AERONAUTICAL INFORMATION PUBLICATION

SAMOA

GEN 0.1 PREFACE

1 PROVISION OF THE AIP — SAMOA

1.1 General

1.1.1 Provision of the AIP — Samoa is the responsibility of the Samoa Airport Authority, under delegation from the Ministry of Works, Transport and Infrastructure. It is published by Airways New Zealand and contains information relevant to operations within the Samoa Sector and Faleolo CTR/CTA of the Auckland Oceanic FIR. For operations within the Auckland Oceanic FIR, operators should refer to the AIP — New Zealand.

2 PUBLISHING AUTHORITY

2.1 Authority

Director of Civil Aviation
Ministry of Works, Transport and Infrastructure
Private Bag
Apia
SAMOA

TEL (685) 21 611
FAX (685) 28 687

AFTN NSFAYOYA

2.2 Publisher

Airways New Zealand Limited
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3 APPLICABLE ICAO DOCUMENTS

3.1 General

3.1.1 The following ICAO documents are applicable to operations within the Samoa Sector of the Auckland Oceanic FIR:

(a) Annex 2 — *Rules of the Air*

(b) Annex 3 — *Meteorology*

(c) Annex 4 — *Aeronautical Charts*

(d) Annex 5 — *Units of Measurement to be Used in Air and Ground Operations*

(e) Annex 6 — *Operation of Aircraft*

(f) Annex 9 — *Facilitation*

(g) Annex 10 — *Aeronautical Telecommunications*

(h) Annex 11 — *Air Traffic Services*

(i) Annex 12 — *Search and Rescue*

(j) Annex 14 — *Aerodromes*

(k) Annex 15 — *Aeronautical Information Services*

(l) Doc 8126 — *AIS Manual*

(m) Doc 8168 — *OPS – Aircraft Operations Vol I and Vol II*

(n) Doc 8400 — *ICAO Abbreviations and Codes*

(o) Doc 8585 — *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*

(p) Doc 8643 — *Aircraft Type Designators*

(q) Doc 8697 — *Aero Chart Manual*

(r) Doc 9432 — *Manual of Radio Telephony*

4 AIP Structure and Amendment Interval

4.1 General

4.1.1 The AIP — Samoa includes this manual and the AIP Supplement — Samoa

4.1.2 Amendments to the AIP — Samoa are issued at regular intervals in accordance with the ICAO AIRAC schedule. The amendment cycle for the AIP — Samoa is shown in Table GEN 0.1 - 1.

Table GEN 0.1 - 1
Amendment Schedule

AIP AMENDMENT NUMBER	EFFECTIVE DATE

Note

AIP and chart amendments are scheduled only for the amendment numbers shown. AIP Supplements may be issued at any of the available effective dates.

4.2 Amendments

4.2.1 Amendments to the AIP — Samoa are issued as replacement pages, or in the case of Enroute Charts, as replacement charts.

4.3 Amendment Bulletin

4.3.1 A Bulletin will be issued with each amendment to the AIP — Samoa providing a summary of significant changes.

4.4 Annotation of Amendments

4.4.1 Changes to text or new information in the AIP — Samoa are identified by a vertical black line (revision bar) in the margin. Deletions are identified by a "D". Changes in the Checklist of AIP Pages are identified by a grey shading. Changes to charts are indicated by a note in the right margin of the charts, giving the previous effective date and changes from the previous edition.

4.5 NIL Amendment Notification

4.5.1 In the event of there being no changes effective at a scheduled effective date, a "NIL Amendment" notification will be issued by NOTAM.

5 Notification of Errors and Omissions

5.1 General

5.1.1 Errors, omissions and suggestions for improvement of the AIP — Samoa, AIP Supplement — Samoa, and Enroute Charts should be notified immediately to:

Director of Civil Aviation
Ministry of Works, Transport and Infrastructure
Private Bag
Apia
SAMOA

TEL (685) 21 611
FAX (685) 28 687

AFTN NSFAYOYA

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GEN 0.2 RECORD OF AIP AMENDMENTS

1 AIP Amendment Dates

1.1 General

1.1.1 Table GEN 0.2 - 1 lists AIP Amendments to the AIP — Samoa.

Table GEN 0.2 - 1
Record of Amendments

AMDT NR	EFFECTIVE DATE	INSERTED BY
1	8 JUN 06	INCORPORATED
2	20 NOV 08	INCORPORATED
3	19 NOV 09	INCORPORATED
4	18 NOV 10	INCORPORATED
5	15 NOV 12	INCORPORATED
6	4 APR 13	INCORPORATED
7		
8		
9		
10		
11		
12		

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GEN 0.3 RECORD OF AIP SUPPLEMENTS

1 AIP SUPPLEMENTS

1.1 General

1.1.1 AIP Supplements — Samoa are issued separately. Each issue includes a current checklist.

Table GEN 0.3 - 1
Record of Supplements

SUPPLEMENT NUMBER	EFFECTIVE DATE

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GEN 0.4 CHECKLIST OF AIP PAGES

Page No	Effective	Page No	Effective
GENERAL		GEN 1.3-3	4 AUG 05
GEN 0.1-1	19 NOV 09	GEN 1.3-4	4 AUG 05
GEN 0.1-2	4 AUG 05	GEN 1.4-1	4 AUG 05
GEN 0.1-3	4 AUG 05	GEN 1.4-2	4 AUG 05
GEN 0.1-4	4 AUG 05	GEN 1.4-3	4 AUG 05
GEN 0.1-5	19 NOV 09	GEN 1.4-4	4 AUG 05
GEN 0.1-6	4 AUG 05	GEN 1.4-5	4 AUG 05
GEN 0.2-1	8 JUN 06	GEN 1.4-6	4 AUG 05
GEN 0.2-2	4 AUG 05	GEN 1.5-1	4 AUG 05
GEN 0.3-1	4 AUG 05	GEN 1.5-2	4 AUG 05
GEN 0.3-2	4 AUG 05	GEN 1.6-1	19 NOV 09
GEN 0.4-1	4 APR 13	GEN 1.6-2	19 NOV 09
GEN 0.4-2	4 APR 13	GEN 1.7-1	4 AUG 05
GEN 0.4-3	4 APR 13	GEN 1.7-2	4 AUG 05
GEN 0.4-4	4 APR 13	GEN 2-1	4 AUG 05
GEN 0.4-5	4 APR 13	GEN 2-2	4 AUG 05
GEN 0.4-6	4 APR 13	GEN 2.1-1	4 AUG 05
GEN 0.6-1	4 AUG 05	GEN 2.1-2	4 AUG 05
GEN 0.6-2	4 AUG 05	GEN 2.1-3	4 AUG 05
GEN 0.6-3	4 AUG 05	GEN 2.1-4	4 AUG 05
GEN 0.6-4	4 AUG 05	GEN 2.2-1	4 AUG 05
GEN 0.6-5	4 AUG 05	GEN 2.2-2	4 AUG 05
GEN 0.6-6	4 AUG 05	GEN 2.2-3	4 AUG 05
GEN 0.6-7	4 AUG 05	GEN 2.2-4	4 AUG 05
GEN 0.6-8	4 AUG 05	GEN 2.2-5	4 AUG 05
GEN 1-1	4 AUG 05	GEN 2.2-6	4 AUG 05
GEN 1-2	4 AUG 05	GEN 2.2-7	4 AUG 05
GEN 1.1-1	19 NOV 09	GEN 2.2-8	4 AUG 05
GEN 1.1-2	4 AUG 05	GEN 2.2-9	4 AUG 05
GEN 1.1-3	19 NOV 09	GEN 2.2-10	4 AUG 05
GEN 1.1-4	4 AUG 05	GEN 2.2-11	4 AUG 05
GEN 1.2-1	4 AUG 05	GEN 2.2-12	4 AUG 05
GEN 1.2-2	4 AUG 05	GEN 2.2-13	4 AUG 05
GEN 1.2-3	4 AUG 05	GEN 2.2-14	4 AUG 05
GEN 1.2-4	4 AUG 05	GEN 2.2-15	4 AUG 05
GEN 1.3-1	4 AUG 05	GEN 2.2-16	4 AUG 05
GEN 1.3-2	4 AUG 05		

Page No	Effective	Page No	Effective
GEN 2.2-17	4 AUG 05	GEN 3.3-7	4 AUG 05
GEN 2.2-18	4 AUG 05	GEN 3.3-8	4 AUG 05
GEN 2.2-19	4 AUG 05	GEN 3.4-1	4 AUG 05
GEN 2.2-20	4 AUG 05	GEN 3.4-2	4 AUG 05
GEN 2.2-21	4 AUG 05	GEN 3.4-3	4 AUG 05
GEN 2.2-22	4 AUG 05	GEN 3.4-4	4 AUG 05
GEN 2.2-23	4 AUG 05	GEN 3.4-5	4 AUG 05
GEN 2.2-24	4 AUG 05	GEN 3.4-6	4 AUG 05
GEN 2.2-25	4 AUG 05	GEN 3.5-1	4 AUG 05
GEN 2.2-26	4 AUG 05	GEN 3.5-2	4 AUG 05
GEN 2.2-27	4 AUG 05	GEN 3.5-3	4 AUG 05
GEN 2.2-28	4 AUG 05	GEN 3.5-4	4 AUG 05
GEN 2.3-1	4 AUG 05	GEN 3.5-5	4 AUG 05
GEN 2.3-2	4 AUG 05	GEN 3.5-6	4 AUG 05
GEN 2.4-1	18 NOV 10	GEN 3.5-7	4 AUG 05
GEN 2.4-2	4 AUG 05	GEN 3.5-8	4 AUG 05
GEN 2.5-1	4 AUG 05	GEN 3.6-1	19 NOV 09
GEN 2.5-2	4 AUG 05	GEN 3.6-2	19 NOV 09
GEN 2.6-1	4 AUG 05	GEN 3.6-3	4 AUG 05
GEN 2.6-2	4 AUG 05	GEN 3.6-4	4 AUG 05
GEN 2.7-1	18 NOV 10	GEN 3.6-5	4 AUG 05
GEN 2.7-2	18 NOV 10	GEN 3.6-6	4 AUG 05
GEN 2.7-3	18 NOV 10	GEN 3.6-7	4 AUG 05
GEN 2.7-4	18 NOV 10	GEN 3.6-8	4 AUG 05
GEN 3-1	4 AUG 05	GEN 3.6-9	4 AUG 05
GEN 3-2	4 AUG 05	GEN 3.6-10	4 AUG 05
GEN 3.1-1	4 AUG 05	GEN 3.6-11	4 AUG 05
GEN 3.1-2	4 AUG 05	GEN 3.6-12	4 AUG 05
GEN 3.1-3	4 AUG 05	GEN 3.6-13	4 AUG 05
GEN 3.1-4	4 AUG 05	GEN 3.6-14	4 AUG 05
GEN 3.1-5	4 AUG 05	GEN 3.6-15	4 AUG 05
GEN 3.1-6	4 AUG 05	GEN 3.6-16	4 AUG 05
GEN 3.2-1	15 NOV 12	GEN 4-1	4 AUG 05
GEN 3.2-2	4 AUG 05	GEN 4-2	4 AUG 05
GEN 3.3-1	4 AUG 05	GEN 4.1-1	4 AUG 05
GEN 3.3-2	4 AUG 05	GEN 4.1-2	4 AUG 05
GEN 3.3-3	4 AUG 05	GEN 4.1-3	4 AUG 05
GEN 3.3-4	4 AUG 05	GEN 4.1-4	4 AUG 05
GEN 3.3-5	4 AUG 05	GEN 4.2-1	4 AUG 05
GEN 3.3-6	4 AUG 05	GEN 4.2-2	4 AUG 05

Page No	Effective
ENROUTE	
ENR 0.6-1	4 AUG 05
ENR 0.6-2	4 AUG 05
ENR 0.6-3	4 AUG 05
ENR 0.6-4	4 AUG 05
ENR 0.6-5	4 AUG 05
ENR 0.6-6	4 AUG 05
ENR 0.6-7	4 APR 13
ENR 0.6-8	4 AUG 05
ENR 1-1	4 AUG 05
ENR 1-2	4 AUG 05
ENR 1.1-1	4 AUG 05
ENR 1.1-2	4 AUG 05
ENR 1.1-3	4 AUG 05
ENR 1.1-4	4 AUG 05
ENR 1.1-5	4 AUG 05
ENR 1.1-6	4 AUG 05
ENR 1.1-7	4 AUG 05
ENR 1.1-8	4 AUG 05
ENR 1.1-9	4 AUG 05
ENR 1.1-10	4 AUG 05
ENR 1.2-1	4 AUG 05
ENR 1.2-2	4 AUG 05
ENR 1.2-3	4 AUG 05
ENR 1.2-4	4 AUG 05
ENR 1.2-5	4 AUG 05
ENR 1.2-6	4 AUG 05
ENR 1.2-7	4 AUG 05
ENR 1.2-8	4 AUG 05
ENR 1.3-1	4 AUG 05
ENR 1.3-2	4 AUG 05
ENR 1.3-3	4 AUG 05
ENR 1.3-4	4 AUG 05
ENR 1.3-5	4 AUG 05
ENR 1.3-6	4 AUG 05
ENR 1.3-7	4 AUG 05
ENR 1.3-8	20 NOV 08
ENR 1.3-9	20 NOV 08
ENR 1.3-10	20 NOV 08
ENR 1.4-1	4 AUG 05
ENR 1.4-2	4 AUG 05
ENR 1.4-3	4 AUG 05
ENR 1.4-4	4 AUG 05
ENR 1.5-1	4 AUG 05
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ENR 1.5-6	4 AUG 05
ENR 1.5-7	4 AUG 05
ENR 1.5-8	4 AUG 05
ENR 1.5-9	4 AUG 05
ENR 1.5-10	4 AUG 05
ENR 1.5-11	4 AUG 05
ENR 1.5-12	4 AUG 05
ENR 1.5-13	4 AUG 05
ENR 1.5-14	4 AUG 05
ENR 1.5-15	4 AUG 05
ENR 1.5-16	4 AUG 05
ENR 1.5-17	4 AUG 05
ENR 1.5-18	4 AUG 05
ENR 1.5-19	4 AUG 05
ENR 1.5-20	4 AUG 05
ENR 1.5-21	4 AUG 05
ENR 1.5-22	4 AUG 05
ENR 1.6-1	4 AUG 05
ENR 1.6-2	4 AUG 05
ENR 1.7-1	8 JUN 06
ENR 1.7-2	4 AUG 05
ENR 1.7-3	4 AUG 05
ENR 1.7-4	19 NOV 09
ENR 1.7-5	8 JUN 06
ENR 1.7-6	4 AUG 05
ENR 1.8-1	4 AUG 05
ENR 1.8-2	4 AUG 05
ENR 1.9-1	4 AUG 05
ENR 1.9-2	4 AUG 05
ENR 1.10-1	4 AUG 05
ENR 1.10-2	4 AUG 05

Page No	Effective	Page No	Effective
ENR 1.10-3	4 AUG 05	ENR 3.2-1	4 AUG 05
ENR 1.10-4	4 AUG 05	ENR 3.2-2	4 AUG 05
ENR 1.10-5	4 AUG 05	ENR 3.3-1	4 AUG 05
ENR 1.10-6	4 AUG 05	ENR 3.3-2	4 AUG 05
ENR 1.10-7	4 AUG 05	ENR 3.4-1	4 AUG 05
ENR 1.10-8	4 AUG 05	ENR 3.4-2	4 AUG 05
ENR 1.10-9	4 AUG 05	ENR 3.5-1	4 AUG 05
ENR 1.10-10	4 AUG 05	ENR 3.5-2	4 AUG 05
ENR 1.10-11	4 AUG 05	ENR 3.6-1	4 AUG 05
ENR 1.10-12	4 AUG 05	ENR 3.6-2	4 AUG 05
ENR 1.10-13	4 AUG 05	ENR 4-1	4 AUG 05
ENR 1.10-14	4 AUG 05	ENR 4-2	4 AUG 05
ENR 1.10-15	4 AUG 05	ENR 4.1-1	4 AUG 05
ENR 1.10-16	4 AUG 05	ENR 4.1-2	4 AUG 05
ENR 1.10-17	4 AUG 05	ENR 4.2-1	4 AUG 05
ENR 1.10-18	4 AUG 05	ENR 4.2-2	4 AUG 05
ENR 1.11-1	4 AUG 05	ENR 4.3-1	4 AUG 05
ENR 1.11-2	4 AUG 05	ENR 4.3-2	4 AUG 05
ENR 1.12-1	4 AUG 05	ENR 4.4-1	4 AUG 05
ENR 1.12-2	4 AUG 05	ENR 4.4-2	4 AUG 05
ENR 1.12-3	4 AUG 05	ENR 5-1	4 AUG 05
ENR 1.12-4	4 AUG 05	ENR 5-2	4 AUG 05
ENR 1.13-1	4 AUG 05	ENR 5.1-1	4 AUG 05
ENR 1.13-2	4 AUG 05	ENR 5.1-2	4 AUG 05
ENR 1.14-1	4 AUG 05	ENR 5.2-1	4 AUG 05
ENR 1.14-2	4 AUG 05	ENR 5.2-2	4 AUG 05
ENR 2-1	4 AUG 05	ENR 5.3-1	4 AUG 05
ENR 2-2	4 AUG 05	ENR 5.3-2	4 AUG 05
ENR 2.1-1	4 AUG 05	ENR 5.4-1	4 AUG 05
ENR 2.1-2	19 NOV 09	ENR 5.4-2	4 AUG 05
ENR 2.1-3	4 AUG 05	ENR 5.5-1	4 AUG 05
ENR 2.1-4	4 AUG 05	ENR 5.5-2	4 AUG 05
ENR 2.1-5	4 AUG 05	ENR 5.6-1	4 AUG 05
ENR 2.1-6	4 AUG 05	ENR 5.6-2	4 AUG 05
ENR 2.2-1	4 AUG 05	ENR 6-1	4 AUG 05
ENR 2.2-2	4 AUG 05	ENR 6-2	4 AUG 05
ENR 3-1	4 AUG 05	ENR 6.1-1	15 NOV 12
ENR 3-2	4 AUG 05	ENR 6.1-2	4 AUG 05
ENR 3.1-1	4 AUG 05	ENR 6.1-3	4 APR 13
ENR 3.1-2	4 AUG 05	ENR 6.1-4	15 NOV 12

Page No	Effective	Page No	Effective
AERODROME		**CHARTS**	
AD 0.6-1	4 AUG 05	NSAU AD 2-1	18 NOV 10
AD 0.6-2	18 NOV 10	NSAU AD 2-2	4 AUG 05
AD 1-1	4 AUG 05	NSAU AD 2-3	4 AUG 05
AD 1-2	4 AUG 05	NSAU AD 2-4	4 AUG 05
AD 1.1-1	18 NOV 10	NSAU AD 2-5	4 AUG 05
AD 1.1-2	18 NOV 10	NSAU AD 2-6	4 AUG 05
AD 1.2-1	4 AUG 05	NSAU AD 2-7	4 AUG 05
AD 1.2-2	4 AUG 05	NSAU AD 2-8	18 NOV 10
AD 1.3-1	18 NOV 10	NSAU AD 2-9	4 AUG 05
AD 1.3-2	4 AUG 05	NSAU AD 2-10	4 AUG 05
AD 1.4-1	18 NOV 10	NSAU AD 2-11	4 AUG 05
AD 1.4-2	4 AUG 05	NSAU AD 2-12	4 AUG 05
AD 1.5-1	4 AUG 05	NSAU AD 2-13	4 AUG 05
AD 1.5-2	4 AUG 05	NSAU AD 2-14	4 AUG 05
AD 1.6-1	4 AUG 05	NSAU AD 2-51.1	18 NOV 10
AD 1.6-2	4 AUG 05	Blank	
AD 1.7-1	4 AUG 05	NSFI AD 2-1	18 NOV 10
AD 1.7-2	4 AUG 05	NSFI AD 2-2	18 NOV 10
AD 1.7-3	4 AUG 05	NSFI AD 2-3	18 NOV 10
AD 1.7-4	4 AUG 05	NSFI AD 2-4	18 NOV 10
AD 1.7-5	4 AUG 05	NSFI AD 2-5	18 NOV 10
AD 1.7-6	4 AUG 05	NSFI AD 2-6	18 NOV 10
AD 1.8-1	4 AUG 05	NSFI AD 2-7	18 NOV 10
AD 1.8-2	4 AUG 05	NSFI AD 2-8	15 NOV 12
AD 1.9-1	4 AUG 05	NSFI AD 2-9	18 NOV 10
AD 1.9-2	4 AUG 05	NSFI AD 2-10	18 NOV 10
AD 1.9-3	4 AUG 05	NSFI AD 2-11	15 NOV 12
AD 1.9-4	4 AUG 05	NSFI AD 2-12	18 NOV 10
AD 1.10-1	4 AUG 05	NSFI AD 2-13	18 NOV 10
AD 1.10-2	4 AUG 05	NSFI AD 2-14	18 NOV 10
AD 1.11-1	4 AUG 05	NSFI AD 2-51.1	15 NOV 12
AD 1.11-2	4 AUG 05	Blank	
AD 1.12-1	4 AUG 05	NSFA AD 2-1	19 NOV 09
AD 1.12-2	4 AUG 05	NSFA AD 2-2	20 NOV 08
AD 1.12-3	4 AUG 05	NSFA AD 2-3	20 NOV 08
AD 1.12-4	4 AUG 05	NSFA AD 2-4	15 NOV 12

Page No	Effective	Page No	Effective
NSFA AD 2-5	4 AUG 05	NSFA AD 2-51.1	18 NOV 10
NSFA AD 2-6	18 NOV 10	Blank	
NSFA AD 2-7	4 AUG 05	NSFA AD 2-62.1	20 NOV 08
NSFA AD 2-8	18 NOV 10	NSFA AD 2-62.2	20 NOV 08
NSFA AD 2-9	4 AUG 05	NSFA AD 2-62.3	20 NOV 08
NSFA AD 2-10	4 AUG 05	NSFA AD 2-62.4	20 NOV 08
NSFA AD 2-11	20 NOV 08	NSMA AD 2-1	4 AUG 05
NSFA AD 2-12	19 NOV 09	NSMA AD 2-2	20 NOV 08
NSFA AD 2-13	4 AUG 05	NSMA AD 2-3	4 AUG 05
NSFA AD 2-14	4 AUG 05	NSMA AD 2-4	4 AUG 05
NSFA AD 2-33.1	18 NOV 10	NSMA AD 2-5	4 AUG 05
NSFA AD 2-33.2	18 NOV 10	NSMA AD 2-6	4 AUG 05
NSFA AD 2-33.3	18 NOV 10	NSMA AD 2-7	4 AUG 05
NSFA AD 2-33.4	18 NOV 10	NSMA AD 2-8	4 AUG 05
NSFA AD 2-43.1	18 NOV 10	NSMA AD 2-9	4 AUG 05
NSFA AD 2-43.2	18 NOV 10	NSMA AD 2-10	4 AUG 05
NSFA AD 2-43.3	18 NOV 10	NSMA AD 2-11	20 NOV 08
NSFA AD 2-43.4	18 NOV 10	NSMA AD 2-12	4 AUG 05
NSFA AD 2-44.1	18 NOV 10	NSMA AD 2-13	4 AUG 05
NSFA AD 2-44.2	18 NOV 10	NSMA AD 2-14	4 AUG 05
NSFA AD 2-45.1	18 NOV 10	NSMA AD 2-51.1	4 AUG 05
NSFA AD 2-45.2	18 NOV 10	Blank	

GEN 0.6 TABLE OF CONTENTS — GEN

Page No.

