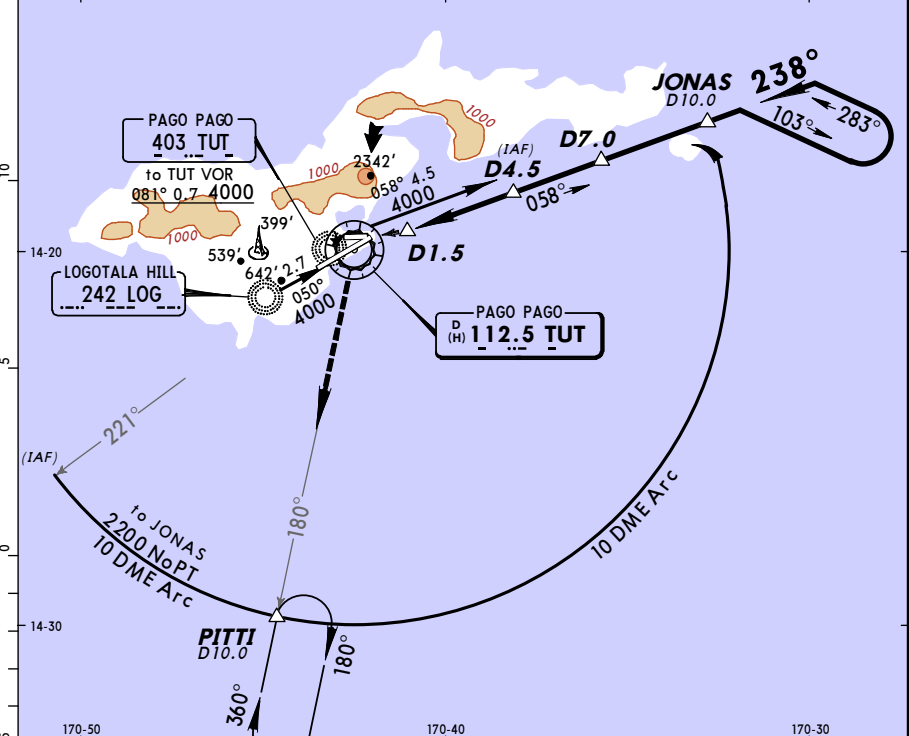
Lighting - Refer to Airport Chart	3000'	TUT via 112.5 R-180	PITTI
MAP at TUYOS D1.1			

CIRCLE-TO-LAND		Not Authorized North of Rwy 5-23	
		MDA(H)	
Max Kts			
A 90		700' (668')-1	
B 120		700' (668')-1 3/4	
C 140		700' (668')-2	
D 165			

NSTU/PPG PAGO PAGO INTL  
**JEPPESEN PAGO PAGO, AMER. SAMOA**  
**VOR DME-B**

9 JAN 09  
 Eff 15 Jan (13-2)

FALEOLO Approach 126.9			PAGO PAGO INTL Traffic CTAF 122.9		
VOR TUT 112.5	Final Apch Crs 238°	Minimum Alt D4.5 1500' (1468')	MDA(H) Refer to Minimums	Apt Elev 32'	3200'
MISSED APCH: Climbing LEFT turn to 3000' outbound via TUT VOR R-180 to PITTI D10.0 and hold.					
Alt Set: INCHES			Trans level: FL 150		Trans alt: 13000'
1. No controlled airspace below 9500'. 2. When local altimeter setting not received, procedure not authorized. 3. Pilot controlled lighting 118.3.					MSA TUT VOR