Page No.

Page No.

Page No.

Page No.

Page No.

Page No.

Page No.

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1 INTRODUCTION

1.1 General

1.1.1 The addresses of the designated authorities concerned with the facilitation of international air navigation are as follows:

(a) Civil Aviation — Regulatory

Director of Civil Aviation
Ministry of Works, Transport and Infrastructure
Private Bag
Apia
SAMOA

TEL (685) 21 611
FAX (685) 28 687

AFTN NSFAYOYA

(b) Civil Aviation — Operations

General Manager
Samoa Airport Authority
Private Bag
Faleolo International Airport
Apia
SAMOA

TEL (685) 23 201 or (685) 23 202
FAX (685) 24 281

AFTN NSFAYAYX

(c) Meteorology

Assistant CEO
Ministry of Natural Resources, Environment and Meteorology
Meteorological Division
PO Box 3020
Mulinuu
SAMOA

TEL (685) 20 856
FAX (685) 23 141

AFTN NSAPYMYX

(d) Customs

Chief Executive Officer
Ministry for Revenue
Customs Department
PO Box 44
Apia
SAMOA

TEL (685) 21 561
FAX (685) 21 563

(e) Immigration

Assistant CEO
Ministry of the Prime Minister and Cabinet
Immigration Division
PO Box L1861
Apia
SAMOA

TEL (685) 20 291 or (685) 20 292
FAX (685) 21 339

(f) Health

Chief Executive Officer
Ministry of Health
Motootua Hospital
Private Bag
Apia
SAMOA

TEL (685) 21 212
FAX (685) 21 440

(g) Agricultural Quarantine

Chief Executive Officer
Ministry for Agriculture, Forestry and Fisheries
PO Box 1874
Apia
SAMOA

TEL (685) 22 561
FAX (685) 22 171

(h) Aircraft Accidents Investigation

Director of Civil Aviation
Ministry of Works, Transport and Infrastructure
Private Bag
Apia
SAMOA

TEL (685) 21 611
FAX (685) 28 687

AFTN NSFAYOYA

(i) Enroute and Aerodrome Charges

General Manager
Samoa Airport Authority
Private Bag
Faleolo International Airport
Apia
SAMOA

TEL (685) 23 201 or (685) 23 202
FAX (685) 24 281

AFTN NSFAYAYX

(j) Diplomatic Clearance

Chief Executive Officer
Ministry of Foreign Affairs and Trade
PO Box L1859
Apia
SAMOA

TEL (685) 25 313 or (685) 63 351
FAX (685) 21 504

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1 INTRODUCTION

1.1 General

1.1.1 International flights into, from or over Samoa territory shall be subject to the current Samoa regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.1.2 Aircraft flying into or departing from Samoa territory should make their first landing at, or final departure from Faleolo International Airport. However, Maota airport may be used as a port of entry for light wake turbulence aircraft by day only, provided prior approval has been granted.

2 SCHEDULED FLIGHTS

2.1 General

2.1.1 All passengers, mail, cargo and crew of any overseas aircraft shall be subject *mutatis mutandis* to all applicable general or special local regulations dealing with the entry, transit and departure of persons, introduction, transit or exportation of goods, quarantine and health measures, immigration, passports, visas and travel documents.

2.2 Documentary Requirements for Clearance of Aircraft

2.2.1 It is necessary that the aircraft documents shown in Table GEN 1.2 - 1 be submitted by airline operators for clearance on entry and departure of their aircraft to and from Samoa. All documents listed in Table GEN 1.2 - 1 must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English in legible handwriting. No visas are required in connection with such documents.

2.2.2 All documents are to be submitted to Customs as soon as practicable.

Table GEN 1.2 - 1
Aircraft Documents Required

REQUIRED BY	GENERAL DECLARATION	PASSENGER MANIFEST	CARGO MANIFEST
CUSTOMS	1	1	1
AGRICULTURE /QUARANTINE	1	2	Nil
IMMIGRATION	2	2	2

Notes

2.2.3 One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.

2.2.4 If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the appropriate Customs authorities.

3 NON-SCHEDULED FLIGHTS

3.1 Procedures

3.1.1 All passengers, mail, cargo and crew of any overseas aircraft shall be subject *mutatis mutandis* to all applicable general or special local regulations dealing with the entry, transit and departure of persons, introduction, transit or exportation of goods, quarantine and health measures, immigration, passports, visas and travel documents.

3.1.2 The pilot of an aircraft on an unscheduled flight who intends to overfly Samoa or to use a Samoan airport for landing shall request such permission from the Ministry of Works, Transport and Infrastructure at least 7 full working days prior to departure and include the following information:

(a) Name and address of the aircraft operator

(b) Type and registration marks of the aircraft

(c) Name, address and business of charterer

(d) Proposed date and place of origin of flight

(e) Routes including dates and times of arrival and departure

(f) Number of passengers and/or nature and amount of freight

(g) Purpose of flight

3.1.3 Prior approval for the flight must be obtained.

3.1.4 However, no such permission is required for flights that fall into the following category:

(a) Overflights by civil aircraft that have the nationality of an ICAO Contracting State, provided that the requirements of the ICAO Convention on International Civil Aviation are complied with.

(b) When Faleolo International Airport is nominated in an IFR flight plan as the alternate aerodrome in accordance with CAR Part 91.405, and prior notice of diversion has been received by ATC.

3.1.5 All flights by foreign state aircraft as defined by the Convention will require diplomatic clearance from the Ministry of Foreign Affairs. Requests for such clearance should be submitted through the normal diplomatic channels giving a minimum of 7 full working days' notice.

3.2 Documentary Requirements for Clearance of Aircraft

3.2.1 Content and format of documentary requirements for clearance of aircraft is as follows:

(a) General Declaration — as described in Annex 9 to the convention on International Civil Aviation;

(b) Passenger Manifest — as described in Annex 9 to the convention on International Civil Aviation; and

(c) Cargo Manifest — as described in Annex 9 to the convention on International Civil Aviation.

4 PRIVATE FLIGHTS

4.1 General

4.1.1 Refer to Section 3.1.

5 PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

5.1 General

5.1.1 All arriving flights will be subject to insecticide spraying.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1 CUSTOMS REQUIREMENTS

1.1 The following Customs requirements are applicable:

(a) baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected by Customs authorities for inspection; and

(b) no Customs formalities are normally required on departure.

2 IMMIGRATION REQUIREMENTS

2.1 General

2.1.1 No documents are required for passengers and crew arriving and departing on the same aircraft in transit or transferring to another flight at the same airport. These persons are not authorised to move outside the international airport transit area except on special authorisation from the authorities concerned.

2.1.2 Persons entering or leaving Samoa shall complete an arrival or departure card (one per person) and must hold a valid passport.

2.2 Passports

2.2.1 Persons entering or leaving Samoa must hold a passport valid on arrival for a period of at least six months except:

(a) aircraft crew members declared on the General Declaration form.

2.3 Visas

2.3.1 Visas are required except for:

(a) persons who intend to leave Samoa within 60 days after arrival, provided they hold tickets with reserved seats and documents for onwards travel.

2.3.2 Visas may be issued by:

(a) Assistant CEO
Ministry of the Prime Minister and Cabinet
Immigration Division
PO Box L1861
Apia
SAMOA

TEL (685) 20 291 or (685) 20 292
FAX (685) 21 339;

(b) the Passport Officer in Samoa;

(c) the offices of the Samoa High Commission in Wellington, New Zealand; or

(d) the offices of the Samoa Consul in Auckland, New Zealand or (e) (f) & (g);

(e) Samoa Embassy New York;

(f) Offices of the Samoa Consul in Canberra, Australia;

(g) Office of the Samoa Consul in Brussels.

2.3.3 Applications for visas should be made in writing at least one month before departure and must include proof of accommodation, maintenance in Samoa, and return or onwards tickets.

3 Public Health Requirements

3.1 General

3.1.1 Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, plague, typhoid or recurrent fever, and includes the following countries:

(a) Bangladesh

(b) India

(c) Myanmar (Burma)

(d) Philippines

(e) Thailand

(f) Vietnam

3.1.2 A yellow fever vaccination certificate is required from travellers after leaving or transiting infected areas within the last 6 days.

3.1.3 No smallpox vaccination is required for entry into Samoa.

3.1.4 On departure, no health formalities are required.

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1 Customs Requirements Concerning Cargo and Other Articles

1.1 General

1.1.1 The following Customs requirements are applicable:

(a) Outwards clearance and eventually the payment of fees are required for local goods for exportation, payments are made through the Customs Department.

(b) No clearance documents are required with respect to goods retained on board a transit aircraft, or cargo simply being trans-shipped from one flight to another at the same airport under Customs supervision.

2 Agricultural Quarantine Requirements

2.1 Airport Facilities

2.1.1 The Quarantine Office at Faleolo International Airport is open during normal working hours.

2.1.2 Outside of normal working hours the Quarantine Office will be open for all scheduled international flights.

3 AGRICULTURAL IMPORT DOCUMENT REQUIREMENTS

Imports

3.1 Live Animals

3.1.1 The import document requirements for the importation of live animals are as follows:

(a) importation of live animals is prohibited unless an import permit has been obtained from the Samoa Quarantine Service (SQS) in advance of importation;

(b) original copy of a health certificate (Zoosanitary Certificate or Veterinary Certificate) from the country of origin must accompany the live animal;

(c) transit cargoes of live animals that remain on the same aircraft are not required to complete quarantine formalities;

(d) transit cargoes of live animals that require a change of aircraft or airport in Samoa require an import permit from the SQS and a health certificate from the country of origin;

(e) both the import permit and health certificate must be made available or consignments will be directed to remain onboard, and the carrier will be responsible for returning the consignment to the country of origin;

(f) transportation of live animals to another airport in Samoa will be under quarantine supervision;

(g) honey bees are prohibited from importation into Samoa.

3.2 Animal Products

3.2.1 The import document requirements for the importation of animal products are as follows:

(a) importation of animal products is prohibited unless an import permit has been obtained from the SQS in advance of importation;

(b) original copy of a Health Certificate (Zoosanitary Certificate) from the country of origin must accompany the animal product consignment;

(c) transit cargoes of animal products that remain on the same aircraft are not required to complete quarantine formalities;

(d) importation of foods of any kind are subject to quarantine routine inspection prior to the granting of release notices;

(e) transit cargoes of animal products that require a change of aircraft or airport in Samoa require an import permit from the SQS and a health certificate from the country of origin;

(f) both the import permit and health certificate must be made available or consignments will be directed to remain onboard, and the air carrier will be responsible for returning the consignment to the country of origin;

(g) transportation of animal products to another airport in Samoa will be under quarantine supervision;

(h) any equipment that has come into contact with honey bees is prohibited from importation into Samoa.

3.3 Plants (Live Stocks), Plant Material and Goods

3.3.1 The import document requirements for the importation of plants (live stocks), plant material and goods are as follows:

(a) importation of live plants or plant materials is prohibited unless an import permit has been obtained from the SQS in advance of importation;

(b) all imported plants and plant material shall be free from soil;

(c) transit cargoes of live plants or plant materials that remain on the same aircraft are not required to complete quarantine formalities;

(d) importation of foods of any kind are subject to quarantine routine inspection prior to the granting of release notices;

(e) transit cargoes of live plants or plant material that require a change of aircraft or airport in Samoa require an import permit from the SQS and a health certificate from the country of origin;

(f) both the import permit and health certificate must be made available or consignments will be directed to remain onboard, and the air carrier will be responsible for returning the consignment to the country of origin;

(g) transportation of live plants or plant materials to another airport in Samoa will be under quarantine supervision;

(h) all soil, sand, stones and gravel is prohibited from importation into Samoa.

4 AGRICULTURAL EXPORT DOCUMENT REQUIREMENTS

Exports

4.1 Live Animals

4.1.1 The export document requirements for the exporting of live animals are as follows:

(a) exportation of live animals is prohibited unless formal agricultural documents are available prior to airline check-in.

4.2 Animal Products

4.2.1 The export document requirements for the exporting of animal products are as follows:

(a) exportation of animal products is prohibited unless formal agricultural documents are available prior to airline check-in.

4.3 Plants (Live Stocks), Plant Material and Goods

4.3.1 The export document requirements for the exporting of plants and plant material are as follows:

(a) exportation of live animals is prohibited unless formal agricultural documents are available prior to airline check-in.

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GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 COMMERCIAL AIR TRANSPORT AIRCRAFT

1.1 General

1.1.1 Commercial air transport aircraft operating in Samoa must adhere to the provisions of ICAO Annex 6 — Operation of Aircraft, Part I — *International Commercial Air Transport — Aeroplanes*, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

2 SPECIAL EQUIPMENT TO BE CARRIED

2.1 General

2.1.1 Special operational requirements for equipment to be carried on aircraft operating in Samoa may be found in CAR Part 91, subpart F.

3 CARRIAGE OF SURVIVAL RADIO IN SAMOA AIRSPACE

3.1 General

3.1.1 Aircraft shall be equipped with survival radio equipment, operating on VHF in accordance with the relevant provisions of ICAO Annex 10, stowed so as to facilitate its ready use in an emergency. The equipment shall be portable, not dependent for operation upon the aircraft's power supply, and capable of being operated away from the aircraft by unskilled persons.

3.1.2 Aircraft shall also be equipped with signalling devices and survival equipment including means of sustaining life.

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GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/ CONVENTIONS

1 NATIONAL REGULATIONS

1.1 General

1.1.1 Following is a list of civil aviation legislation, air navigation regulations in force in Samoa. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Refer to Ministry of Works, Transport and Infrastructure — Samoa for procurement details.

(a) Samoa Civil Aviation Act 1998

(b) Airport Authority Act 1984

(c) Samoa Civil Aviation Regulations 2000

2 INTERNATIONAL AGREEMENTS/CONVENTIONS

2.1 Conventions and Protocols

2.1.1 The following international agreements, conventions and protocols on civil aviation have been ratified or signed by the Government of Samoa.

(a) Chicago Convention on International Civil Aviation 1944;

(b) Tokyo Convention on Offences and Certain Other Acts Committed on Board Aircraft 1963;

(c) Hague Convention for the Suppression of Unlawful Seizure of Aircraft 1970;

(d) Montreal Supplementary Protocol for the Suppression of Unlawful Acts Against the Safety of Civil Aviation 1970;

(e) Montreal Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation 1971;

(f) Protocol to Chicago Convention (Article 83 bis) 1980;

(g) Protocol to Chicago Convention (Article 3 bis) 1984;

(h) Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation 1988;

(i) Protocol of Amendment to the Convention on International Civil Aviation (Article 50(a)) 1990

(j) Montreal Convention on Marking of Plastic Explosives for Purpose of Detection 1991.

2.2 International Agreements

2.2.1 The following countries have Bilateral Air Service Agreements with Samoa:

(a) Fiji 1991;

(b) Australia (Open Skies) 2000;

(c) New Zealand (Open Skies) 2001;

(d) Tonga (Open Skies) 2001;

(e) Cook Islands (Open Skies) 2001;

(f) Niue (Open Skies) 2002

2.2.2 The following lists other multi-lateral agreements which Samoa is a party to:

(a) Multi-lateral agreement on the Liberation of International Air Transport (MALIAT) — [New Zealand is depository] 2001

(b) Pacific Islands Air Service Agreement (PIASA) 2004

(c) Pacific Islands Civil Aviation Safety and Security Treaty (PICASST) 2004

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 ANNEX 1 — PERSONNEL LICENSING

1.1 Nil.

2 ANNEX 2 — RULES OF THE AIR

2.1 Nil.

3 ANNEX 3 — METEOROLOGY

3.1 Nil.

4 ANNEX 7 — AIRCRAFT NATIONALITY AND REGISTRATION MARKS

4.1 Nil.

5 ANNEX 8 — AIRWORTHINESS OF AIRCRAFT

5.1 Nil.

6 ANNEX 9 — FACILITATION

6.1 Nil.

7 ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS

7.1 Nil.

8 ANNEX 11 — AIR TRAFFIC SERVICES

8.1 Nil.

9 ANNEX 12 — SEARCH AND RESCUE

9.1 Nil.

10 ANNEX 13 — AIRCRAFT ACCIDENT

10.1 Nil.

11 ANNEX 14 — AERODROMES

11.1 Nil.

12 ANNEX 15 — AERONAUTICAL INFORMATION SERVICES

12.1 Nil.

13 ANNEX 16 — ENVIRONMENTAL PROTECTION

13.1 Nil.

14 ANNEX 17 — SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE

14.1 Nil.

15 ANNEX 18 — THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

15.1 Nil.

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 Units of Measurement

1.1 General

1.1.1 The units of measurement used in this AIP are in accordance with the International System of Units (SI) adopted as standard in ICAO Annex 5. The Annex also specifies non-SI units for permanent use and alternate units for temporary use.

1.1.2 The table of units shown in Table GEN 2.1 - 1 will be used by aeronautical stations in Samoa for air and ground operations.

Table GEN 2.1 - 1
Units of Measurement

ITEM	UNITS
Distance used in navigation, position reporting etc	Nautical miles (NM) and tenths
Altitudes and heights	Feet (ft)
Speed, including wind speed	knots (kt)
Vertical speed	Feet per minute

2 TIME SYSTEM

2.1 General

2.1.1 Co-ordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 22:45:40 is reported as 2246.

2.1.2 Date and time is expressed as a six figure group of day, hours and minutes, e.g. 4th February 2001, 4.35pm UTC is expressed as 041635. However, in NOTAM and preflight information bulletins, a ten figure group of year, month, day, hours and minutes is used, e.g. 0102041635.

2.1.3 Local time in Samoa is UTC -11 hours.

2.2 Time Signals

2.2.1 There are no stations transmitting time signals in Samoa.

2.2.2 Station WWVH at Kauai, Hawaii (female voice), and WWV at Fort Collins, Colorado (male voice), transmit time pips continuously on 2.5, 5, 10, 15, and 20MHz, with self-explanatory voice announcements every minute.

3 GEODETIC REFERENCE DATUM

3.1 Name/Designation of Datum

3.1.1 World Geodetic System 1984 datum (WGS 84) is used.

3.2 Area of Application

3.2.1 The World Geodetic System 1984 datum (WGS 84) applies to all charts and data within the Samoa Sector of the Auckland Oceanic FIR.

3.3 Use of an Asterisk to Identify Published Geographical Co-ordinates

3.3.1 WGS 84 positions based on source data that does not meet the survey accuracies recommended in ICAO Annex 14 are annotated with an asterisk (*).

4 Aircraft Nationality and Registration Marks

4.1 The nationality mark for aircraft registered in Samoa is 5W. The nationality mark is followed by a hyphen and a registration mark consisting of three letters in roman characters, e.g. 5W-PAH.

5 Public Holidays

5.1 Public holidays for Samoa are listed in Table GEN 2.1 - 2.

Table GEN 2.1 - 2
Public Holidays

EVENT	DATE
New Year's Day	1 JAN
Post New Year's Day	2 JAN
Good Friday	
Easter Saturday	
Easter Monday	
ANZAC Day	25 APRIL
Mothers of Samoa Day	Second Monday of MAY
Independence Day	1 JUN
Labour Day	First Monday of AUG
Post White Sunday	Second Monday of OCT
Arbor Day	First Friday of NOV
Christmas Day	25 DEC
Boxing Day	26 DEC

Notes

All holidays which fall on Sundays are to be observed on the immediate Monday.

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

1 INTRODUCTION

1.1 General

1.1.1 The abbreviations used in the AIP are generally in accordance with those listed in ICAO Procedures for Air Navigation Services, ICAO Abbreviations and Codes PANS-ABC (Doc 8400).

1.1.2 Abbreviations are correct in the use of upper and/or lower case where there is an applicable international standard, such as for units of measurement (ICAO ANNEX 5). Upper case is always used in communications on the aeronautical fixed service, such as transmission on the international AFTN.

1.1.3 Abbreviations followed by a # are to be transmitted as spoken words when using radiotelephony.

A

A	Amber
A/A	Air-to-air
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACP	Acceptance *(message type designator)*
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADDN	Addition or additional
ADF	Automatic direction-finding equipment
ADIZ #	Air defence identification zone *(pronounced "AYDIZ")*
ADJ	Adjacent
ADR	Advisory route
ADS	Automatic dependent surveillance
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise

AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT	After ... *(time or place)*
AFTN	Aeronautical fixed telecommunications network
A/G	Air to ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP #	Air report
AIS	Aeronautical information services
ALA	Alighting area
ALERFA #	Alert phase
ALR	Alerting *(message type designator)*
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating *(light alternates in colour)*
ALTN	Alternate *(aerodrome)*
AMA	Area minimum altitude
AMD	Amend or amended
AMDT	Amendment *(AIP Amendment)*
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANS	Answer
AOC	Aerodrome obstacle chart
AP	Airport
APCH	Approach
APP	Approach control office or Approach control or Approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APV	Approve or approved or approval
AREA #	Area chart
ARFOR	Area forecast
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point

ARP	Air-report *(message type designator)*
ARR	Arrive or arrival
ARS	Special air-report *(message type designator)*
ARST	Arresting *[specify* (part of) *aircraft arresting equipment]*
AS	Altostratus
ASC	Ascend to or Ascending to
ASDA	Accelerate-stop distance available
ASPH	Asphalt
AT ...	At *(followed by time at which weather change is forecast to occur)*
ATA	Actual time of arrival
ATC	Air traffic control *(in general)*
ATD	Actual time of departure or Along Track Distance
ATFM	Air traffic flow management
ATIS #	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At .. *(time or place)*
ATS	Air traffic services
ATTN	Attention
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorised or Authorisation
AUW	All up weight
AUX	Auxiliary
AVASIS	Abbreviated visual approach slope indicator system
AVBL	Available or Availability
AVG	Average
AVGAS #	Aviation gasoline
AWS	Automatic weather station
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BASE #	Cloud base
BCFG	Fog patches
BCN	Beacon *(Aeronautical ground light)*
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL ...	Blowing *(followed by DU=dust, SA=sand or SN=snow)*
BLDG	Building
BLO	Below clouds
BLW	Below ...
BOMB	Bombing
BR	Mist
BRF	Short *(used to indicate the type of approach desired or required)*
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
BWR	Basic Weather Report

C

C	Degrees Celsius *(Centigrade)*
CASO #	Civil Aviation Safety Order *(pronounced "KAYSO")*
CAT	Category
CAT	Clear air turbulence
CAVOK #	Visibility, cloud and present weather better than prescribed values or conditions *(pronounced "CAVOKAY")*
CB #	Cumulonimbus *(pronounced "SEEBEE")*
CC	Cirrocumulus
Cd	Candela(s)
CDN	Co-ordination *(message type designator)*
CF	Change frequency to or Course Fix (used with GPS approaches — often equivalent to IF)
CGL	Circling guidance light(s)
CH	Channel
CHG	Modification *(message type designator)*
CI	Cirrus
CIT	Near or over large town(s)
CIV	Civil
CK	Check
CL	Centreline
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLR	Cleared or Cleared to ... or Clearance
CLSD	Close or Closed or Closing
CM	Centimetre
CMB	Climb to or Climbing to
CMPL	Completion or Completed or Complete
CNL	Cancel or Cancelled
CNS	Communications, navigation and surveillance
CONS	Continuous
COM	Communications
CONC	Concrete
COND	Condition(s)

CONST	Construction or Constructed
CONT	Continue or Continued
COOR	Co-ordinate or Co-ordination
COP	Change-over point
COR	Correct or Corrected or Correction
COT	At the coast
COV	Cover or Covered or Covering
CPL	Current flight plan *(message type designator)*
CRZ	Cruise
CS	Cirrostratus
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUF	Cumuloform
CUST	Customs
CW	Continuous wave
CWY	Clearway

D

d	Day
D ...	Danger area *(followed by identification)*
DA	Decision altitude
DCKG	Docking
DCT	Direct *(in relation to flight plan clearances and type of approach)*
DEC	December
DEG	Degrees
DENEB	Fog dispersal operations
DEP	Depart or Departure
DES	Descend to or Descending to
DEST	Destination
DETRESFA #	Distress phase
DEV	Deviation or Deviating
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or Diverting or Diversion
DLA	Delay or Delayed
DME	Distance measuring equipment
DNG	Danger or Dangerous
DOM	Domestic
DP	Dewpoint temperature
DPT	Depth
DR ...	Low drifting *(followed by DU=dust, SA=sand or SN=snow)*
DR	Dead reckoning
DRG	During
DS	Duststorm
DTAM	Descend to and maintain
DTG	Date-time group
DTRT	Deteriorate or Deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East or Eastern longitude
EAT	Expected approach time
EB	Eastbound
EET	Estimated elapsed time
EFC	Expect further clearance
ELTA #	Emergency locator beacon — aircraft
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer *(to indicate cumulonimbus embedded in layers of other clouds)*
EMERG	Emergency
END	Stop-end *(related to RVR)*
ENE	East north-east
ENG	Engine
ENRT	En-route
EOBT	Estimated off-blocks time
EQPT	Equipment
ER	Here ... or Herewith
ERC #	En-route chart
ESE	East-south-east
EST	Estimate or Estimated
ETA	Estimated time of arrival
ETD	Estimated time of departure
ETO	Estimated time over a significant point
EV	Every
EXC	Except
EXER	Exercises or Exercising or to Exercise
EXP	Expect or Expected or Expecting
EXTD	Extend or Extending

F

F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light *(used to indicate the intensity of weather phenomena, interference or static reports, eg FBL RA=light rain).*
FC	Funnel cloud
FCST	Forecast
FCT	Friction coefficient
FEB	February
FG	Fog
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or Fluctuation or Fluctuated
FLW	Follow(s) or Following
FLY	Fly or Flying
FM ...	From *(followed by time weather change is forecast to begin)*
FM	From
FMU	Flow management unit
FNA	Final approach
FPL	Filed flight plan *(message type designator)*
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT #	Front *(relating to weather)*
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
ft	Foot or Feet *(dimensional unit)*
FU	Smoke
FZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GCA	Ground controlled approach system or Ground controlled approach
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GP	Glide path
GPS	Global Positioning System
GR	Hail or soft hail
GRASS	Grass landing area
GRID	Processed meteorological data in the form of grid values *(in aeronautical meteorological code)*
GRVL	Gravel
GS	Small hail and/or snow pellets
GS	Ground speed

H

H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF	High frequency *(3,000 to 30,000 kHz)*
HGT	Height or Height above
HJ	Sunrise to sunset
HLDG	Holding
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
hPa	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HURCN	Hurricane
HVY	Heavy
HVY	Heavy *(used to indicate the intensity of weather phenomena, e.g. HVY RA=heavy rain)*
HX	No specific working hours
HYR	Higher
HZ	Dust haze
Hz	Hertz *(cycles per second)*

I

IAC	Instrument approach chart
IAF	Initial approach fix
IAO	In and out of clouds
IAR	InterSection of air routes
IAS	Indicated air speed
IBN	Identification beacon
IC	Diamond dust *(very small ice crystals in suspension)*
ICAO	International Civil Aviation Organisation
ICE	Icing
ID	Identifier or Identify
IDENT #	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
IMPR	Improve or improving
IMT	Immediate or Immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA #	Uncertainty phase
INFO #	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or Installed or Installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or Interruption or Interrupted
INTSF	Intensify or Intensifying
INTST	Intensity
IR	Ice on runway
ISA	International standard atmosphere
ISOL	Isolated

J

JAN January
JTST Jetstream
JUL July
JUN June

K

kg Kilogram/s
kHz Kilohertz
km Kilometre/s
km/h Kilometres per hour
kPa Kilopascal/s
kt Knot
kW Kilowatt/s

L

L Left *(runway identification)*
L Locator *(see LM, LO)*
LAN Inland
LAT Latitude
LDA Landing distance available
LDAH Landing distance available, helicopter
LDG Landing
LDI Landing direction indicator
LEN Length
LF Low frequency *(30 to 300 kHz)*
LGT Light or
Lighting
LGTD Lighted
LIH Light intensity high
LIL Light intensity low
LIM Light intensity medium
LLZ Localiser
LM Locator, middle
LMT Local mean time
LNG Long *(used to indicate the type of approach desired or required)*
LO Locator, outer
LOC Local or
Locally or
Location or
Located
LONG Longitude

LORAN #	Long range air navigation system
LRG	Long range
LSQ	Line squall
LTD	Limited
LV	Light and variable *(wind)*
LVE	Leave or Leaving
LVL	Level
LYR	Layer or Layered

M

M	Mach number *(followed by figures)*
m	Metres *(preceded by figures)*
MAA	Maximum authorised altitude
MAG	Magnetic *(preceded by figures)*
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPt	Missed approach point
MAR	March
MAR	At sea
MAX	Maximum
MAY	May
MCA	Minimum crossing altitude
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height over threshold *(for visual approach slope indicator systems)*
MET #	Meteorological or Meteorology
METAR #	Aviation routine weather report *(in aeronautical meteorological code)*
MF	Medium frequency *(300 to 3,000 kHz)*
MHz	Megahertz
MID	Mid-point *(related to RVR)*
MIFG	Shallow fog
MIL	Military
min	Minute/s
MKR	Marker radio beacon
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or Monitoring or Monitored

MNTN	maintain
MOA	Military operating area
MOC	Minimum obstacle clearance *(required)*
MOD	Moderate *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA=moderate rain.)*
MON	Above mountains
MON	Monday
MOV	Move or Moving or Movement
MPS	Metres per second
MRA	Minimum reception altitudes *(VHF/UHF)*
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum safe altitude
MSG	Message
MSL	Mean sea level
MT	Mount or Mountain
MTU	Metric units
MTW	Mountain waves
MWO	Meteorological watch office
MX	Mixed type of ice formation *(white and clear)*

N

N	No distinct tendency *(in RVR during previous 10 minutes)*
N	North or Northern latitude
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NDB	Non-directional radio beacon
NE	North-east
NEB	North-eastbound
NEG	No or Negative or Permission not granted or That is not correct
NGT	Night
NIL #	None or I have nothing to send you
NM	Nautical miles
NML	Normal
NNE	North north-east
NNW	North north-west
NOF	International NOTAM office
NORDO #	Non-radio equipped
NOSIG #	No significant change *(used in trend-type landing forecasts)*
NOTAM #	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSW	Nil significant weather
NW	North-west
NWB	North-westbound
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or Observed or Observation
OBSC	Obscure or Obscured or Obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting *(light)*
OCH	Obstacle clearance height
OCNL	Occasional or Occasionally
OCS	Obstacle clearance surface
OCT	October
OHD	Overhead
OKTA #	Eighths of sky cover
OM	Outer marker
OMNI #	Omnidirectional
OPA	Opaque, white type of ice formation
OPC	The control indicated is operational control
OPMET #	Operational meteorological *(information)*
OPN	Open or Opening or Opened
OPR	Operator or Operate or Operative or Operating or Operational
OPS #	Operations
O/R	On request
ORD	Indication of an order
OSV	Ocean station vehicle
OTLK	Outlook *(used in SIGMET messages for volcanic ash and tropical cyclones)*
OTP	On top
OTS	Organised track system
OUBD	Outbound
OVC	Overcast

P

P...	Prohibited area *(followed by identification)*
PAL #	Pilot activated lighting
PALS	Precision approach lighting system *(specify category)*
PANS #	Procedures for air navigation services
PAPI #	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PAX	Passenger(s)
PCD	Proceed or Proceeding
PCN	Pavement classification number
PE	Ice pellets
PER	Performance
PERM	Permanent
PIREP #	Pilot's report
PJE	Parachute jumping exercise
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust devils
POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRI	Primary
PRKG	Parking
PROB #	Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QBI	Compulsory IFR flight
QDM	Magnetic heading *(zero wind)*
QDR	Magnetic heading
QFE	Atmospheric pressure at aerodrome level *(or at runway threshold)*
QFU	Magnetic orientation of runway
QNH	An altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant

R

R	Red
R	Right *(runway identification)*
R...	Restricted area *(followed by identification)*
RA	Rain
RAC	Rules of the air and air traffic services
RAFC	Regional area forecast centre
RAG	Runway arresting gear
RAG	Ragged
RAI	Runway alignment indicator
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radiocommunication failure *(message type designator)*
RCH	Reach or Reaching
RCL	Runway centreline
RCLL	Runway centre line light(s)
RCLR	Recleared
RDH	Reference datum height *(for ILS)*
RDL	Radial
RDO	Radio
RE ...	Recent *(used to qualify weather phenomena, e.g. RERA=recent rain)*
REC	Receive or Receiver
REDL	Runway edge light(s)
REF	Reference to...or Refer to....
REG	Registration
RENL	Runway end light(s)
REP	Report or Reporting or Reporting point

REQ	Request or Requested
RERTE	Re-route
RG	Range *(lights)*
RIF	Re-clearance in flight
RITE	Right *(direction of turn)*
RL	Reporting leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMK	Remark(s)
RNAV #	Area navigation *(pronounced "ARNAV")*
RNG	Radio range
RNP	Required navigation performance
ROBEX	Routine OPMET Bulletin exchange *(scheme)*
ROC	Rate of climb
ROD	Rate of descent
ROFOR	Route forecast
RON	Receiving only
RPL	Repetitive flight plan
RPLC	Replace or Replaced
RPS	Radar position symbol
RQMNTS	Requirements
RQP	Request flight plan *(message type designator)*
RQS	Request supplementary flight plan *(message type designator)*
RR	Report reaching
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSR	En-route surveillance radar
RTE	Route
RTF	Radio telephone
RTG	Radiotelegraph
RTHL	Runway threshold lights
RTN	Return or Returned or Returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radio teletypewriter *(military)*
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	Runway visual range
RWY	Runway

S

s	Second(s)
S	South or Southern latitude
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and recommended practices *(ICAO)*
SAT	Saturday
SB	Southbound
SC	Stratocumulus
SCT	Scattered
SDBY	Standby
SE	South-east
SEB	South-eastbound
SEC	Seconds
SECT	Sector
SELCAL #	Selective calling system
SEP	September
SER	Service or Servicing or Serviced
SEV	Severe *(used to qualify icing and turbulence reports)*
SFC	Surface
SG	Snow grains
SGL	Signal
SH	Showers *(followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and/or ice pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)*
SHF	Super high frequency [3 000 to 30 000 MHz]
SID #	Standard instrument departure
SIF	Selective identification feature
SIGMET #	Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIGWX	Significant weather
SIMUL	Simultaneous or Simultaneously
SIWL	Single isolated wheel load
SKC	Sky clear
SKED	Schedule or Scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow

SPARS #	Special aerodrome reports
SPECI #	Aviation selected special weather report *(aeronautical meteorological code)*
SPECIAL #	Special meteorological report *(in abbreviated plain language)*
SPL	Supplementary flight plan *(message type designator)*
SPOT #	Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of a precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South south-east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South south-west
ST	Stratus
STA	Straight-in approach
STAR #	Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway lights
SUBJ	Subject to
SUN	Sunday
SUP	Supplement *(AIP Supplement)*
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stopway

T

T	Temperature
TA	Transition altitude
TACAN #	UHF tactical air navigation aid
TAF #	Aerodrome forecast
TAIL #	Tailwind
TAR	Terminal area surveillance radar
TAS	True air speed
TAX	Taxiing or Taxi
TC	Tropical cyclone
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or Temporarily
TEND	Trend forecast
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIL #	Until
TIP	Until past ... *(place)*
TKOF	Take-off
TL ...	Till *(followed by the time by which weather change is forecast to end)*
TLOF	Touchdown and lift-off area
TMA	Terminal control area
TNA	Turn altitude
TNH	Turn height
TO	To...*(place)*
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP #	Cloud top
TORA	Take-off run available
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or Transmitter
TRL	Transition level
TROP	Tropopause

TS	Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)*
TS ...	Thunderstorm *(followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. TSRASN=thunderstorm with rain and snow)*
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS #	"T" visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or Aerodrome control
TWY	Taxiway
TWYL	Taxiway-link
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward *(tendency in RVR during previous 10 minutes)*
UAB	Until advised by ...
UAC	Upper area control centre
UAR	Upper air route
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency *(300 to 3,000 MHz)*
UIC	Upper information centre
UIR	Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
UTA	Upper control area
UTC	Co-ordinated universal time

V

VA	Volcanic ash
VAC	Visual approach chart
VAL	In valleys
VAN	Runway control van
VAR	Visual-aural radio range
VAR	Magnetic variation
VASIS #	Visual approach slope indicator system
VC	Vicinity of the aerodrome *(followed by FG=fog, FC=funnel cloud, SH=showers, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand or BLSN=blowing snow, e.g. VCFG=vicinity fog)*
VCY	Vicinity
VDF	VHF direction-finding station
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency *(30 to 300 MHz)*
VIP	Very important person
VIS	Visibility
VLF	Very low frequency *(3 to 30 kHz)*
VLR	Very long range
VMC	Visual meteorological conditions
VOLMET #	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORSEC #	VOR/DME Minimum Sector Altitude Chart
VORTAC #	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing

W

W	West or Western longitude
W	White
WAC	World Aeronautical Chart — ICAO 1:1 000 000
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WI	Within
WID	Width
WIE	With immediate effect or Effective immediately
WILCO #	Will comply
WINTEM	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weaken or Weakening
WNW	West north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSW	West south-west
WT	Weight
WTSPT	Waterspout
WX	Weather

X

X	Cross
XBAR	Crossbar *(of approach lighting system)*
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YCZ	Yellow caution zone *(runway lighting)*
YR	Your

Z

Z	Co-ordinated universal time

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GEN 2.3 CHART SYMBOLS

1 INTRODUCTION

1.1 General

1.1.1 Symbols for enroute charts are shown in the chart legend of the Auckland Oceanic FIR/Nadi FIR enroute chart.

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GEN 2.4 LOCATION INDICATORS

1 INTRODUCTION

1.1 General

1.1.1 The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

1.2 AFS Addresses

1.2.1 Table GEN 2.4 - 1 lists AFS addresss by station name.

Table GEN 2.4 - 1
AFS Address Encode/Decode

ENCODE		DECODE	
NAME	**LOCATION INDICATOR**		**NAME**
Faleolo Intl	NSFA	NSFA	Faleolo Intl
Maota	NSMA*	NSMA*	Maota
Asau	NSAU*	NSAU*	Asau
Fagali'i	NSFI*	NSFI*	Fagali'i

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

1 Radio Navigation Aids

1.1 Decode

1.1.1 Table GEN 2.5 - 1 lists radio navigation aids alphabetically by station ID.

Table GEN 2.5 - 1
List of Radio Navigation Aids by ID

ID	STATION NAME	FACILITY	PURPOSE
FA	Faleolo	NDB	AE
FA	Faleolo	VOR	AE
FA	Faleolo	DME	AE
IAP	Faleolo	ILS/LLZ	A
IAP	Faleolo	DME/ILS	A
	Faleolo	GP	A
Key	A = Approach Facility, E = Enroute Facility, AE = Combined Approach and Enroute Facility		

1.2 Encode

1.2.1 Table GEN 2.5 - 1 lists radio navigation aids alphabetically by station name.

Table GEN 2.5 - 2
List of Radio Navigation Aids by Location

STATION NAME	FACILITY	ID	PURPOSE
Faleolo	VOR	FA	AE
Faleolo	DME	FA	AE
Faleolo	NDB	FA	AE
Faleolo	ILS/LLZ	IAP	A
Faleolo	DME/ILS	IAP	A
Faleolo	GP		A
Key	A = Approach Facility, E = Enroute Facility, AE = Combined Approach and Enroute Facility		

GEN 2.6 CONVERSION TABLES

1 Conversion Tables

1.1 Unit Conversions

1.1.1 Unit conversions are provided in Table GEN 2.6 - 1.

Table GEN 2.6 - 1
Unit Conversions

TO CONVERT	INTO	MULTIPLY BY	DIVIDE BY
Celsius	Fahrenheit	1.8 and add 32	
Centimetres	Inches	0.3937	2.54*
Fahrenheit	Celsius	Subtract 32 and Multiply by 0.555	Subtract 32 and Divide by 1.8
Feet	Metres	0.3048*	
Imp. Gallons	US Gallons	1.200956	
Imp. Gallons	Litres	4.546092	
Inches	Centimetres	2.54*	
Kilograms	Pounds	2.2046226	
Kilometres	US and International Nautical Miles	0.5399568	
Kilometres	UK Nautical Miles	0.5396118	
Kilopascals	Pounds per square inch	0.14504	
Litres	Imp. Gallons	0.22	
Litres	US Gallons	0.2643	
Metres	Feet	3.2808	0.3048*

TO CONVERT	INTO	MULTIPLY BY	DIVIDE BY
Pounds	Kilograms	0.453592	
Pounds per square inch	Kilopascals	6.894757	
US and International Nautical Miles	Kilometres	1.852*	
UK Nautical Miles	Kilometres	1.853184	
US Gallons	Imp. Gallons	0.83267	
US Gallons	Litres	3.78412	

* Factors are exact.