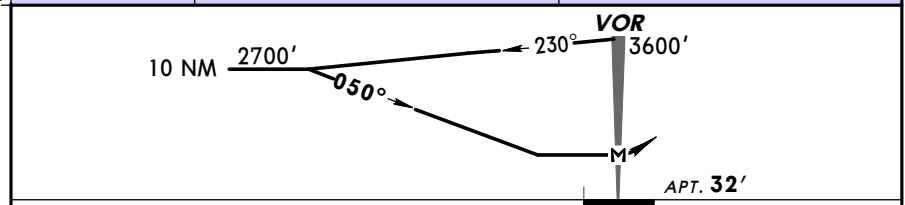
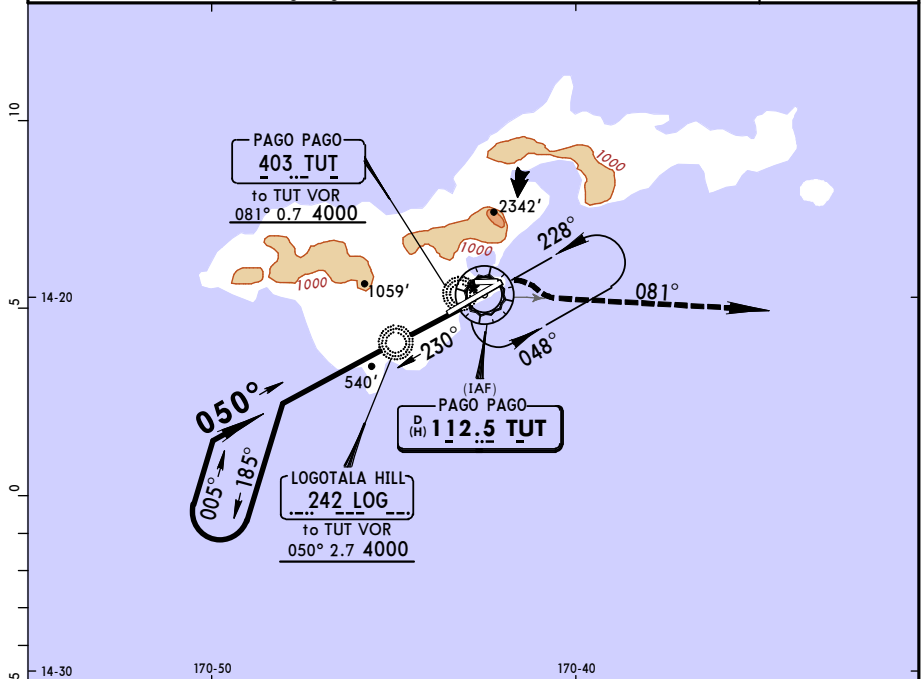


Lighting - Refer to Airport Chart	3000'	TUT via 112.5 R-180	PITTI
MAP at D1.5			

CIRCLE-TO-LAND		Not Authorized North of Rwy 5-23	
		MDA(H)	
Max Kts			
A 90		560' (528')-1	
B 120		700' (668')-1 3/4	
C 140		700' (668')-2	
D 165			

NSTU/PPG PAGO PAGO INTL  
23 JUL 10 (13-3) Eff 29 Jul  
JEPPESEN PAGO PAGO, AMER. SAMOA  
VOR-D

FALEOLO Approach 126.9			PAGO PAGO INTL Traffic CTAF 122.9		
VOR TUT 112.5	Final Apch Crs 050°	No FAF	MDA(H) Refer to Minimums	Apt Elev 32'	3400'
MISSED APCH: Climbing RIGHT turn to 4000' outbound via TUT VOR R-081, then RIGHT turn direct TUT VOR and hold.					
Alt Set: INCHES Trans level: FL 150 Trans alt: 13000' 1. When local altimeter setting not received, procedure not authorized. 2. No controlled airspace below 9500'. 3. Final approach course 321' right of Rwy 5 centerline. 4. Pilot controlled lighting 118.3.					MSA TUT VOR