GEN 2.7 SUNSET/SUNRISE TABLES

1 SUNSET/SUNRISE TABLES

1.1 General

1.1.1 Table GEN 2.7 - 1 lists the beginning and end of civil twilight in Faleolo, Maota, Asau and Fagali'i.

1.1.2 The times listed in Table GEN 2.7 - 1 are given in LST (Local Standard Time) and UTC (Universal Time Co-ordinate).

Table GEN 2.7 - 1
Morning Civil Twilight/Evening Civil Twilight

LOCATION	MCT / ECT	JAN 7	JAN 14	JAN 21	JAN 28	FEB 7	FEB 14	FEB 21	FEB 28	MAR 7	MAR 14	MAR 21	MAR 28
FALEOLO	LST	0544	0549	0553	0556	0601	0604	0606	0608	0609	0610	0611	0611
	UTC	1644	1649	1653	1656	1701	1704	1706	1708	1709	1710	1711	1711
	LST	1925	1926	1926	1926	1923	1920	1917	1913	1908	1904	1859	1854
	UTC	0625	0626	0626	0626	0623	0621	0617	0613	0609	0604	0600	0555
MAOTA	LST	0545	0550	0554	0558	0602	0605	0607	0609	0610	0611	0612	0612
	UTC	1645	1650	1654	1658	1702	1705	1707	1709	1710	1711	1712	1712
	LST	1926	1927	1927	1926	1924	1921	1918	1914	1909	1905	1900	1855
	UTC	0625	0627	0627	0627	0624	0622	0618	0614	0610	0605	0601	0556
ASAU	LST	0547	0552	0556	0600	0604	0607	0609	0611	0612	0613	0613	0614
	UTC	1647	1652	1656	1700	1704	1707	1709	1711	1712	1713	1713	1714
	LST	1927	1928	1928	1928	1925	1922	1919	1915	1911	1906	1902	1857
	UTC	0627	0628	0628	0628	0626	0623	0620	0616	0612	0607	0602	0557
TAFUNA	LST	0538	0542	0547	0550	0555	0558	0600	0602	0604	0605	0606	0606
	UTC	1638	1642	1647	1650	1655	1658	1700	1702	1704	1705	1706	1706
	LST	1921	0922	1922	1921	1918	1916	1912	1908	0903	0859	0854	0849
	UTC	0620	0622	0622	0621	0619	0616	0613	0609	0604	0559	0555	0550
FAGALI'I	LST	0543	0547	0551	0555	0600	0602	0605	0606	0608	0609	0610	0610
	UTC	1643	1647	1651	1655	1700	1702	1705	1706	1708	1709	1710	1710
	LST	1924	1925	1925	1925	1922	1919	1916	1913	1909	1904	1859	1854
	UTC	0624	0625	0625	0625	0622	0619	0616	0613	0609	0604	0559	0554

LOCATION	MCT / ECT	APR 7	APR 14	APR 21	APR 28	MAY 7	MAY 14	MAY 21	MAY 28	JUN 7	JUN 14	JUN 21	JUN 28
FALEOLO	LST	0612	0613	0613	0614	0616	0617	0619	0621	0624	0626	0627	0629
	UTC	1712	1713	1713	1714	1716	1717	1719	1721	1724	1726	1727	1729
	LST	1848	1843	1840	1836	1833	1831	1830	1830	1830	1831	1832	1834
	UTC	0548	0544	0540	0537	0533	0531	0530	0530	0530	0531	0532	0534
MAOTA	LST	0613	0614	0614	0615	0617	0618	0620	0622	0625	0627	0628	0630
	UTC	1713	1714	1714	1715	1717	1718	1720	1722	1725	1727	1728	1730
	LST	1849	1844	1841	1837	1834	1832	1831	1831	1831	1832	1834	1835
	UTC	0549	0545	0541	0538	0534	0532	0531	0531	0531	0532	0533	0535
ASAU	LST	0615	0615	0616	0617	0618	0620	0621	0623	0626	0628	0629	0631
	UTC	1715	1715	1716	1717	1718	1720	1721	1723	1726	1728	1729	1731
	LST	1850	1846	1842	1839	1836	1834	1833	1833	1833	1834	1836	1837
	UTC	0551	0547	0543	0540	0536	0534	0533	0533	0533	0534	0535	0537
TAFUNA	LST	0607	0608	0609	0610	0611	0613	0615	0617	0619	0621	0623	0624
	UTC	1707	1708	1709	1710	1711	1713	1715	1717	1719	1721	1723	1724
	LST	1842	1838	1834	1831	1827	1825	1824	1824	1824	1825	1826	1828
	UTC	0543	0538	0534	0531	0527	0525	0524	0524	0524	0525	0526	0528
FAGALI'I	LST	0612	0612	0612	0613	0615	0616	0618	0620	0622	0624	0626	0627
	UTC	1712	1712	1712	1713	1715	1716	1718	1720	1722	1724	1726	1727
	LST	1847	1843	1838	1835	1831	1830	1829	1828	1829	1830	1832	1833
	UTC	0547	0543	0538	0535	0531	0530	0529	0528	0529	0530	0532	0533

LOCATION	MCT / ECT	JUL 7	JUL 14	JUL 21	JUL 28	AUG 7	AUG 14	AUG 21	AUG 28	SEP 7	SEP 14	SEP 21	SEP 28
FALEOLO	LST	0630	0630	0629	0628	0624	0621	0618	0614	0607	0602	0557	0552
	UTC	1730	1730	1729	1728	1724	1721	1718	1714	1707	1702	1657	1652
	LST	1836	1838	1840	1841	1843	1844	1844	1845	1845	1845	1845	1846
	UTC	0536	0538	0540	0541	0543	0544	0544	0545	0545	0545	0545	0545
MAOTA	LST	0631	0631	0630	0629	0625	0622	0619	0614	0608	0603	0558	0553
	UTC	1731	1731	1730	1729	1725	1722	1719	1714	1708	1703	1658	1653
	LST	1838	1839	1841	1842	1844	1845	1845	1846	1846	1846	1846	1847
	UTC	0537	0539	0541	0542	0544	0545	0545	0546	0546	0546	0546	0546
ASAU	LST	0632	0632	0631	0630	0627	0624	0620	0616	0609	0604	0559	0554
	UTC	1732	1732	1731	1730	1727	1724	1720	1716	1709	1704	1659	1654
	LST	1840	1841	1843	1844	1846	1847	1847	1848	1848	1848	1848	1848
	UTC	0539	0541	0543	0544	0546	0547	0547	0547	0548	0548	0548	0548
TAFUNA	LST	0625	0625	0625	0623	0620	0617	0613	0609	0602	0557	0551	0546
	UTC	1725	1725	1725	1723	1720	1717	1713	1709	1702	1657	1651	1646
	LST	1830	1832	1834	1836	1837	1838	1839	1839	1840	1840	1840	1840
	UTC	0530	0532	0534	0535	0537	0538	0539	0539	0540	0540	0540	0540
FAGALI'I	LST	0628	0629	0628	0627	0624	0620	0617	0613	0607	0601	0556	0551
	UTC	1728	1729	1728	1727	1724	1720	1717	1713	1707	1701	1656	1651
	LST	1835	1837	1839	1840	1842	1843	1843	1844	1844	1844	1844	1845
	UTC	0535	0537	0539	0540	0542	0543	0543	0544	0544	0544	0544	0545

LOCATION	MCT / ECT	OCT 7	OCT 14	OCT 21	OCT 28	NOV 7	NOV 14	NOV 21	NOV 28	DEC 7	DEC 14	DEC 21	DEC 28
FALEOLO	LST	0545	0541	0536	0533	0529	0527	0527	0527	0529	0531	0534	0538
	UTC	1645	1641	1636	1633	1629	1627	1627	1627	1629	1631	1634	1638
	LST	1846	1847	1849	1851	1855	1858	1901	1905	1911	1915	1918	1921
	UTC	0546	0547	0549	0551	0554	0557	0601	0605	0610	0614	0618	0621
MAOTA	LST	0546	0542	0538	0534	0530	0529	0528	0528	0530	0532	0536	0539
	UTC	1646	1642	1638	1634	1630	1629	1628	1628	1630	0632	0636	1639
	LST	1847	1848	1850	1852	1855	1859	1902	1906	1912	1915	1919	1922
	UTC	0547	0548	0550	0551	0555	0558	0602	0606	0611	0615	0619	0622
ASAU	LST	0548	0543	0539	0536	0532	0531	0530	0530	0532	0535	0538	0541
	UTC	1648	1643	1639	1636	1632	1631	1630	1630	1632	1635	1638	1641
	LST	1849	1850	1851	1853	1857	1900	1903	1907	1913	1917	1920	1923
	UTC	0549	0550	0551	0553	0556	0559	0603	0607	0612	0616	0620	0623
TAFUNA	LST	0540	0535	0531	0527	0523	0521	0521	0521	0523	0525	0528	0532
	UTC	1640	1635	1631	1627	1623	1621	1621	1621	1623	1625	1628	1632
	LST	1841	1843	1844	1846	1850	1853	1857	1901	1906	1910	1914	1917
	UTC	0541	0542	0544	0546	0550	0553	0557	0601	0606	0610	0614	0617
FAGALI'I	LST	0544	0540	0536	0532	0528	0527	0526	0526	0527	0529	0533	0536
	UTC	1644	1640	1636	1632	1628	1627	1626	1626	1627	1629	1633	1636
	LST	1845	1847	1848	1850	1853	1856	1901	1904	1910	1913	1918	1921
	UTC	0545	0547	0548	0550	0553	0556	0601	0604	0610	0613	0618	0621

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1 RESPONSIBLE SERVICE

1.1 General

1.1.1 The Aeronautical Information Service ensures the flow of information necessary for the safety, regularity and efficiency of international and domestic air navigation within the area of its responsibility as indicated in GEN 3.1.2. It consists of:

Air Traffic Control Unit
Samoa Airport Authority
Faleolo International Airport
Apia
SAMOA

TEL (685) 23 201 or (685) 23 202
FAX (685) 42 050
AFTN NSFAZTZX
OPS Hours H24

1.1.2 Pre-flight aeronautical information and flight planning service is available at the Air Traffic Control Tower at Faleolo Airport.

1.2 International NOTAM Office (NOF)

1.2.1 NOTAM for Samoa are promulgated by the Christchurch NOF.

Christchurch NOTAM Office

International NOTAM office
Airways New Zealand Ltd
PO Box 14-131
Christchurch Airport
Christchurch
NEW ZEALAND

TEL (643) 358 1688
FAX (643) 358 9192

AFTN NZCHYNYX

1.2.2 The service is provided in accordance with the provisions contained in ICAO Annex 15 — *Aeronautical Information Services.*

1.2.3 NOTAM may be requested from the Faleolo ATC Unit and Christchurch NOTAM Office, New Zealand.

2 AREA OF RESPONSIBILITY

2.1 General

2.1.1 The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Samoa and for the airspace encompassed by the Samoa Sector and Faleolo CTR/CTA of the Auckland Oceanic FIR.

3 AERONAUTICAL PUBLICATIONS

3.1 General

3.1.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

(a) Aeronautical Information Publication (AIP — Samoa)

(b) Amendment service to the AIP (AIP AMDT — Samoa)

(c) AIP Supplement (AIP SUP — Samoa)

(d) NOTAM

(e) Aeronautical Information Circulars (AIC)

(f) Checklists and summaries

3.2 Aeronautical Information Publication

3.2.1 The AIP — Samoa consists of this manual and is published in loose leaf form for use in international and domestic operations.

3.2.2 AIRAC AIP amendments are published to incorporate permanent amendments to the AIP — Samoa. A Bulletin is published with each AIRAC AIP amendment, listing a summary of significant changes. AIRAC AIP amendments are issued as scheduled in Table GEN 0.1 - 1.

3.2.3 A revised Checklist of Effective Pages and Charts is issued with each AIRAC AIP amendment.

3.3 Supplements to the AIP

3.3.1 The AIP Supplement — Samoa is published for temporary changes of long duration (3 months and longer) and information of short term duration which consists of extensive text and/or graphics. AIP Supplements may be issued on any of the available AIRAC dates.

3.3.2 The AIP Supplement — Samoa is issued as a separate document, with each edition entirely replacing the previous edition. A checklist of current AIP Supplements is published on the front page of the AIP Supplement document.

3.4 NOTAM and Pre-flight Information Bulletins (PIB)

3.4.1 The Faleolo ATC Unit will provide, on request, customised Pre-flight Information Bulletins for regular air transport operations. Pre-flight Information Bulletins for itinerant operations may be requested from:

Air Traffic Control Unit
Samoa Airport Authority
Faleolo International Airport
Apia
SAMOA

TEL	(685) 23 201 or (685) 23 202
FAX	(685) 42 050
AFTN	NSFAZTZX
OPS Hours	H24

3.4.2 A Pre-flight Information Bulletin (PIB) request must be made 2 hours prior to take-off.

3.5 Aeronautical Information Circulars

3.5.1 AICs are originated whenever it is desirable to promulgate:

(a) a long term forecast of any major change in legislation, regulations, procedures or facilities

(b) information of a purely explanatory or advisory nature likely to affect flight safety

(c) information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

3.5.2 Each AIC is numbered consecutively on a calendar year basis. A checklist of AIC currently in force is issued as an AIC in January each year and the serial number 1 is reserved for this.

3.6 Checklists and Summary of NOTAM

3.6.1 A summary of current NOTAM is produced at the beginning of each month by the Christchurch Intl NOTAM Office.

3.7 Sale of Publications

3.7.1 The AIP — Samoa, AIP Supplement — Samoa are available from Airways New Zealand.

3.7.2 Copies of these documents and enroute charts are available from Airways New Zealand at the address below. Prices are available on request.

Airways New Zealand Limited
PO Box 294
Wellington
NEW ZEALAND

TEL	(64)4 471 1899
FAX	(64)4 471 5813
TELEX	nil
AFTN	NZHQYOYX
Email	aim@airways.co.nz
website	www.airways.co.nz

4 AIRAC System

4.1 Amendments to the AIP — Samoa are published in accordance with the ICAO AIRAC schedule. The AIRAC schedule is established to ensure co-ordination between adjacent states for the implementation of changes, and to ensure information is available to interested organisations (e.g. airline flight operations) in sufficient time to assess and implement changes relevant to their operation.

4.1.1 Amendments may be published on any scheduled date. The schedule has an interval of 28 days starting from and including 10 January 1991. States are not required to publish on every available date, but should ensure that any changes are co-ordinated with available dates. The scheduled publication dates for AIP — Samoa are listed in Table GEN 0.1 - 1.

4.1.2 To allow interested organisations sufficient time to assess and implement changes, amendments are distributed to users at least 28 days before the effective date. In the case of changes that are likely to have significant operational impact, amendments should be distributed to users at least 56 days before the effective date.

5 Pre-Flight Information Service at Aerodromes

5.1 Pre-flight briefing at Faleolo INTL is provided by the:

Air Traffic Control Unit
Samoa Airport Authority
Faleolo International Airport
SAMOA

TEL	(685) 23 201 or (685) 23 202
FAX	(685) 42 050
AFTN	NSFAZTZX

5.1.1 Pre-flight briefings for other national airports will be available from the above ATS Unit.

GEN 3.2 AERONAUTICAL CHARTS

1 RESPONSIBLE SERVICE

1.1 General

1.1.1 The Ministry of Works, Transport and Infrastructure, Samoa is responsible for the provision of aeronautical charts. Aeronautical charts are published by Airways New Zealand.

2 MAINTENANCE OF CHARTS

2.1 General

2.1.1 Aeronautical charts are maintained by Airways New Zealand. Amendments to aeronautical charts are published as per NZAIP AIRAC cycle.

2.2 Purchase Arrangements

2.2.1 Refer to GEN 3.1. paragraph 3.7.

2.3 Aeronautical Chart Series Available

2.3.1 The following charts series are published in the AIP — Samoa:

(a) Aerodrome Chart — ICAO

(b) Instrument Approach Chart — ICAO

(c) Samoa Terminal Area Chart

2.4 List of Aeronautical Charts Available

2.4.1 The following charts series are available:

2.4.2 Enroute Chart — Auckland Oceanic FIR/Nadi FIR

D

2.5 Index to the World Aeronautical Charts (WAC) — ICAO 1:1 000 000

2.5.1 Nil published.

2.6 Topographical Charts

2.6.1 Aeronautical Topographical Charts are not published. Limited topographical charts are published by:

Chief Executive Officer
Ministry of Natural Resources, Environment and Meteorology
Private Bag
Apia
SAMOA

TEL (685) 22 481
FAX (685) 23 176

2.7 Corrections to Charts not Contained in the AIP

2.7.1 Reserved.

GEN 3.3 AIR TRAFFIC SERVICES

1 RESPONSIBLE SERVICE

1.1 General

1.1.1 The Samoa Airport Authority is responsible for the provision of air traffic services within the area indicated under GEN 3.3. paragraph 2.1.1.

1.1.2 The services are provided in accordance with the provisions contained in the following ICAO documents:

(a) Annex 2 — *Rules of the Air*

(b) Annex 11 — *Air Traffic Services*

(c) Doc 4444 — *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services (PANS — RAC)*

(d) Doc 8168 - *Procedures for Air Navigation Services — Aircraft Operations (PANS – OPS)*

(e) Doc 7030 — *Regional Supplementary Procedures*

1.1.3 Differences to these provisions are detailed in GEN 1.7.

2 AREA OF RESPONSIBILITY

2.1 General

2.1.1 Air traffic services are provided in the Samoa Sector and the Faleolo CTR/CTA of the Auckland Oceanic FIR.

3 TYPES OF SERVICES

3.1 General

3.1.1 The following types of services are provided:

(a) Flight Information Service (FIS) and Alerting Service (ALRS)

(b) Approach Control (APP)

3.1.2 The following types of services are provided at aerodromes:

(a) Aerodrome Control (TWR)

4 CO-ORDINATION BETWEEN THE OPERATORS AND ATS

4.1 General

4.1.1 Co-ordination between the operator and air traffic services is effected in accordance with 2.15 of ICAO Annex 11 and 2.1.1.4 and 2.1.1.5 of Part VIII of the Procedures for Air Navigation Services — *Rules of the Air and Air Traffic Services* (Doc 4444, PANS — RAC).

5 ATS Units Address List

5.1 General

5.1.1 Table GEN 3.3 - 1 lists the contact addresses for all ATS units in Samoa.

Table GEN 3.3 - 1
ATS Unit Contact Addresses

UNIT NAME	POSTAL ADDRESS	TELEPHONE	FAX	TELEX	AFS ADDRESS
FALEOLO APP	Samoa Airport Authority, Private Bag, Faleolo Airport, SAMOA	(685) 23 201	(685) 42 050	Nil	NSFAZTZX
FALEOLO TWR		(685) 23 201	(685) 42 050	Nil	NSFAZTZX
FALEOLO RADIO		(685) 23 201	(685) 42 050	Nil	NSFAZTZX

6 Minimum Flight Altitude

6.1 Minimum Safe Altitude

6.1.1 The route minimum safe altitude (MSA) is found by identifying the controlling obstacle within the total area of the navigational tolerance, based on the type and coverage of the navigation facilities, plus a 5NM buffer. Within this area the MSA is the lowest altitude, rounded up to the next 100ft, which provides an obstacle clearance of at least 1,000ft.

6.1.2 Set heading and minimum crossing altitudes are based on a 1.6% (100ft/NM) gradient while maintaining enroute terrain clearances.

6.1.3 Route MSA are shown on each sector of enroute charts for domestic routes. These provide the basis for establishing the minimum cruising altitude for the direction of flight. The requirements for subsequent sectors should be anticipated by crossing the facility or reporting point at or above a cruising level that is not below the MSA for the next sector. Greater obstacle clearances may be needed in adverse weather conditions or when navigational guidance is inadequate.

6.2 Minimum Reception Altitude and Minimum Enroute Altitude

6.2.1 Where an acceptable navigational signal coverage is a requirement for a sector to be flown, a minimum reception altitude (MRA) or minimum enroute altitude (MEA) will be published.

6.2.2 For a VOR route, the published MRA will ensure adequate signal strength for accurate navigation. Although some low sensitivity VOR receivers may not display a warning at altitudes below the published MRA, the altitude or flight level for IFR flights using VOR as the primary means of navigation must be at or above the published MRA.

6.2.3 The published MEA for an NDB route will ensure acceptable navigational signal coverage for the sector to be flown. Where an MEA is published, IFR flights using NDB as the primary means of navigation, must be at or above the published MEA.

6.3 Minimum Flight Altitude

6.3.1 As shown in Figure GEN 3.3 - 1, the minimum flight altitude (MFA) for an IFR route sector will be the higher of the following:

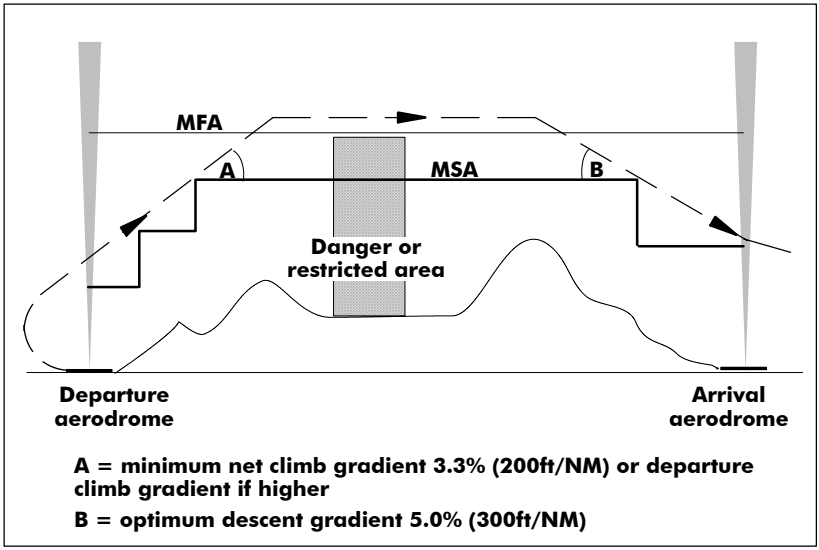
(a) Route minimum safe altitude (MSA)

(b) Minimum reception altitude (MRA) for a VOR sector

(c) Minimum enroute altitude (MEA) for an NDB sector

(d) Danger or restricted area upper limit plus 1,000ft.

Figure GEN 3.3 -1
Minimum Flight Altitude



6.3.2 The requirements of the IFR table of cruising levels must then be taken into account.

6.3.3 Where the next route sector MFA is higher, that sector must not be entered below the higher level unless there is a promulgated crossing altitude.

6.3.4 Aircraft with approved enroute area navigation equipment are not required to comply with MRA and MEA restrictions.

6.4 Climb to MFA

6.4.1 To ensure obstacle clearance, aircraft on departure are required to climb to MSA at the promulgated minimum net climb gradient appropriate to the departure procedure being flown. Unless a more restrictive requirement is published, once above MSA, aircraft may continue to climb at a minimum net climb gradient of not less then 3.3% (200ft/NM) to MFA.

6.5 Descent Below MFA

6.5.1 Descent below MFA prior to arrival may only be commenced in the following circumstances:

(a) In accordance with published DME steps, or

(b) Prior to the first DME step when:

(i) A positive fix has been established by an unambiguous DME readout for at least 15 seconds, or by the use of an off-track VOR or NDB provided the angle of intersection is 45° or greater; and

(ii) A positive tracking indication has been received by navigation equipment for at least 15 seconds; and

(iii) During descent, aircraft navigation equipment is actively monitored to ensure continuity of guidance.

(iv) Descent is restricted to the higher of MSA or danger or restricted area upper limit plus buffer, and based on an optimum descent gradient of 5% (300ft/NM) to the first DME step.

6.5.2 Within 10NM of the aid or fix from which it is intended to conduct an instrument approach, descent is limited to the higher of minimum holding altitude, procedure commencement altitude or MSA.

Note

Outside controlled airspace the IFR table of cruising levels applies.

6.6 Emergency Descent Below MFA

6.6.1 Where an enroute emergency necessitates a descent below MEA or MRA, pilots should be aware that the navigational tolerance used to define the MSA may not be valid if the utilisation of the primary means of navigation can be continued. A decision to continue to divert to another route must consider the accuracy of navigation prior to the emergency.

Intentionally Blank

GEN 3.4 COMMUNICATION SERVICES

1 RESPONSIBLE SERVICE

1.1 General

1.1.1 The Samoa Airport Authority is responsible for the provision of telecommunication and navigation facility services in Samoa.

1.1.2 The following services are provided:

(a) Radio Navigation

Samoa Airport Authority
Private Bag
Faleolo International Airport
Apia
SAMOA

TEL (685) 23 201 or (685) 23 202
FAX (685) 24 281

AFTN NSFAYAYX

(b) Communications

Samoa Airport Authority
Private Bag
Faleolo International Airport
Apia
SAMOA

TEL (685) 23 201 or (685) 23 202
FAX (685) 24 281

AFTN NSFAYAYX

1.1.3 The service is provided in accordance with the provisions contained in the following ICAO documents:

(a) Annex 10 — *Aeronautical Telecommunications*

(b) Doc 8400 — *Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS - ABC)*

(c) Doc 8585 — *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*

(d) Doc 7030 — *Regional Supplementary Procedures*

(e) Doc 7910 — *Location Indicators*

2 Area of Responsibility

2.1 General

2.1.1 Communication services are provided for the Samoa Sector of the Auckland Oceanic FIR and the Faleolo CTR/CTA.

3 Types of Service

3.1 Radio Navigation Services

3.1.1 The following types of radio aids to navigation are available:

(a) LF/MF non-directional beacon (NDB)

(b) VHF omnidirectional radio range (VOR)

(c) Distance measuring equipment (DME)

(d) Instrument Landing System (ILS)

3.2 Mobile/Fixed Service

Mobile Service

3.2.1 Air-ground communications in Samoa airspace are conducted by radiotelephony (RTF) in the VHF and HF bands. Frequencies and services are published in Table ENR 2.1 - 1.

3.2.2 VHF is the primary frequency band for all operations with HF being used when outside VHF coverage.

Fixed service

3.2.3 The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

(a) they satisfy the requirements of ICAO Annex 10, Vol. II, Chapter 3, 3.3

(b) they are prepared in the form specified in ICAO Annex 10

(c) the text of an individual message does not exceed 200 groups.

3.2.4 General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class "B" traffic.

Telephone facilities

3.2.5 Except at the larger aerodromes, telephone facilities for use by pilots at aerodromes in Samoa are generally not available.

3.3 Broadcasting Service

3.3.1 Nil.

3.4 Language Used

3.4.1 English.

3.5 Where Detailed Information can be Obtained

3.5.1 Details of the various facilities available for enroute traffic can be found in Part 2 (ENR).

3.5.2 Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both enroute traffic and aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

3.6 Hours of Service

3.6.1 The hours of service for aeronautical ground services are published in the AIP Supplements — Samoa or by NOTAM.

3.7 Extended Service

3.7.1 Extended service may be provided by an aeronautical ground services unit (ATS or RFFS) as an extension to its promulgated hours of service either by opening watch earlier or by closing watch later.

3.7.2 Extended service is normally provided only in the following cases:

(a) disrupted regular air transport flights (domestic and international);

(b) approved special air transport flights;

(c) disaster relief flights;

(d) medivac flights;

(e) visiting overseas military and state flights.

Note

The majority of ground services staff do not have telephones and transport may not be available. Once a unit has closed watch it is generally not possible to recall staff to duty and services cannot be provided before the next promulgated opening watch time. Staff may also be affected by duty time limitations. Provided sufficient notice is given, all reasonable efforts will be made to accommodate requests, but there may be occasions when extended service cannot be provided.

4 Requirements and Conditions

4.1 General

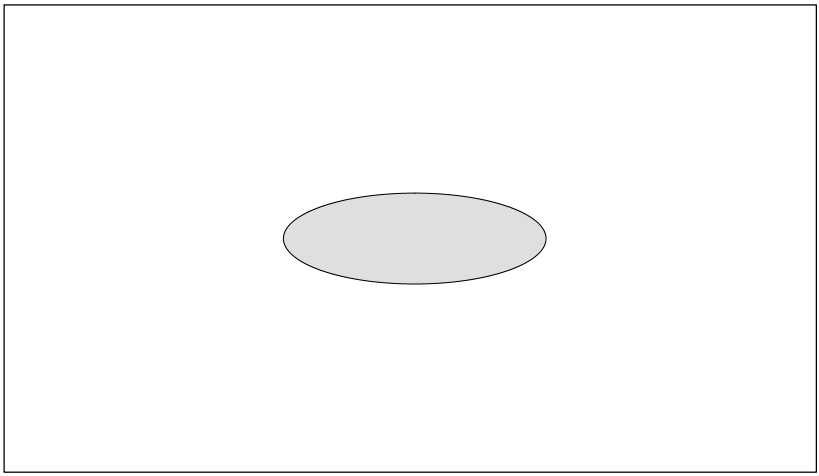
4.1.1 Nil.

5 AFTN Circuits

5.1 General

5.1.1 AFTN circuits are shown in Figure GEN 3.4 - 1.

Figure GEN 3.4 - 1
AFTN Circuits

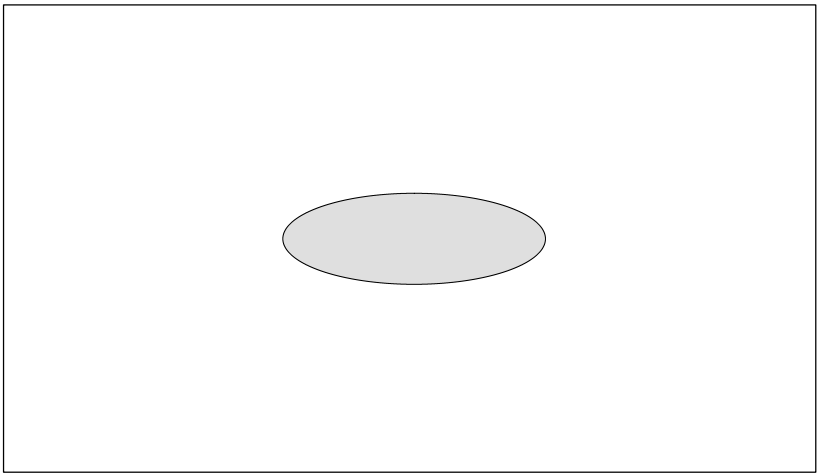


6 ATS Speech Circuits

6.1 General

6.1.1 ATS speech circuits are shown in Figure GEN 3.4 - 2.

Figure GEN 3.4 - 2
ATS Speech Circuits



GEN 3.5 METEOROLOGICAL SERVICES

1 Responsible Service

1.1 General

1.1.1 Meteorological offices are located at Apia Observatory and Faleolo International Airport.

1.1.2 The meteorological services for civil aviation are provided by the Samoa Meteorological Services.

Meteorological Division
Ministry of Natural Resources, Environment and Meteorology
PO Box 3020
Apia
SAMOA

TEL (685) 20 855 or (685) 20 856
FAX (685) 23 141 or (685) 20 857

AFTN NSAPYMYX or NSFAYMYX

EMAIL meteorology@meteorology.gov.ws

1.1.3 The service is provided in accordance with the provisions contained in the following ICAO documents:

(a) Annex 3 — Meteorological Service for Samoa Sector of the Auckland FIR

(b) Doc 7030 — Regional Supplementary Procedures

(c) Differences to these provisions are detailed in GEN 1.7.

2 Area of Responsibility

2.1 General

2.1.1 Meteorological services are provided for the Samoa Sector and the Faleolo CTR/CTA of the Auckland Oceanic FIR.

3 METEOROLOGICAL OBSERVATIONS AND REPORTS

3.1 Description of Observation System

Surface Wind

3.1.1 Surface wind measurements for domestic aerodrome weather reports are made at varying distances from the runway, sometimes greater than one nautical mile.

3.1.2 In the aerodrome weather reports the surface wind direction is given in degrees relative to geographic North (true) and speed in knots.

Visibility

3.1.3 When the visibility is 5km or less it shall be expressed in metres and in increments of 100 metres. When it is more than 5km but less than 10km the units will be kilometres, and when it is 10km or more it shall be given as 10km except when the conditions for use of CAVOK apply.

Present Weather

3.1.4 Present weather is reported as follows:

(a) Precipitation

(i)	DZ	Drizzle	
(ii)	RA	Rain	
(iii)	GR	Hail	

(b) Obscurations

(i)	FG	Fog	(Reported when visibility is less than 1000m except when qualified by 'MI' or 'VC')
(ii)	BR	Mist	(Reported when visibility is at least 1000m but not more than 3000m)

(c) Obscurations (lithometeors)

3.1.5 The following should be used only when the obscuration consists predominantly of lithometeors and the visibility is 3000m or less.

(i)	HZ	Haze
(ii)	FU	Smoke
(iii)	VA	Volcanic Ash

(d) Other Phenomena

(i)	SQ	Squall
(ii)	FC	Funnel Cloud (Tornado or Waterspout)

Present Weather

3.1.6 The characteristics of the present weather phenomena are indicated as follows:

(a) Characteristics

(i)	TS	Thunderstorm
(ii)	SH	Shower
(iii)	MI	Shallow (less than 2m above ground)
(iv)	BC	Patches (fog patches or aerodrome partially covered by fog)

Relative Intensity or Proximity of Present Weather

3.1.7 The relative intensity or, as appropriate, the proximity to the aerodrome of the present weather phenomena is indicated as follows:

(a) Relative Intensity or Proximity

(i)	FBL	–	Light
(ii)	MOD		Moderate
(iii)	HVY	+	Heavy
(iv)	VC		Vicinity

Cloud

3.1.8 Cloud amount is reported using the abbreviations "FEW" (1 – 2 oktas), "SCT" (3 – 4 oktas), "BKN" (5 – 7 oktas) or "OVC" (8 oktas). If there are no clouds and the abbreviation "CAVOK" is not appropriate, the abbreviation "SKC" may be used. When several layers or masses of cloud are observed, their amount and height are reported as follows:

(a) the lowest layer or mass, regardless of amount as FEW, SCT, BKN or OVC;

(b) the next layer or mass, covering more than 2/8 as SCT, BKN,or OVC as appropriate;

(c) the next higher layer or mass, covering more than 4/8 as BKN or OVC as appropriate;

(d) CB whenever observed and not reported in the layers above.

CAVOK

3.1.9 The term "CAVOK" (KAV-OH-KAY) may replace the information on visibility, present weather and cloud amount, type and height when the following simultaneous conditions exist at the time of observation:

(a) Visibility — 10km or more

(b) Cloud — no cloud below 5,000ft and no cumulonimbus

(c) Weather — no precipitation and no thunderstorm

Air Temperature and Dew Point Temperature

3.1.10 Air temperature and dew point temperature if required will be given in whole degrees Celsius.

Pressure Values

3.1.11 Pressure values are given in hectoPascals, and rounded down to the nearest lower whole hectoPascal. For example QNH 995·6 hPa is given as "QNH 995".

Extra Information

3.1.12 Visibility and cloud height are estimated by meteorological staff, but when additional information or advice is necessary for landing or take-off purposes complementary meteorological information may be supplied by the appropriate ATS staff and passed by radio.

Units of Measurement

3.1.13 The units of measurement for meteorological purposes are in accordance with ICAO Annex 5.

Table GEN 3.5 - 1
Meteorological Observations and Reports

NAME OF STATION/ LOCATION INDICATOR	TYPE & FREQ OF OBSERVATION/ AUTOMATIC OBSERVING EQUIPMENT	TYPES OF MET REPORTS & SUPPLEMENTARY INFORMATION INCLUDED	OBSERVATION SYSTEM & SITES	HOURS OF OPERATION	CLIMATOLOGICAL INFORMATION
APIA (NSAP)	Hourly	METAR		H24	Daily 0900 (LMT)
APIA (NSAP)	Every 3 Hours	Synoptic Reports			
FALEOLO (NSFA)	Hourly	METAR		H24	Daily 0900 (LMT)
FALEOLO (NSFA)	Every 3 Hours	Synoptic Reports			

4 Types of Services

4.1 General

4.1.1 The main meteorological office is situated at the Apia Observatory Station at Mulinu'u.

4.1.2 A daily Area Forecast (ARFOR) is provided by the office for the Samoa area including Tokelau.

4.1.3 Route Forecasts (ROFOR) and Terminal Area Forecasts (TAF) are provided by the Meteorological Office if prior request has been received.

4.1.4 Documentation is available for domestic and international flights at the Apia Observatory at Mulinu'u and the Meteorological Office at Faleolo International Airport.

5 Notification Required from Operators

5.1 General

5.1.1 Requests for forecasts (route/terminal), met, briefing, flight documentation and meteorological information required for a flight shall be notified sufficiently in advance (ref ICAO Annex 3, 2.3) to the meteorological office. The minimum amount of advance notice required shall be 24 hours for domestic operations and intercontinental flights.

5.1.2 TAF and daily international aerodrome forecasts are available from the Apia Observatory at Mulinu'u and the Meteorological Office at Faleolo International Airport.

5.1.3 It should be understood that the specific value of any of the elements given in a forecast is necessarily approximate. Accordingly, the value of the element in question should be interpreted as representing the most probable mean of a range of values which the element may assume during the period of the forecast concerned. Similarly, when the time of the occurrence or change of an element is given in a forecast the time should be interpreted as representing the most probable mean of a range of times.

6 AIRCRAFT REPORTS

6.1 General

6.1.1 Special observation (AIREP SPECIAL) shall be made by all aircraft operating on ATS routes and addressed to the Fiji Meteorological Office, or New Zealand Meteorological Office via appropriate ATS Unit.

6.1.2 Observations shall be made by all aircraft as soon as it is practicable, of meteorological conditions encountered during climb-out or approach phases of flight, not previously reported to the pilot-in-command, which in their opinion are likely to affect the safety of other aircraft operations.

6.1.3 Pilots should notify Air Traffic Services immediately of any phenomenon which indicates that a volcanic eruption is developing.

7 VOLMET SERVICE

7.1 General

7.1.1 Volmet service is provided by the New Zealand Meteorological Service.

8 SIGMET SERVICE

8.1 General

8.1.1 Sigmet service is provided by the Fiji Meteorological Service.

9 OTHER AUTOMATED METEOROLOGICAL SERVICES

9.1 General

9.1.1 Nil.

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GEN 3.6 SEARCH AND RESCUE

1 Responsible Services

1.1 General

1.1.1 Search and rescue operations in Samoa are divided into three classes as follows:

(a) Category I — Limited operations controlled by Samoa Police utilising Police and some local resources.

(b) Category II — Controlled by the Rescue Co-ordination Centre (RCC) in Wellington, New Zealand utilising all necessary available military and civil resources.

1.1.2 The search and rescue service in Samoa provided by New Zealand is co-ordinated by the Rescue Co-ordination Centre (RCC) in Wellington, which is responsible for the provision of search and rescue service in the New Zealand Search and Rescue Region (SRR).

Rescue Co-ordination Centre

RCC	LOCATION	TELEPHONE	AREA OF RESPONSIBILITY
WELLINGTON	LOWER HUTT	64 4 577 8030	New Zealand SRR

1.1.2 The organisation of the service is based on the utilisation of civil and military facilities. The military facilities are based in New Zealand and New Caledonia and occasionally in Fiji.

1.1.3 The service is provided in accordance with the provisions contained in ICAO Annex 12 — *Search and Rescue*.

2 Area of Responsibility

2.1 General

2.1.1 The RCC is responsible for SAR operations within the New Zealand SRR.

3 Types of Service

3.1 General

3.1.1 Details of all rescue units are given in Table GEN 3.6 - 1.

3.2 Search and Rescue Units

3.2.1 Search and Rescue Air Units, aircraft, capabilities and equipment are shown in Table GEN 3.6 - 1.

Table GEN 3.6 - 1
Search and Rescue Units

NAME	LOCATION	FACILITIES	REMARKS
AUCKLAND	AUCKLAND	P3K, C130H ELR*	

*On deployment from Auckland

4 SAR Agreements

4.1 General

4.1.1 SAR agreement between the Government of Samoa and the New Zealand Government.

5 Conditions of Availability

5.1 General

5.1.1 All services listed in Table GEN 3.6 - 1 are continuously available.

6 Procedures and Signals Used

6.1 Procedures and Signals Used by Aircraft

6.1.1 Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

6.2 Communications

6.2.1 Transmission and reception of distress messages within the New Zealand Search and Rescue Region are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.

6.2.2 For communications during search and rescue operations, the codes and abbreviations published in *ICAO Abbreviations and Codes* (Doc 8400) are used.

6.2.3 The carriage of an emergency location transmitter (ELT) is mandatory within Samoa. For this reason, in accordance with ICAO Standards and Recommended Practices, aircraft are required to continuously guard the international emergency frequency 121.5 MHz. This requirement does not apply when aircraft are carrying out communications on other VHF channels, or when airborne equipment limitations or cockpit duties do not permit simultaneous guarding of two or more channels.

6.2.4 The frequency 121.5 MHz is guarded continuously by Faleolo ATS.

6.3 Procedures for an Aircraft Requiring SAR Escort

6.3.1 If the pilot-in-command of an aircraft, while flying over water or a sparsely inhabited area, has any reason to believe that the operating efficiency of the aircraft is impaired, the appropriate Air Traffic Services unit should be notified so that the RCC is forewarned should the position deteriorate. If, at this stage or later, the pilot-in-command considers it advisable, interception and escort by a search and rescue aircraft may be requested.

6.3.2 Disparity in speeds and normal altitudes between some aircraft and SAR aircraft may not permit continuous escort in the accepted sense. The SAR aircraft may turn back along the intended track of the aircraft requiring escort before the interception, so that the latter is catching up with the former. It is most important that radiotelephony (RTF) contact is established between the two aircraft as early as possible and maintained throughout the operation.

6.4 RTF Procedures

General

6.4.1 Distress and urgency traffic shall comprise all RTF messages relating to the distress or urgency condition respectively. Distress and urgency conditions are defined as follows:

Distress

6.4.2 A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.

Urgency

6.4.3 A condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but which does not require immediate assistance.

6.4.4 The RTF distress signal MAYDAY or the urgency signal PAN PAN, preferably spoken three times, shall be used at the commencement of the first distress or urgency communication respectively. The signals should, if it is considered necessary, be used at the commencement of any subsequent communication.

6.4.5 In cases of distress or urgency communications, in general, the transmissions by RTF should be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

6.5 RTF Distress Communications

Action by the Aircraft in Distress

6.5.1 In addition to being preceded by the distress signal MAYDAY the distress message shall:

(a) Be on the air-ground frequency in use at the time, and

(b) Consist of as many as possible of the following elements spoken distinctly and, if possible, in the following order:

  (i) name of the station addressed (time and circumstances permitting)

  (ii) identification of the aircraft

  (iii) nature of the distress condition

  (iv) intention of the pilot-in-command

  (v) present position, heading and height

Notes

If insufficient time exists for transmission of the entire message, priority is to be given to present position.

The above provisions may be supplemented by the following measures:

(a) Transmitting the distress message on the emergency frequency 121.5 MHz or another aeronautical mobile frequency likely to be heard in the area.

(b) Transmitting the distress message on the maritime mobile services RTF calling frequencies.

(c) Broadcasting the distress message, if time and circumstances make this course preferable.

(d) Using any means at the pilot's disposal to attract attention and make known the distress condition.

(e) Any other station taking any means at its disposal to assist an aircraft in distress.

(f) Any variation on the elements listed in items a) to e) when the transmitting station is not itself in distress, provided that such circumstances are clearly stated in the distress message.

The station addressed will normally be that station communicating with the aircraft or in whose area the aircraft is operating.

6.6 Imposition of Silence

6.6.1 The station in distress, or the station in control of distress traffic, shall be permitted to impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions to ”all stations” or to one station only, according to the circumstances. In either case it shall use:

(a) STOP TRANSMITTING

(b) the RTF distress signal MAYDAY

Note

The use of the above signals shall be reserved for the station in distress and for the station controlling distress traffic.

6.7 Action By All Other Stations

6.7.1 Distress communications have absolute priority over all other communications and a station aware of them shall not transmit on the frequency concerned unless:

(a) The distress is cancelled or the distress traffic is terminated.

(b) All distress traffic has been transferred to other frequencies.

(c) The station controlling communications gives permission.

(d) It has itself to render assistance.

6.7.2 Any station which has knowledge of distress traffic, and which cannot itself assist the station in distress, shall nevertheless continue listening to such traffic until it is evident that assistance is being provided.

6.8 Termination of Distress Communication and of Silence

6.8.1 When an aircraft is no longer in distress it shall transmit a message cancelling the distress condition. The distress communication and silence conditions shall be terminated by transmitting a message, including the words ”DISTRESS TRAFFIC ENDED”, on the frequency or frequencies being used for the distress traffic. This message shall be originated only by the station controlling communications when it is authorised to do so by the appropriate authority.

6.9 RTF Urgency Communication

Action by an Aircraft Reporting an Urgency Condition

6.9.1 In addition to being preceded by the urgency signal PAN PAN the urgency signal shall:

(a) Be on the air-ground frequency in use at the time, and

(b) Consist of as many as required of the following elements spoken distinctly and, if possible, in the following order:

  (i) name of the station addressed

  (ii) identification of the aircraft

  (iii) nature of the urgency condition

  (iv) intention of the pilot-in-command

  (v) present position, heading and height

  (vi) any other useful information

Notes

The above provisions may be supplemented by the following measures:

(a) Transmitting the urgency message on the emergency frequency 121.5 MHz or another aeronautical mobile frequency, if considered necessary or desirable.

(b) Transmitting the urgency message on the maritime mobile service RTF calling frequencies.

(c) Broadcasting the urgency message, if time and circumstances make this course preferable.

(d) Any variation on the elements listed in items b) (i) to (vi) when the transmitting station is not itself in an urgency condition, provided that such circumstances are clearly stated in the urgency message.

The station addressed will normally be that station communicating with the aircraft or in whose area the aircraft is operating.

6.10 Action by all Other Stations

6.10.1 Urgency communications have priority over all other communications except distress. All stations shall take care not to interfere with transmissions of urgency traffic.

6.11 Procedures for a Pilot-in-Command Observing a Distress Incident

6.11.1 When a pilot-in-command observes that either another aircraft or a surface craft is in distress, unless the pilot is unable, or in the circumstances of the case, considers it unreasonable or unnecessary, they shall:

(a) Keep the craft in distress in sight until no longer necessary or until no longer able to remain in the vicinity of the distress craft.

(b) If position is not known with certainty, take such action as will facilitate the determination of it.