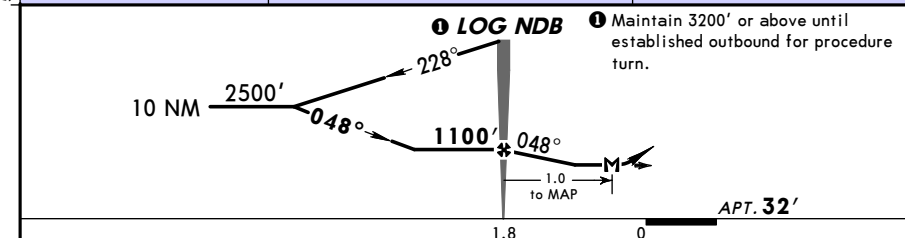
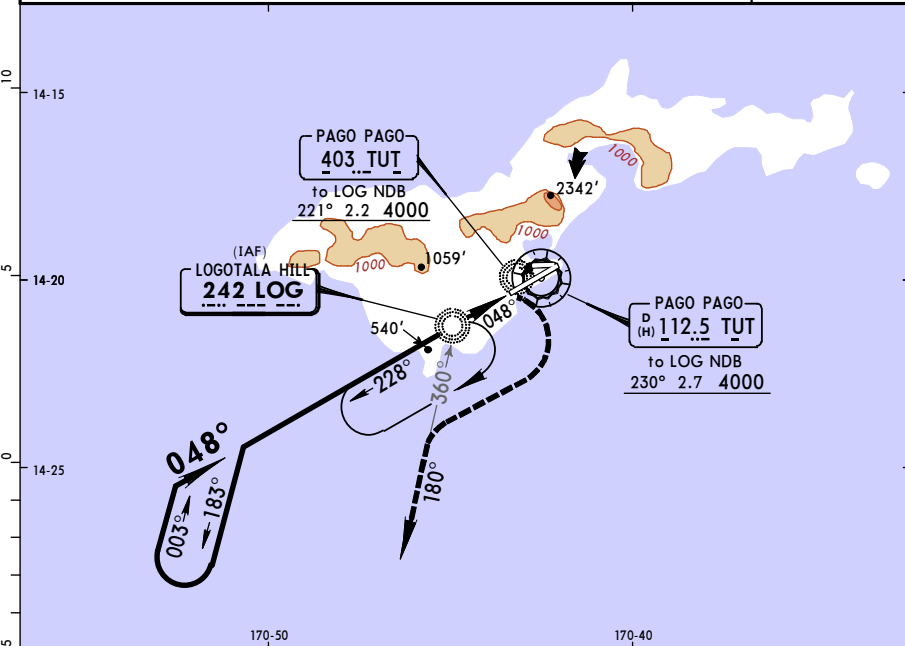


Lighting - Refer to Airport Chart	4000'	TUT
	RT	via 112.5 R-081

CIRCLE-TO-LAND Not Authorized North of Rwy 5-23	
Max Kts	MDA(H)
A 90	1200' (1168')-1 1/4
B 120	1200' (1168')-1 1/2
C 140	1200' (1168')-3
D 165	

NSTU/PPG PAGO PAGO INTL  
23 JUL 10 (16-1) Eff 29 Jul  
JEPPESEN PAGO PAGO, AMER. SAMOA  
NDB-C

FALEOLO Approach 126.9			PAGO PAGO INTL Traffic CTAF 122.9		
NDB LOG 242	Final Apch Crs 048°	Minimum Alt LOG NDB 1100' (1068')	MDA(H) Refer to Minimums	Apt Elev 32'	3200'
MISSED APCH: Climbing RIGHT turn to 4000' via 180° bearing from LOG NDB then direct LOG NDB and hold.					
Alt Set: INCHES Trans level: FL 150 Trans alt: 13000' 1. No controlled airspace below 9500'. 2. When local altimeter setting not received, procedure not authorized. 3. Pilot controlled lighting 118.3.					MSA LOG NDB



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	4000'	LOG
								RT	via 242 then 180°
LOG NDB to MAP	1.0	0:51	0:40	0:36	0:30	0:26			LOG 242

CIRCLE-TO-LAND Not Authorized North of Rwy 5-23	
Max Kts	MDA(H)
A 90	760' (728')-1
B 120	760' (728')-2
C 140	760' (728')-2
D 165	760' (728')-2 1/4