(c) Report to the RCC or aeronautical station as much of the following information as is possible:

  (i) type of aircraft in distress, its identification and condition

  (ii) its position, expressed in geographical co-ordinates or in distance and true bearing from a distinctive landmark

  (iii) time of observation (in UTC)

  (iv) number of persons observed

  (v) whether the persons have been seen to abandon the craft in distress

  (vi) number of persons observed to be afloat, and

  (vii) apparent physical condition of survivors

(d) Act as instructed by the RCC.

6.11.2 If the pilot-in-command of the first aircraft to reach the place of the accident is unable to establish communication with an aeronautical station, that pilot should take charge of the activities of all other aircraft that arrive until handing control over to the aircraft best able to provide communication.

6.12 Procedures for a Pilot-in-Command Intercepting a Distress Message

6.12.1 Whenever a distress message is intercepted on radio by a pilot-in-command of an aircraft, other than a search aircraft, the pilot shall:

(a) If possible take a bearing on the transmission.

(b) Listen out and if no acknowledgement is heard, acknowledge receipt and relay the message to the appropriate aeronautical station by any means available.

(c) If necessary, exercise control of communications until the aeronautical station is able to take control.

(d) Plot the position of the craft in distress if given.

(e) At the pilot's discretion, while awaiting instructions, proceed to the position given in the distress message.

6.13 Non-radio Distress and Urgency Signals

6.13.1 In a distress situation, if radio is not available, any of the following distress signals may be used as an alternative means of obtaining assistance:

(a) Rockets or shells throwing red lights, fired one at a time or at short intervals.

(b) A parachute flare showing a red light.

6.13.2 In an urgency situation, if radio is not available, the following urgency signals may be used as an alternative:

(a) a succession of green pyrotechnic lights, or

(b) a succession of green flashes with signal apparatus.

6.13.3 In addition to the above, the following signals used either together or separately, mean that an aircraft wishes to notify difficulties which compel it to land without requiring immediate assistance:

(a) the repeated switching on and off of the landing lights, or

(b) the repeated switching on and off of the navigation lights, or

(c) a succession of white pyrotechnic lights.

6.13.4 If a forced landing has been made, every effort should be made to attract attention using the "Ground – Air Visual Signal Code" shown in Table GEN 3.6 - 2.

Table GEN 3.6 - 2
Ground/Air visual signal codes

NO	MESSAGE	CODE SYMBOL
1	Require assistance	
2	Require medical assistance	
3	No or negative	
4	Yes or affirmative	
5	Proceeding in this direction	

Instructions for use

(a) Make signals not less than 8ft (2.5m).

(b) Take care to lay out signals exactly as shown.

(c) Provide as much colour contrast as possible between signals and background.

(d) Make every effort to attract attention by other means such as radio, flares, smoke, reflected light.

6.14 Procedure for Directing a Surface Craft to a Distress Incident

6.14.1 When it is necessary for a pilot-in-command to direct surface craft to the place where an aircraft or a surface craft is in distress, the pilot should do so by transmitting precise instructions by any means available. If such precise instructions cannot be transmitted, they should be given by carrying out the following procedure:

(a) Circle the surface craft at least once.

(b) Cross the projected course of the surface craft close ahead at low altitude:

  (i) rocking the aircraft, or

  (ii) opening and closing the throttle, or

  (iii) changing the propeller pitch.

(c) Heading in the direction in which the surface craft is to be directed.

(d) Repeat these procedures until the surface craft acknowledges.

Note

Due to the high noise level on board surface craft, sound signals may be less effective than the visual signals and are regarded as an alternative means of attracting attention.

6.15 Current Maritime Signalling Procedures

6.15.1 For acknowledging receipt of signals:

(a) Hoisting of the "Code Pennant" (vertical red and white stripes) close up (meaning understood).

(b) Flashing of a succession of "T"s by signal lamp in the Morse Code.

(c) Changing of heading.

6.15.2 For indicating inability to comply:

(a) Hoisting of the international flag "N" (blue/white checks, 16 squares).

(b) Flashing a succession of "N"s in the Morse Code.

6.16 Procedure to Signify that Assistance from a Surface Craft is no Longer Required

6.16.1 When assistance of a surface craft is no longer required an aircraft should cross the wake of the surface craft close astern at low altitude:

(a) rocking the aircraft, or

(b) opening and closing the throttle, or

(c) changing the propeller pitch.

Note

Due to the high noise level on board surface craft, sound signals may be less effective than the visual signals and are regarded as alternative means of attracting attention.

7 Visual Inspections by ATS Unit

7.1 In certain situations the pilot in an emergency may request an ATS unit to conduct a visual inspection of the aircraft in-flight, e.g. undercarriage malfunction. Where available, ATS units will seek assistance from the operator's engineering staff or its handling agents for expert advice to the pilot. In the absence of such assistance ATS personnel will report their visual observations to the pilot. Such reports are for information only and do not constitute authoritative advice in any form whatsoever.

8 EMERGENCY LOCATOR TRANSMITTERS (ELT)

8.1 General

8.1.1 The essence of a successful search and rescue operation is the speed with which it can be accomplished. It must be presumed that in each incident there are survivors who need help and whose chances of survival diminish with every passing minute. Emergency location beacons facilitate rapid location of a distress incident by day and night and their carriage is compulsory in Samoa registered aircraft. These electronic, battery operated transmitters emit a distinctive downward swept audio tone on 121.5 MHz, 243 MHz or 406 MHz, depending on whether they are an Emergency Location Transmitter — Aircraft (ELT) or an Emergency Position Indicating Radio Beacon (EPIRB).

8.2 Emergency Activation

8.2.1 To prevent valuable air search time being wasted it is imperative that:

(a) Any emergency beacon that is not automatically activated is switched on as soon as possible after any emergency and **left on until rescue.** THE SWITCHING ON AND OFF OF ANY BEACON MAY WELL VOID A RADIO SEARCH PROCEDURE.

(b) In the event of all survivors leaving the crash scene the emergency beacon must be carried with them. The prime objective of the search is for the survivors, not the wreckage.

8.3 Emergency Location Transmitter Reporting Procedures

8.3.1 On receiving an ELT signal, a pilot shall report the following information to the nearest ATS unit:

(a) Aircraft position and time the signal was first heard.

(b) Aircraft position and time the signal was last heard.

(c) Aircraft position at maximum signal strength.

(d) Aircraft level, strength and frequency of emergency signal (121.5 MHz/243 MHz).

8.4 ELT Testing

8.4.1 Operational testing of beacons should, if possible, be carried out only in shielded areas under controlled conditions. False signals on the distress frequencies can interfere with actual distress transmissions as well as decrease the degree of urgency that should be attached to such signals. Aircraft operational testing is authorised on 121.5 MHz or 243 MHz as follows:

(a) Tests should be no longer than three audio sweeps.

(b) Tests shall be conducted ONLY within the time period made up of the first five minutes after every hour. Emergency tests outside of this time shall be co-ordinated with the nearest ATS unit. Airborne ELT tests are NOT permitted.

8.5 Inadvertent Activation

8.5.1 Inadvertent activation of emergency locator beacons has occurred on numerous occasions in Samoa. It can occur as a result of aerobatics, hard landings or accidental activation during aircraft servicing. To prevent transmissions due to inadvertent activation pilots-in-command shall:

(a) prior to engine shut down at the end of each flight, tune the aircraft receiver to 121.5 MHz (or 243 MHz if applicable) and listen for ELT signals, and

(b) if an ELT is heard, check the aircraft's beacon to determine whether it is the one in operation. If it is found that it has been activated, switch off immediately and report the occurrence to the nearest ATS unit.

Note

Maintenance may be required before an automatic activation is returned to the armed position.

Reminders to ensure that the ELT is switched off at the end of flights should be placed on the checklist or placards. Use of other effective reminders is encouraged.

To prevent inadvertent activation, batteries must be removed before a beacon is dispatched for maintenance.

Any case where inadvertent activation of an emergency location beacon is detected must be reported immediately to the nearest ATS unit in order that any SAR action, commenced as a result of the beacon transmissions, may be terminated.

9 AERODROME EMERGENCIES

9.1 Aerodrome Emergency Plan

9.1.1 The object of an Aerodrome Emergency Plan is to prepare an aerodrome to cope with an emergency occurring on or within the vicinity of the aerodrome. The plan sets out the procedures for co-ordinating the response of different aerodrome services and those agencies in the surrounding community that could be of assistance in an emergency.

9.1.2 Examples of the type of emergencies are:

(a) aircraft malfunctions

(b) sabotage, including bomb threats

(c) unlawfully seized aircraft

(d) dangerous goods occurrences

(e) building fires and natural disasters

9.1.3 Aerodrome Emergency Plans exist at Faleolo International Airport and Maota airport.

9.2 Procedures to Activate Aerodrome Emergency Services

9.2.1 The ATS unit on the aerodrome is responsible for alerting the emergency services, following a request from a pilot or when an aircraft is considered to be in any of the following emergency phases:

Local Standby Phase

9.2.2 When an aircraft approaching the aerodrome is known, or is suspected, to have developed some defect, but the trouble is not such as would normally prevent effecting a safe landing.

9.2.3 Declaration of the LOCAL STANDBY PHASE will bring the aerodrome-based emergency services to a state of readiness but, in general, although off-aerodrome components may be notified, they will remain at their posts.

Full Emergency Phase

9.2.4 When an aircraft approaching the airport is, or is suspected to be, in such trouble that there is danger of an accident.

9.2.5 Declaration of the FULL EMERGENCY PHASE will bring all facilities, both on the aerodrome and in the city or community, such as medical and ambulance services, Police and Fire Services, to a rendezvous point on the aerodrome. It will also alert the hospital to prepare for possible reception of injured and for road traffic control to be instituted along the route between the city and aerodrome to clear the way for emergency vehicles.

Aircraft Accident Phase

9.2.6 AIRCRAFT ACCIDENT ON AIRPORT or AIRCRAFT ACCIDENT OFF AIRPORT when an aircraft accident has occurred on or in the vicinity of the airport.

9.2.7 Declaration of the AIRCRAFT ACCIDENT PHASE will bring all facilities into immediate action.

9.2.8 When an emergency occurs in-flight and adequate communications exist, the pilot-in-command is responsible for advising the ATS unit accordingly and for nominating the desired state of readiness of the aerodrome emergency services.

9.2.9 If adequate communications with aircraft do not exist, the ATS specialist will assess the situation and bring the aerodrome emergency services to the state of readiness considered appropriate.

GEN 4 CHARGES FOR AERODROMES/ HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1 Aerodrome and Heliport Charges

1.1 General

1.1.1 The Samoa Airport Authority prescribes the charges for the landing and parking of aircraft. These charges are detailed in Table GEN 4.1 - 1.

1.2 Landing Charges

1.2.1 Landing charges in accordance with the following scale per one tonne (1,000kg) weight shall be charged and payable in respect of each landing at an aerodrome by an aircraft engaged in the carriage of passengers, cargo or mail.

Table GEN 4.1 - 1
Landing Charges

ALL AIRPORTS	
Under 50,000kg	$20.00 per 1000kg
Over 50,000kg	$25.00 per 1000kg

1.2.2 In calculating the landing charges in accordance with the per tonne scale set out in Table GEN 4.1 -1, the weight of the aircraft shall be the maximum permissible take-off weight of the aircraft as authorised by the Aicraft Flight Manual or the equivalent document, reckoned to the nearest 1,000kg.

2 Parking, Hangarage and Long-Term Storage of Aircraft

2.1 Period and Rates for Parking

2.1.1 Table GEN 4.1 - 2 lists the periods and rates for parking.

Table GEN 4.1 - 2
Period and Rates for Parking

BETWEEN 0 & 3 HOURS	BETWEEN 3 & 24 HOURS	24 HOURS AND OVER
FREE	$0.50 per 1000kg/ per hour	$1.00 per 1000kg/ per hour

2.1.2 For the purposes of the calculation of fees the weight of an aircraft shall be assessed as the maximum permissible take-off weight as authorised by the Aircraft Manual or other equivalent document reckoned to the nearest 1,000kg.

3 PASSENGER SERVICE CHARGES

3.1 General

3.1.1 The Passenger Service charge is $40.00.

3.1.2 The following passengers are exempt from paying the Passenger Service charge:

(a) Under 12 years old;

(b) Less than 24 hrs transit passengers.

4 SECURITY

4.1 General

4.1.1 Nil.

5 NOISE — RELATED ITEMS

5.1 General

5.1.1 Nil.

6 OTHER

6.1 General

6.1.1 $35.00 per movement if runway lights utilised (day or night).

7 EXEMPTIONS AND REDUCTIONS

7.1 Exemptions

7.1.1 The following may be exempted from the passenger service charge

(a) Diplomatic aircraft.

(b) Test or training flights.

(c) Aircraft engaged in flights of a humanitarian nature, including search and rescue flights.

(d) Emergency landings.

7.2 Reductions

7.2.1 Nil.

7.3 Surcharges

7.3.1 Nil.

7.4 Cargo

7.4.1 Nil.

8 METHODS OF PAYMENT

8.1 General

8.1.1 Cash payments should be made before departure for non-scheduled aircraft at the main office of the Samoa Airport Authority.

GEN 4.2 AIR NAVIGATION CHARGES

1 CHARGES

1.1 General

1.1.1 Nil.

2 EXEMPTIONS/REDUCTIONS

2.1 General

2.1.1 Nil.

3 METHODS OF PAYMENT

3.1 General

3.1.1 Nil.

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ENR 0.6 TABLE OF CONTENTS — ENR

Page No.

Page No.

Page No.

Page No.

Page No.

Page No.

Page No.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES AND PROCEDURES

1 General Rules

1.1 Introduction

1.1.1 The air traffic rules and procedures applicable to air traffic in Samoa territory conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services* applicable to aircraft and of the *Regional Supplementary Procedures* applicable to the PAC region, except for the differences noted in GEN 1.7.

2 ATC Separation

2.1 Provision of ATC Separation

2.1.1 Separation **IS** provided:

(a) between IFR flights in Class D airspace (except that separation is not provided by day in Class D airspace when flights have been cleared to climb or descend subject to maintaining own separation in VMC);

(c) between IFR and SVFR flights;

(d) between SVFR flights when the flight visibility is reported to be less than 5km; and

(e) between flights in the aerodrome traffic circuit at controlled aerodromes.

2.1.2 Separation **IS NOT** provided:

(a) between IFR flights in Class G airspace;

(b) between IFR and VFR flights in Class G airspace;

(c) between IFR and VFR flights in Class D airspace (traffic information concerning VFR flights will, however, be passed to IFR flights);

(c) between SVFR flights in Class D airspace when the flight visibility is reported to be 5km or greater; and

(d) between VFR flights except when in the aerodrome traffic circuit at controlled aerodromes.

Note

Flights operating outside controlled airspace are considered separated from flights within controlled airspace, except that flights entering or leaving controlled airspace shall be provided with separation from flights operating within controlled airspace while they are within an area of conflict.

The separation standards detailed in the following paragraphs are the minimum and may be increased, at the request of the pilot or by ATC, if considered necessary in the interests of safety.

In Class D airspace and in other circumstances as applicable, traffic information is passed when it is known that the relevant flights are or will be in such proximity as to be significant to each other. The provision of traffic information is not intended to relieve the pilot of the responsibility of continued vigilance to see and avoid other aircraft, but is intended to help visual surveillance by drawing attention to possible traffic.

Following the passing of traffic information, pilots may request traffic avoidance advice. The provision of traffic avoidance advice is intended to assist pilots but does not absolve them of the responsibility to avoid collision with other aircraft.

2.2 Vertical Separation

2.2.1 Vertical separation is achieved by requiring aircraft to fly at different levels separated by the following minima:

Below FL245

(a) 1,000ft, except 500ft between any two aircraft operating at 4500ft or below within controlled airspace, if both aircraft are either Medium (M) or Low (L) wake turbulence category and the lower aircraft is VFR or SVFR.

At or above FL290

(a) 2,000ft*****

(b) When climbing or descending, unless ATC has specified a climb/descent rate and/or time or place of commencement, pilots must initiate climb or descent promptly on acknowledgement of the clearance or advise ATC so that separation from other traffic will not be compromised. The change of level must be made at an optimum rate consistent with the normal operating performance and configuration characteristics of the aircraft to 1,000ft above/below the assigned level, then reduced as appropriate until assigned level is reached. At other times in climb or descent, pilots must advise ATC if they wish to level off at an interim level or substantially change the rate of climb or descent.

Note

***** Reduced vertical separation minima (RVSM) applies between FL290 and FL410 in the Auckland Oceanic FIR. For further information on vertical separation within the Auckland Oceanic FIR, refer to the AIP — New Zealand.

2.3 Horizontal Separation

2.3.1 Horizontal separation may consist of:

(a) longitudinal separation

(b) lateral separation

2.4 Longitudinal Separation

2.4.1 Longitudinal separation of aircraft is applied so that the spacing between the estimated positions of the aircraft concerned is never less than the prescribed minimum. This minimum will be expressed as a distance or time.

2.4.2 Longitudinal separation is achieved by requiring aircraft to depart at a specified time; to lose time to arrive over a specified location at a specified time; or to hold at a specified location until a specified time.

2.5 Lateral Separation

2.5.1 Aircraft are considered to be laterally separated provided their positions along track are outside an area known as the area of conflict. The area of conflict is established by applying the navigation tolerance for the navigation aid being used for track guidance plus a buffer area, to the two tracks. The point at which the buffer areas cease to overlap is termed the lateral separation point and is normally expressed as a distance from a DME station.

2.5.2 If DME is not available, entry to, or exit from an area of conflict may be determined by the passage of an aircraft over:

(a) a point beyond the lateral separation point determined by a radio navigation aid; or

(b) a point beyond the lateral separation point determined by visual reference (applicable only to an aircraft leaving an area of conflict by day in MET conditions suitable for flight by visual reference at the cleared level).

2.5.3 When two aircraft will enter an area of conflict, action will be taken by ATC in sufficient time to ensure that vertical or longitudinal separation exists before the second aircraft passes the lateral separation point on its route. Should doubt exist that an aircraft can reach its assigned altitude before lateral separation is lost, the pilot-in-command must confirm his/her ability to meet the terms of his/her clearance.

2.6 Geographical Separation

2.6.1 Nil.

2.7 Use of DME for Separation Purposes

2.7.1 ATC use of DME to establish or maintain horizontal separation is normally subject to the following:

(a) direct controller/pilot communication speech maintained;

(b) aircraft using same DME station; and

(c) DME station used for separation is on flight track.

3 Reduction in Separation Minima

3.1 Flights Maintaining Own Separation in VMC in Class D Airspace

3.1.1 When requested by the pilot, a controlled flight being operated in visual meteorological conditions (VMC) during the hours of daylight may be cleared to fly subject to maintaining own separation and remaining in VMC.

3.1.2 When a controlled flight is so cleared, the following will apply:

(a) The clearance is for a specified portion of the flight at or below 10,000ft AMSL during climb or descent to a clearly defined separation level, position or time.

(b) If there is a possibility that flight under VMC may become impracticable, an IFR flight will be provided with alternative instructions to be complied with in the event that flight in VMC cannot be maintained for the term of the clearance.

(c) On observing that conditions are deteriorating and considering that operation in VMC will become impossible, the pilot of an IFR flight must inform ATC before entering IMC and proceed in accordance with the alternate instructions given.

(d) Essential traffic information will be passed to all affected flights.

(e) Pilots of all flights which will be essential traffic must agree with the application of the procedure.

(f) The flights concerned must be on the same ATC frequency.

3.1.3 A clearance will be withheld where it is considered that other flights may be adversely affected or an orderly flow of traffic prejudiced.

3.1.4 The provision of vertical or horizontal separation by ATC is not applicable in respect of any specified portion of a flight cleared subject to maintaining own separation and remaining in VMC. It is the responsibility of the flight so cleared to ensure, that for the duration of the clearance, it is not operated in such proximity to other flights as to create a collision hazard.

3.2 Visual Separation

3.2.1 Standard vertical or horizontal separation may be reduced in the vicinity of aerodromes if:

(a) adequate separation can be provided by the aerodrome controller when each aircraft is continuously visible to this controller; or

(b) each aircraft is continuously visible to the pilot of the other aircraft concerned and the pilots thereof report that they can maintain their own separation; or

(c) in the case of one aircraft following another, the pilot of the succeeding aircraft reports that the other aircraft is in sight and separation can be maintained.

3.2.2 The acceptance of a clearance to "maintain own visual separation from" or to "follow" another aircraft is an acknowledgement that the pilot will keep the other aircraft continuously in sight and maintain adequate separation from that aircraft. When instructed to "maintain own visual separation from" or to "follow" another aircraft, the pilot is required to promptly advise ATC if there is a possibility of visual contact not being maintained, if visual contact is lost or if responsibility for the separation cannot be accepted for any reason.

3.3 Composite Visual Separation

3.3.1 Composite visual separation is the application of visual separation by an aerodrome controller in circumstances where only one aircraft is visible to the controller but both the position and the track of a conflicting aircraft are known and the application of geographical separation is not practicable.

3.3.2 Aerodrome control may use composite visual separation to separate an aircraft which is within the aerodrome traffic circuit, from another which is joining or leaving the aerodrome traffic circuit or transiting a control zone, clear of the aerodrome traffic circuit, but not in sight provided:

(a) the route and intentions of the aircraft which is not in sight are known and its position can be confirmed by radar or other means;

(b) instructions, when required, are issued to the aircraft in sight which will ensure that adequate separation is maintained.

3.3.3 The term adequate separation in this instance means the spacing required to maintain the safe operation of aircraft or to achieve runway separation without the need for sudden and violent manoeuvres.

4 PRIORITIES

4.1 General

4.1.1 Provided that safety is not jeopardised, traffic priorities shall be applied in the following order:

(a) An aircraft known or believed to be in an emergency situation, including unlawful interference.

(b) A multi-engined aircraft which has had an engine failure, whether or not an emergency has been declared.

(c) An aircraft with radio communication failure.

(d) An aircraft on an urgent mercy or ambulance flight, or any aircraft carrying sick or injured persons requiring urgent medical attention.

(e) An aircraft involved in Search and Rescue or a national disaster emergency shall be given priority as necessary.

(f) An aircraft transporting visiting Heads of State, Heads of Government, or other dignitaries visiting Samoa, or, when requested by the pilot, aircraft engaged in the transport of the President or Prime Minister.

(g) A landing aircraft shall generally have priority over a departing aircraft.

(h) Aircraft landing or taking off shall have priority over aircraft taxiing.

(i) An aircraft which is first able to use the manoeuvring area or desired airspace in the normal course of its operation shall be given priority, except:

  (i) where a more orderly traffic flow or a significant economic benefit for a number of other aircraft would result by deferring this priority;

  (ii) where a significantly greater economic penalty to another aircraft would result, e.g. by permitting a light aircraft to operate ahead of a large jet aircraft;

  (iii) as a general principle, aircraft in the climb phase should be given preference for routing against arriving aircraft of similar type which are operating at lower power settings with a lesser fuel penalty relating to additional track mileage;

(iv) flights requiring to operate in other than the normal pattern for operational rather than training reasons should be given the same priority as other flights, unless this introduces a complex traffic situation when approval to operate will be deferred;

(v) aircraft operating in the traffic pattern in general use shall be given priority over training aircraft desiring to operate in conflicting patterns;

(vi) where a training instrument approach has been approved, normal priority shall be given to the aircraft from the time it commences final approach;

(vii) where prior arrangement has been made for flight inspection checks and a priority has been predetermined.

Notes

Application of priorities includes priority for landing or take-off, use of airspace and required cruising levels.

Information concerning subparagraphs (d), (e), and (f) should where possible, be included in Section 8 of the International Flight Plan form.

5 Minimum Flight Altitudes

5.1 VFR

5.1.1 Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

(a) over the congested areas of cities, towns or settlements or over an open air assembly of persons at a height less than 1000ft above the highest obstacle within a radius of 2,000ft from the aircraft;

(b) above active or normally active volcanoes at a height less than 2,000ft;

(c) elsewhere other than as specified above, at a height less than 500ft above the ground or water.

5.2 IFR

5.2.1 Except when necessary for take-off or landing, or except when specifically authorised by the appropriate authority, an IFR flight shall be flown:

(a) over high terrain, in mountainous or volcanic areas, at an altitude which is at least 2,000ft above the highest obstacle within 5NM of the estimated position of the aircraft;

(b) elsewhere at an altitude which is at least 1,000ft above the highest obstacle located within 5NM of the estimated position of the aircraft.

Note

The estimated position of aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, taking into consideration the navigational information available to the pilot.

ENR 1.2 VISUAL FLIGHT RULES

1 GENERAL

1.1 Pilot Responsibilities

1.1.1 It is the responsibility of the pilot to take all possible measures to ensure the avoidance of collision with other aircraft, even when conducting the flight in accordance with an ATC clearance.

1.2 Limitations

1.2.1 Unless authorised by the appropriate ATS authority, VFR flights shall not be operated:

(a) above FL240;

(b) at transonic and supersonic speeds.

1.3 Air Traffic Control Service

1.3.1 VFR flights shall comply with the requirements of section 3.6 of ICAO Annex 2:

(a) when operated within Class D airspace;

(b) when forming part of the aerodrome traffic circuit at controlled aerodromes; or

(c) when operated as Special VFR flights.

1.4 Change of Flight Rules

1.4.1 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

(a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or

(b) when so required by section 3.3 of ICAO Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

1.5 Parachute Operations

1.5.1 Parachute operations within Samoa must be co-ordinated with:

Samoa Airport Authority
Private Bag
Faleolo International Airport
Apia
SAMOA

TEL (685) 23 201 or (685) 23 202
FAX (685) 24 281

AFTN NSFAYAYX

2 Position and Altitude Reporting Requirements

2.1 VFR Flights Entering Class D Airspace, With ATC in Attendance

2.1.1 Prior to entry, all VFR flights must establish RTF communication with the appropriate ATC unit, reporting position, intended route, height and destination. The flight must not enter until an ATC clearance is obtained and then must be conducted in accordance with such clearance.

2.2 VFR Flights Entering an Aerodrome Traffic Circuit

2.2.1 Aircraft shall:

(a) observe other aerodrome traffic for the purposes of avoiding a collision;

(b) unless otherwise authorised by ATC, conform with the aerodrome traffic circuit formed by other aircraft;

(c) perform a left-hand aerodrome traffic circuit when approaching for a landing and take-off unless;

(i) otherwise authorised by ATC; or

(ii) a right-hand aerodrome traffic circuit has been prescribed for aerodrome operations under Part 93.

2.3 Frequency Changes

2.3.1 When establishing contact and no position report is required, pilots must pass level details, giving the altitude or FL (state climbing or descending if not in level flight).

3 Clearance From Cloud and Visibility Requirements

3.1 General

3.1.1 Except when operating as a Special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table ENR 1.2 - 1.

Table ENR 1.2 - 1
VFR Meteorological Minima

	AIRSPACE CLASS		
	D	G	
		Above	at or below
		3,000ft AMSL or 1,000ft above terrain, whichever is higher	
FLIGHT VISIBILITY	8km at or above 10,000ft AMSL 5km below 10,000ft AMSL		2km
DISTANCE FROM CLOUD			
A) HORIZONTAL	2km	2km	Clear of clouds and in sight of ground or water
B) VERTICAL	1,000ft	1,000ft	

3.1.2 Except that helicopters may operate with a flight visibility below 1,500m clear of clouds and in sight of the ground or water, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstructions in time to avoid collision.

3.1.3 Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 3,000ft from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at an altitude or flight level appropriate to the track as specified in the tables of cruising levels.

3.1.4 Except when a clearance is obtained from an air traffic control unit to operate as a Special VFR flight, VFR flights shall not take-off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic circuit:

(a) when the ceiling is less than 1,500ft; or

(b) when the ground visibility is less than 5km.

3.1.5 VFR flights between ECT and MCT shall be conducted so that the aircraft is flown in conditions of ground visibility and distance from cloud equal to or greater than 16km and 3,000ft respectively; except that an ATC unit may authorise night training operations by radio equipped aircraft within the aerodrome traffic circuit to approved minima which shall not be less than ground visibility 5km and ceiling 1,500ft.

4 Position and Altitude Reporting Requirements

4.1 General

4.1.1 Position reports are used by ATS to permit the passing of flight or traffic information when necessary, to assist in the sequencing of traffic at controlled aerodromes and for SAR alerting purposes.

4.2 Enroute VFR Flights

4.2.1 VFR flights must maintain a listening watch on the appropriate frequency and must report position at intervals not exceeding 30 minutes. In the event of an aircraft being unable to establish contact within the stipulated period a position report is to be passed as soon as practicable.

4.2.2 Enroute position reports from aircraft operating VFR are to contain the following elements (as appropriate):

(a) Identification

  (i) radiotelephony callsign.

(b) Position

  (i) in relation to a significant geographical feature.

(c) Time

  (i) in minutes past the hour.

(d) Level

  (i) altitude or FL (state climbing or descending if not level flight).

(e) ETA

  (i) at destination or next landing point as appropriate.

(f) Route

  (i) to next significant position.

(g) Request clearance

  (i) to enter or transit class D airspace, if applicable.

5 AERODROME MET MINIMA FOR OPERATIONS IN CTR

5.1 General

5.1.1 Except when an ATC clearance is obtained to operate as a Special VFR flight, VFR flights must not take off from or land at an aerodrome within a CTR/D:

(a) when the ceiling is less than 1,500ft; or

(b) when the ground visibility is less than 5km.

5.2 MET Minima for Operation as VFR Flight by Night

5.2.1 Cloud ceiling 3,000ft and ground visibility 16km, except that an ATC unit may authorise night training operations by radio equipped aircraft within the aerodrome traffic circuit down to an approved minima which shall not be less than cloud ceiling 1,500ft and ground visibility 5km.

6 SPECIAL VFR FLIGHTS (SVFR)

6.1 Aerodrome Meteorological Minima

6.1.1 Meteorological minima for SVFR flights are shown in Table ENR 1.2 - 2.

Table ENR 1.2 - 2
VFR Aerodrome Meteorological Minima

DAY	
Ceiling	at least 600ft
Visibility	1,500m
Distance from cloud	Clear of cloud and in sight of ground or water

6.2 General

6.2.1 When traffic permits, an ATC unit may authorise an aircraft to operate in a CTR Class D as a SVFR flight provided that the flight is conducted clear of cloud, beneath a ceiling of 600ft, with a flight visibility of not less than 1,500m by day only and in accordance with the ATC clearance.

6.2.2 The pilot-in-command of an aircraft authorised to operate as a SVFR flight shall comply with instructions issued by the ATC unit.

6.2.3 Authorisation to operate as a SVFR flight does not absolve the pilot from compliance with the Civil Aviation Rules regarding minimum safe heights.

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ENR 1.3 INSTRUMENT FLIGHT RULES

1 RULES APPLICABLE TO ALL IFR FLIGHTS

1.1 Classification of IFR Flights

1.1.1 Flights to be classified as IFR flights are as follows:

(a) flights in instrument MET conditions;

(b) flights by night;

(c) flights to points more than 100NM from land;

(d) flights for which an IFR flight plan has been submitted; and

(e) such other flights as may be prescribed by the Director of Civil Aviation.

1.2 Responsibility of Pilot-in-Command

1.2.1 The Ministry of Works, Transport and Infrastructure, Samoa holds the pilot-in-command directly responsible for the avoidance of collision with other aircraft when flying in visual MET conditions while under IFR even though the flight is being conducted in accordance with ATC clearance.

1.3 Routing to Avoid Hazardous MET Conditions

1.3.1 When ATC is aware that hazardous MET conditions exist along the route or flight path of the aircraft, the pilot will be warned of such conditions and, where possible in controlled airspace, ATC will offer the pilot alternative routing to avoid such conditions.

1.3.2 When alternative routing is not available, or the pilot elects to proceed through the conditions, increased separation may be provided by ATC.

1.3.3 In Class D airspace the pilot of an aircraft wishing to detour around adverse weather must obtain clearance from ATC. This is necessary to ensure that horizontal separation is not infringed.

1.4 Aircraft Equipment

1.4.1 Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.5 Change from IFR Flight to VFR Flight

1.5.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled by using the phrase "CANCELLING IFR FLIGHT", and communicate the changes to be made to its current flight plan.

1.5.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

1.5.3 Within the Samoa Sector of the Auckland Oceanic FIR, flights must be conducted in accordance with the instrument flight rules (even if not operating in instrument meteorological conditions), when operating more than 100NM seawards from the shoreline in controlled airspace.

2 Rules Applicable to IFR Flights Within Controlled Airspace

2.1 IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

2.1.1 An IFR flight operating in level cruising flight in controlled airspace shall be flown at a cruising level, or if authorised to employ cruise climb techniques, between two levels or above a level, selected from:

(a) the tables of cruising levels in Table ENR 1.7 - 3 or

(b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL410,

except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication (AIP).

3 Rules Applicable to IFR Flights Outside Controlled Airspace

3.1 Cruising Levels

3.1.1 An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:

(a) the tables of cruising levels in Table ENR 1.7 - 3, except when otherwise specified by the appropriate ATS authority for flight at or below 3,000ft above mean sea level; or

(b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL410.

Note

This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

4 COMMUNICATIONS, POSITION REPORTS AND TRAFFIC INFORMATION OUTSIDE CONTROLLED AIRSPACE

4.1 General

4.1.1 An IFR flight operating outside controlled airspace but within or into areas or along routes designated by the appropriate ATS authority shall maintain a listening watch on the appropriate radio frequency and establish two-way communications, as necessary, with the air traffic services unit providing flight information service.

4.2 Position Reports

4.2.1 The pilot of an IFR flight operating outside controlled airspace is required to:

(a) maintain a listening watch on the appropriate radio frequency; and

(b) establish two-way communication as necessary with the ATS unit providing flight information; and

(c) report:

- (i) taxiing at unattended aerodromes
- (ii) departure time as soon as practicable after departure from an unattended aerodrome
- (iii) position enroute at intervals not exceeding 30 minutes
- (iv) when changing level
- (v) prior to entering controlled airspace
- (vi) prior to commencing an instrument approach at an unattended aerodrome
- (vii) joining the aerodrome traffic circuit at an unattended aerodrome
- (viii) after landing at unattended aerodromes

4.3 Position Reporting at AFIS Aerodromes

4.3.1 There are no aerodromes with AFIS in Samoa.

4.4 Position and Altitude Reporting — IFR Flights Entering an Aerodrome Traffic Circuit at Unattended Aerodromes

General

4.4.1 IFR flights are not permitted to enter an uncontrolled aerodrome traffic circuit in Samoa.

4.5 Separation of IFR Flights Outside Controlled Airspace

4.5.1 When a flight is being conducted under IFR outside controlled airspace, the pilot-in-command is responsible for maintaining separation from other traffic.

4.5.2 To assist pilots in providing their own separation from other traffic, the appropriate ATS unit will, in addition to passing collision hazard information as part of a FIS, on request from the pilot pass information on the movement of other IFR flights in the area:

(a) prior to departure;

(b) prior to level change;

(c) prior to vacating controlled airspace;

(d) enroute as required;

(e) prior to commencing an instrument approach.

4.5.3 The phrase "NO REPORTED IFR TRAFFIC" will be used when no IFR flights are known to be in the area.

4.5.4 Pilots departing from unattended aerodromes may obtain traffic information from Faleolo ATS.

4.5.5 Information on the movement of other IFR flights will include information on IFR flights operating in the vicinity of the track of the aircraft concerned at the same level or at level through which the aircraft will pass.

4.5.6 Pilots operating to/from Pago Pago shall:

For departures:

(a) Contact Faleolo Approach on VHF 118.1 MHz for traffic information and advise intentions;

(b) Pilots shall be issued ATC clearance to enter controlled airspace with a specified entry condition (via route or waypoint);

(c) It is the responsibility of the pilot to ensure that upon entry into the CTA the aircraft shall be established on track as specified in the route clearance;

(d) In a situation of multiple departures, entry into the CTA will be controlled. Succeeding departing aircraft will be instructed to remain outside controlled airspace until a minimum separation standard is achieved;

(e) For awareness purposes, all aircraft shall monitor and broadcast intentions on VHF 122.9 MHz.

For arrivals:

(a) Faleolo Approach will not issue IFR approach clearances;

(b) If requested aircraft may be cleared directly to initial and intermediate approach fixes and issued descent clearance to 4000ft AMSL. Aircraft will be issued clearance to leave the CTA at this point and given known aircraft movement in uncontrolled airspace;

(c) In the event of successive arrivals, Faleolo may require aircraft to hold at or above 5000ft AMSL at a DME distance from TUT until such time as a preceding aircraft has completed its approach and is assured of effecting a normal landing;

(d) For awareness purposes, all aircraft shall monitor and broadcast intentions on VHF 122.9 MHz.

Departure versus arrivals

(a) Dependent on aircraft movement, exit/entry into/from Pago Pago will be controlled with issuance of entry/exit via specific waypoints or instructed to remain outside the CTA until a minimum separation standard is achieved.

4.6 Position and Altitude Reporting Enroute

Domestic IFR Flights

4.6.1 Pilots must report position:

(a) when over each designated compulsory reporting point, or if the route is not defined by reporting points, at intervals not exceeding 30 minutes;

(b) prior to entry into controlled airspace;

(c) at other times when so requested by ATS.

4.6.2 In addition, pilots must report reaching and leaving assigned levels (selected levels if outside controlled airspace).

4.6.3 Position reports must contain the following information in the order listed:

(a) Identification

(i) report radio callsign shown in the flight plan.

(b) Position

(i) use the identification of the navigation aid or name of reporting point over which the report is being made; or

(ii) report DME distance from the ATC nominated navigation aid; or

(iii) prefix the name of the reporting point by the word ”abeam” when not immediately overhead the reporting point; or

(iv) report bearing and distance from a significant geographical feature or navigation aid; or

(v) if the position cannot be defined as above, report position in latitude and longitude.

(c) Time

(i) Reporting time in minutes past the hour. The time reported must be the actual time of the aircraft at the position and not the time of transmission.

(d) Flight Level or Altitude

(i) Report FL or altitude to the nearest 100ft. In addition, if climbing or descending report “CLIMBING TO” or “DESCENDING TO” as appropriate and the level the aircraft is climbing or descending to.

(e) Next Position and Time Over

(i) State the position at which the next report will be made and estimated time over the position in minutes past the hour.

(f) ETA

(i) When the route is outside controlled airspace and not defined by designated reporting points, include ETA at the aerodrome of first intended landing, expressed in hours and minutes.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1 Classification of Airspaces

1.1 General

1.1.1 ATS airspaces in Samoa Sector of the Auckland Oceanic FIR are classified and designated in accordance with the following:

1.2 Class D — CTR and CTA

1.2.1 IFR and VFR flights are permitted and all flights are subject to air traffic control service. IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

1.3 Class G — Elsewhere

1.3.1 IFR and VFR flights are permitted and receive flight information service if requested.

1.3.2 The requirements for the flights within each class of airspace are as shown in Table ENR 1.4 - 1.

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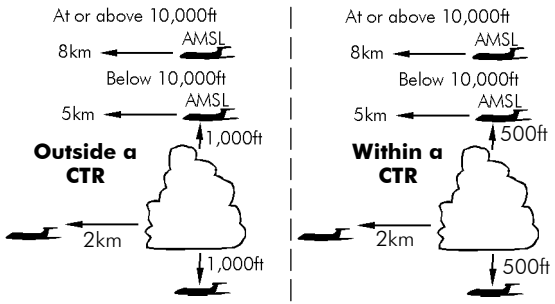
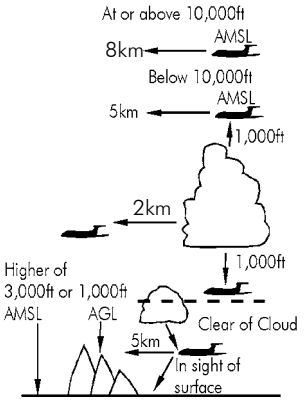
Table TNR 1.4 - 1
Airspace Classification Table

		CONTROLLED AIRSPACE	UNCONTROLLED AIRSPACE
AIRSPACE CLASSIFICATION		**D**	**G**
I F R	SERVICES	Air Traffic Control Service including traffic information about VFR flights (and traffic avoidance advice on request)	Flight information service
	SPEED LIMITATIONS	Max 250kt below 10,000ft AMSL	Max 250kt below 10,000ft AMSL
	RADIO	Yes	Yes
	CLEARANCE	ATC Yes	Not required
	SEPARATION	IFR from IFR, SVFR, VFR IFR from VFR at night VFR from IFR at night SVFR from SVFR when flight visibility is less than 5km	Not provided
V F R	SERVICES	Air Traffic Control Service including traffic information between VFR/IFR and VFR/VFR flights (and traffic avoidance advice on request)	Flight information service
	VMC MINIMA		
	SPEED LIMITATIONS	Max 250kt IAS below 10,000ft AMSL	Max 250kt IAS below 10,000ft AMSL
	RADIO	Yes	Yes
	CLEARANCE	ATC Yes	Not required

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ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1 HOLDING

1.1 General

1.1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS).

1.1.2 The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol. I of the PANS-OPS. Holding speeds are shown in Table ENR 1.5 - 1.

Table ENR 1.5 - 1
Maximum IAS for Holding Patterns

<table>
<tr><th rowspan="2">FLIGHT LEVEL (FL)</th><th rowspan="2">CATEGORY A AND B AIRCRAFT</th><th colspan="2">JET AIRCRAFT</th></tr>
<tr><th>NORMAL CONDITIONS</th><th>TURBULENCE CONDITIONS</th></tr>
<tr><td>Up to FL140 inclusive</td><td>170kt</td><td>230kt</td><td rowspan="3">280kt or 0.80M, whichever is less</td></tr>
<tr><td>Above FL140 to FL200 inclusive</td><td colspan="2">240kt</td></tr>
<tr><td>Above FL200 to FL340 inclusive</td><td colspan="2">265kt</td></tr>
<tr><td>Above FL340</td><td colspan="3">0.83M</td></tr>
</table>

1.1.3 The speed of 280kt (0.80M) reserved for turbulent conditions should be used for holding only after prior clearance with ATC. The ATC clearance may include a requirement for an increase in the minimum holding altitude.

1.1.4 Aircraft unable to comply with the above speed restrictions are to advise ATC and request clearance for holding at an acceptable speed. This may result in an ATC requirement for an increase in the minimum holding altitude.

1.1.5 All turns are to be made at a bank angle of 25 degrees, or a rate of 3 degrees per second, whichever requires the lesser bank.

2 Standard Holding Pattern

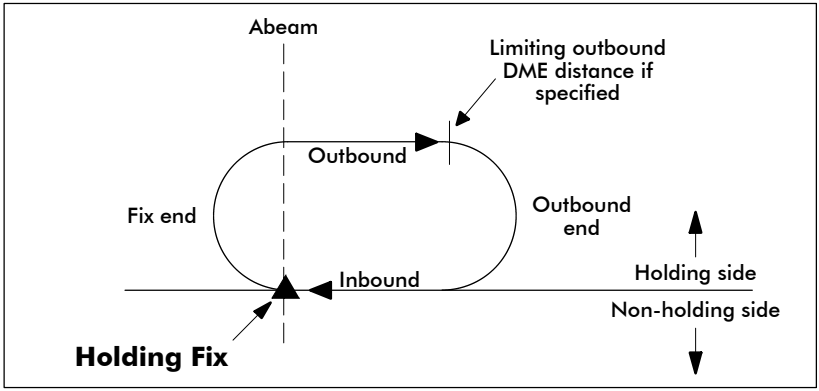
2.1 General

2.1.1 Outbound timing begins at the end of turn or abeam the fix, whichever occurs later.

2.1.2 All procedures depict tracks and pilots should attempt to maintain the track by making allowance for known wind by applying corrections both to heading and timing during entry and while flying in the holding pattern.

2.1.3 If the outbound leg length is based on a DME distance the outbound leg terminates as soon as the limiting DME distance is attained. The standard holding pattern is shown in Figure ENR 1.5 - 1.

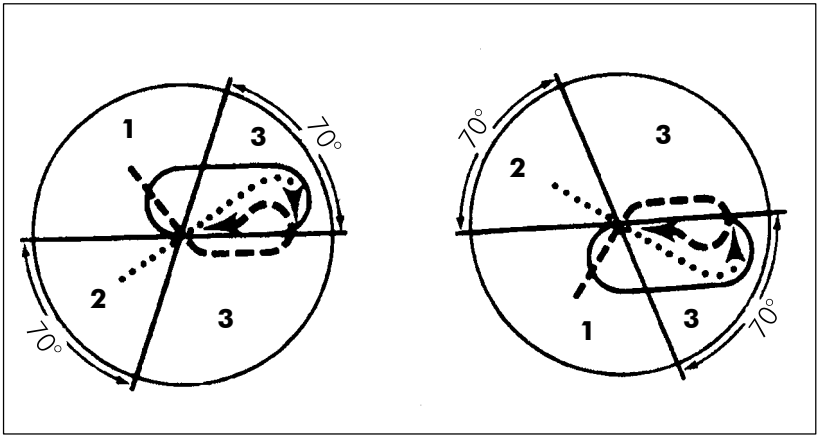
Figure ENR 1.5 - 1
Standard Holding Pattern



2.2 Entry Procedures

2.2.1 The entry into the holding pattern must be according to heading in relation to the three entry sectors shown in Figure ENR 1.5 - 2, recognising a zone of flexibility of 5° on either side of sector boundaries. In the case of holding on a VOR/DME fix the entry track is limited to either the VOR radial or DME arc.

Figure ENR 1.5 - 2
Holding Pattern Entry Sectors



ENR - 1

Sector 1 Procedure (Parallel Entry)

2.2.2 Having reached the fix, the aircraft is turned onto an outbound heading for the appropriate period of time or until reaching the DME limiting outbound distance, if published, then:

(a) the aircraft is turned onto the holding side to intercept the inbound track or to return to the fix; and then

(b) on second arrival over the holding fix, the aircraft is turned to follow the holding pattern.

Sector 2 Procedure (Offset Entry)

2.2.3 Having reached the fix, the aircraft is turned onto a heading to make good a track making an angle of 30° from the reciprocal of the inbound track on the holding side, then:

(a) the aircraft will fly outbound:

(i) for the appropriate period of time, or

(ii) until the appropriate limiting DME distance is attained, where distance is specified; then

(b) the aircraft is turned to intercept the inbound holding track; then

(c) on second arrival over the holding fix, the aircraft is turned to follow the holding pattern.

Sector 3 Procedure (Direct Entry)

2.2.4 Having reached the fix the aircraft is turned to follow the holding pattern.

DME Arc Entry

2.2.5 Having reached the fix the aircraft is required to enter the holding pattern in accordance with either the Sector 1 or Sector 3 entry procedure.

Time/Distance Outbound (Sector 1 and 2 Procedures)

2.2.6 The still time for flying the outbound entry heading should not exceed one minute if at FL140 or below, or one and a half minutes if above FL140. Where DME is available, the length of the outbound leg may be specified and flown in terms of distance instead of time.

2.3 Holding Procedures and Time — Still Air Conditions

2.3.1 Having entered the holding pattern, on the second and subsequent arrivals over the fix the aircraft is turned to fly the outbound track.

(a) Continue outbound:

(i) For one minute if at FL140 or below or for one and a half minutes if above FL140, or

(ii) until the appropriate limiting DME distance is attained, where distance is specified; then

(b) turn so as to realign the aircraft on the inbound track.

2.4 Holding Procedures and Timing — Wind Effect

2.4.1 Due allowance must be made by the pilot in heading and timing to compensate for the effects of wind to ensure the inbound track is regained before passing the holding fix inbound. In making these corrections full use should be made of the indications available from the aid and estimated or known wind. The limiting DME distance always terminates the outbound leg.

2.5 Holding Procedures and Timing — Departing the Pattern

2.5.1 When clearance is received specifying the time of departure from the holding point, the pilot should adjust the pattern within the limits of the established holding procedure in order to leave the holding point at the time specified.

2.6 Obstacle Clearance — Holding Area

2.6.1 The holding area includes the basic holding area and the entry area:

(a) The basic holding area at any particular altitude is the airspace required at the altitude to encompass a standard holding pattern based on the allowances for the aircraft speed, wind effect, timing errors, holding fix characteristics, etc.

(b) The entry area includes the airspace required to accommodate the specified entry procedures.

2.7 Obstacle Clearance — Buffer Area

2.7.1 The buffer area is the area extending 5NM beyond the boundary of the holding area within which the height and nature of obstacles are taken into consideration when determining the minimum holding altitude usable in the holding pattern associated with the holding area.

2.8 Obstacle Clearance — Minimum Holding Altitude

2.8.1 The minimum permissible holding altitude will be based initially on a clearance of at least 1,000ft above obstacles in the holding area. The minimum value is increased over areas designated as mountainous terrain.

2.9 Precautionary Holding

Phraseology and Procedures

2.9.1 To facilitate the provision of procedurally conflict-free flight paths, precautionary holding instructions may be issued to enroute and arriving flights.

2.9.2 The following phraseology and procedures will be used for domestic operations (standard holding instructions will be issued to international flights).

Phraseology

2.9.3 Examples:

(a) ”Descend to FL130 precautionary hold Sea Horse”

(b) ”Maintain 7,000ft precautionary hold 25 DME”

Procedure

2.9.4 The precautionary hold:

(a) May be cancelled prior to the aircraft reaching the designated holding point: “Cancel hold 25 DME”

(b) If not cancelled, will mean the aircraft must join the designated pattern with an expected onward clearance time/expected approach time of ATA over the REP plus five minutes.

2.9.5 Onward clearance will be given within the five minutes or a new clearance will be issued.

Note

Although the hold may often be cancelled prior to reaching the aid, cancellation must not be anticipated and normal preparatory action to join the holding pattern must be taken.

3 ARRIVING FLIGHTS

3.1 General

3.1.1 Traffic above FL245 entering the Samoa Sector of the Auckland Oceanic FIR arriving at Faleolo can expect descent clearance when traffic permits to FL250 from Auckland Oceanic on HF/VHF. Contact instructions will be passed on HF prior to FL250.

3.1.2 Traffic below FL245 entering the Samoa Sector of the Auckland Oceanic FIR from adjacent airspace, will be advised by ATS on HF contact instructions prior to the boundary. Faleolo will provide air traffic services below FL245 outside controlled airspace within the Samoa Sector of the Auckland Oceanic FIR during hours of watch. Auckland Oceanic will be responsible for the provision of air traffic services at any time when Faleolo Tower is off watch.

3.1.3 To facilitate the provision of procedurally conflict-free flight paths, precautionary holding instructions may be issued to enroute and arriving flights.

3.1.4 The precautionary hold instruction may be cancelled prior to the aircraft reaching the designated holding point; however, cancellation must not be anticipated and normal preparatory action to join the holding pattern must be taken. If not cancelled, the aircraft must join the designated holding pattern with an expected onward clearance time of ATA over the REP plus 5 minutes.

3.1.5 Onward clearance will be given within 5 minutes of ATA over the REP or a new onward clearance time will be issued.

3.1.6 ATC will advise the pilot of an IFR flight the ATC preferred type of approach.

3.1.7 Pilots should advise ATC as soon as possible if the nominated approach is not acceptable and advise their intentions.

3.2 Aircraft Speed Restrictions

3.2.1 In order to facilitate the control of aircraft, general speed restrictions are applied in the vicinity of aerodromes and during procedural manoeuvres. Such restrictions are applied to conserve airspace, improve separation and facilitate procedural arrivals and departures.

3.2.2 Aircraft speed shall not exceed 250kt IAS below 10,000ft AMSL.

4 Approach Procedures

4.1 The Instrument Approach Procedure

4.1.1 This term is used to describe a series of predetermined manoeuvres for the orderly transfer of an aircraft under instrument flight conditions from the arrival segment of the approach to a landing, or to a point from which a landing can be made.

4.2 Instrument Approach Fixes

4.2.1 Where positive fixes are available on an instrument approach procedure, either by DME, NDB, VOR or Marker, they may be designated to identify the segment to be commenced. These are:

(a) initial approach fix (IAF)

(b) intermediate approach fix (IF)

(c) final approach fix (FAF) or final approach point

(d) missed approach point (MAPt)

4.3 Instrument Approach Segments

4.3.1 An instrument approach procedure may be divided into five separate segments as detailed below. Depending on the type of procedure, all of the first three segments need not necessarily be established.

Arrival Segment

4.3.2 That segment of an instrument approach procedure that connects the enroute phase to an initial approach fix. An arrival segment may consist of published arrival routes.

Initial Approach Segment

4.3.3 That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or where applicable, the final approach fix or point. (The final approach point is the intersection of the normal glide path and the minimum altitude specified for the previous segment.) The initial approach segment includes any DME arc or reversal procedure.

Intermediate Approach Segment

4.3.4 That segment of an instrument approach procedure between either:

(a) the intermediate approach fix and the final approach fix or point; or

(b) the end of a reversal or dead reckoning track procedure and the final approach fix or point as appropriate.

Final Approach Segment

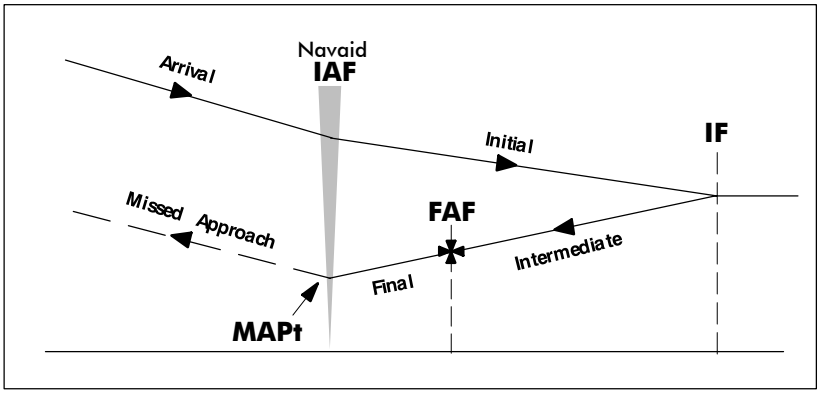
4.3.5 That segment of an instrument approach procedure in which alignment and descent for landing are accomplished. It begins at the final approach fix or point and ends at the missed approach point.

Missed Approach Segment

4.3.6 That segment of an instrument approach between the missed approach point and a specified altitude or point. (The missed approach point is that point at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.)

4.3.7 Figure ENR 1.5 - 3 shows the typical segments and fixes that may be specified on a tear-drop instrument approach procedure.

Figure ENR 1.5 - 3
Tear-drop Approach Segments



4.4 Procedure Speeds

4.4.1 As shown in Table ENR 1.5 - 2, a specified range of landing speeds for each category of aircraft has been assumed for use in calculating airspace and obstacle clearance requirements for each procedure. An aircraft may use a higher category provided that:

(a) the minima and restrictions for the higher category are authorised and complied with; and

(b) ATC has been advised.

4.4.2 For further information on aircraft approach categories see paragraph 4.7.

Table ENR 1.5 - 2
Speeds for Procedure Calculations

CAT	V_{at}	RANGE OF SPEEDS FOR INITIAL APPROACH	RANGE OF SPEEDS FOR FINAL APPROACH	MAXIMUM SPEED FOR CIRCLING APPROACH	MAXIMUM SPEED FOR MISSED APPROACH #
A	Less than 91kt	90 – 150kt (110kt*)	70 – 100kt	100kt	110kt
B	91kt or more but less than 121kt	120 – 180kt (140kt*)	85 – 130kt	135kt	150kt
C	121kt or more but less than 141kt	160 – 240kt	115 – 160kt	180kt	240kt
D	141kt or more but less than 166kt	185 – 250kt	130 – 185kt	205kt	265kt

Notes

V_{at} — speed at threshold based on 1.3 x V_s in the landing configuration at maximum certified landing weight

* — Maximum speed for reversal procedures

— unless otherwise specified on instrument approach chart

4.5 Minima

Non-Precision Approach

4.5.1 Straight-in and circling minimum descent altitude (MDA) is a specified altitude below which descent may not be made without visual reference. When visual reference has been established on a circling approach, descent below MDA is at the discretion of the pilot provided that:

(a) visual reference can be maintained throughout the circling approach; and

(b) the landing threshold or approach lights or other marking identifiable with the approach end of the runway are visible; and

(c) the required obstacle clearance can be maintained to a position from where the remaining flight path distance to the intended touch-down point will allow a constant rate of descent.

4.5.2 MDA ensures compliance with the required obstacle clearance criteria and where applicable it includes a margin based on operational considerations of ground and airborne equipment characteristics, aircraft performance, meteorological conditions, aerodrome characteristics, location of guidance aids relative to the runway and mountainous terrain. Operators may wish to increase the MDA to account for pilot qualifications and experience.

Note

For a straight-in approach, the angle formed by the final approach track on the runway centreline may be as much as 30 degrees.

Precision Approach

4.5.3 Decision Altitude (DA) is a specified altitude in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

4.5.4 The required visual reference means that section of the visual aids, or of the approach area, which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position in relation to the desired flight path.

4.5.5 Decision altitude ensures compliance with the appropriate obstacle clearance criteria and where applicable, includes a margin based on operational considerations of ground and airborne equipment characteristics, aircraft performance, meteorological conditions, aerodrome characteristics and altimetry. Operators may wish to increase the DA to account for pilot qualifications and experience.

4.6 Application of Minima

Minimum Descent Altitude (MDA)

4.6.1 If at MDA any element of the aerodrome meteorological minima is below that prescribed, the pilot is to maintain MDA until not later than the designated missed approach point is reached and then initiate the missed approach procedure.

Decision Altitude (DA)

4.6.2 If at DA the required visual reference to continue the approach has not been established, the pilot must initiate the missed approach procedure immediately.

4.7 Aircraft Approach Categories

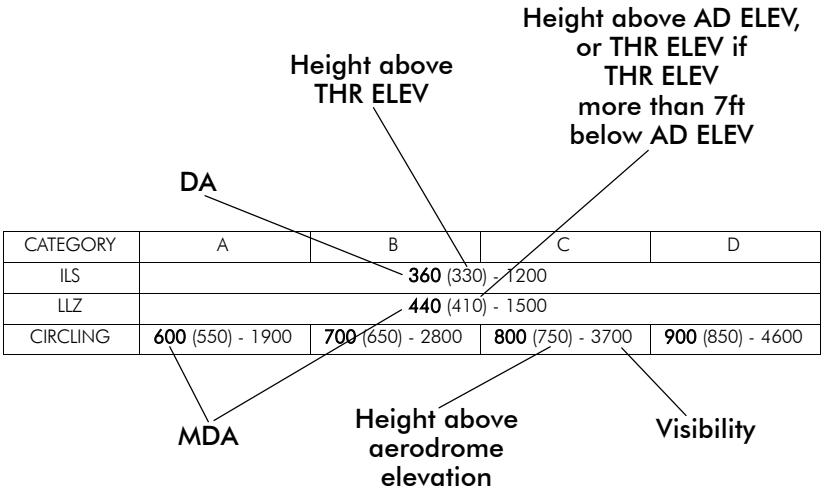
4.7.1 IFR straight-in and circling to land minima are depicted on Instrument Approach Charts in accordance with ”Aircraft Approach Categories”.

4.7.2 There are four aircraft approach categories published in Samoa under ICAO PANS OPS II Criteria which cater for ranges of speeds in terms of $1.3V_S$, where V_S is stall speed in the landing configuration at maximum certificated landing weight. A list of common aircraft types in accordance with their category is shown in Table ENR 1.5 - 3.

Table ENR 1.5 - 3
Aircraft Category

CATEGORY 1.3VS (KNOTS IAS)		AIRCRAFT TYPES
A	Less than 91kt	Cessna 402, Piper Seneca, Britten Norman Islander, DHC6, PA31, Navajo
B	91kt or more but less than 121kt	Fokker F27, BA HS748, Cessna 421, ATR 72, Metro III, Saab 340, Bandeirante, DH8A
C	121kt or more but less than 141kt	B737 Series, B727 Series, BAe 146, B767-200, Airbus 318, 319, 320, 321
D	141kt or more but less than 166kt	B747-200 Series, MD11, B767-300
ATC must be notified whenever an aircraft is to be operated at different category to that contained in the above table.		

4.8 Landing Minima Format



4.9 Instrument Approach Procedure Timing

Tear-drop procedures

4.9.1 To ensure that the obstacle clearance margins are not infringed, no increase in the instrument approach procedure outbound time or outbound DME distance is authorised, except that where aircraft are operated on the outbound leg of the tear-drop instrument approach procedure at indicated air speeds significantly lower than the maximum authorised for the procedure, the outbound timing may be adjusted in accordance with Table ENR 1.5 - 4.

Table ENR 1.5 - 4
Instrument Approach Procedure — Timing Adjustment

PROCEDURE TIMING SHOWN ON CHART	MODIFIED PROCEDURE TIMING RELATED TO AIRCRAFT APPROACH SPEED (IAS)	
	91 – 110kt	70 – 90kt
2 minutes	2.5 minutes	3 minutes
3 minutes	4 minutes	4.5 minutes

4.9.2 Outbound time or DME distance may be shortened, provided that the wind velocity at the relevant altitudes has been confirmed by an immediately preceding instrument approach to the effect that minimum altitude may be reached at an acceptable descent rate during final approach.

4.10 Position Reporting During Instrument Approach at a Controlled Aerodrome

4.10.1 Unless otherwise instructed by ATC, aircraft cleared to make an instrument approach must report:

(a) When overhead the navigation aid prior to commencing reversal turn.

(b) When overhead the navigation aid outbound commencing initial approach.

(c) When established on DME arc.

(d) When commencing procedure or base turn leading to intermediate/final approach.

(e) When established on intermediate/final approach.

(f) When the ground or water becomes continually visible and flight by instruments is no longer required (i.e."Visual").

(g) When commencing missed approach.

4.11 Visual Approach — Controlled Airspace

4.11.1 IFR flights in controlled airspace may be cleared for visual approaches provided the pilot:

(a) specifically states "REQUEST VISUAL APPROACH", and

(b) can maintain visual reference to the terrain, and

(c) the reported ceiling is not below the approved initial approach level for the aircraft so cleared; or

(d) the pilot reports, at the initial approach level or at any time during the instrument approach procedure, that the meteorological conditions will permit a visual approach and that there is a reasonable assurance that the landing can be accomplished.

4.11.2 An aircraft operating under IFR and making a visual approach remains an IFR flight and is subject to ATC clearances for the purpose of providing separation.

4.11.3 When cleared by ATC for a visual approach, further descent is unrestricted except when a specific restriction or requirement is included with the clearance for a visual approach or is included in a subsequent clearance. Any ATC altitude restriction remains in force until specifically cancelled. As well, ATC may require a pilot to position by reference to geographic features.

4.11.4 ATC may nominate a visual approach by day only, when the visibility is at least 16km and the ceiling is at least 1,000ft above the applicable instrument approach procedure commencement altitude.

4.11.5 If visual reference to terrain is established before completion of an instrument approach procedure, the entire procedure must nevertheless be executed, unless the pilot requests and is cleared for a visual approach.

4.11.6 For a visual approach at night, it is essential that the pilot has the runway lights in sight. Sighting only of the aerodrome beacon, REIL's, circling guidance lights or approach lights is insufficient.

4.12 Visual Approach — Uncontrolled Airspace

4.12.1 Pilots in uncontrolled airspace may carry out a visual approach provided the pilot has the aerodrome in sight, can maintain visual reference and:

(a) the ceiling is not below the initial approach level; or

(b) the pilot has reasonable assurance at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions will permit a visual approach and landing to be accomplished.

4.13 Visual Reference — Descent Below Minimum Altitude or Minimum Descent Altitude

4.13.1 Pilots carrying out an instrument approach may continue descent below minimum altitude, minimum descent altitude or decision altitude, provided:

(a) by day, continuous visual reference with the ground along the flight path has been established and can be maintained; and

(b) by night, the circling guidance lighting and/or approach lighting and aerodrome lighting is in sight and can be maintained.

(c) the visibility is equal to or greater than that prescribed for the procedure; and

(d) the aircraft is in a position from which a descent to a landing on the intended runway can be made using normal manoeuvres and descent rates to the touchdown zone.

5 DEPARTING FLIGHTS

5.1 General

5.1.1 Aircraft departing from Faleolo for levels above FL245 can expect their ATC clearance via Faleolo Tower prior to start. HF contact instructions will be passed on by Faleolo Tower after departure. During hours of watch Faleolo will provide air traffic services below FL245 outside controlled airspace within the Samoa Sector of the Auckland Oceanic FIR.

5.1.2 Detailed instructions with regard to routes, turns, etc. may be issued prior to or after take-off.

5.1.3 Published departure procedures provide routing to avoid most high terrain which may be relatively close to the aerodrome. Where this is not possible, minimum set heading altitudes or visual segments will be prescribed. In emergency circumstances, however, terrain clearance cannot be guaranteed under all conditions of operation, due to aircraft performance.

5.1.4 The pilot-in-command must consider the one engine inoperative climb performance of the aircraft in relation to the height of terrain over which the climb is planned. Where adequate terrain clearance in IMC under the ambient conditions cannot be ensured it must be determined before departure that, in the event of engine failure prior to reaching MSA, or the level acceleration altitude, adequate action can be taken to protect the aircraft. It is expected that this action will normally involve a turn to climb out over the sea until either MSA is reached or approval is granted for a re-join for approach and landing.

5.1.5 Departure procedures may consist of:

(a) A standard instrument departure procedure (SID).

(b) Departure climbing above DME steps.

(c) By day only, having due regard to prevailing MET conditions, a visual departure maintaining own terrain clearance to route MSA or set heading point and altitude.

(d) A specified track.

5.1.6 Aircraft are to intercept the specified departure track by the shortest practical means after take-off, unless otherwise promulgated in the appropriate departure procedure.

5.1.7 Where no departure procedures are promulgated for a route, the pilot-in-command is to ensure that the climb performance of the aircraft is adequate for providing terrain clearance prior to reaching minimum safe altitude.

5.2 Standard Instrument Departure (SID)

5.2.1 Standard Instrument Departures (SID) are used to standardise departure instructions, reduce the possibility of RTF congestion, reduce the chance of error in aircraft routing and provide a positive routing for aircraft suffering communications failure.

5.2.2 The SID provides in both diagrammatic and narrative form the direction of turn, headings, track and in some cases altitude requirements. Where tracking to or from a navigation aid is not possible, desired tracks are shown and due allowance for wind is to be made. Aircraft are to continue climbing throughout the SID unless otherwise instructed.

5.2.3 SIDs are identified by departure runway, and direction of destination.

5.2.4 All departure procedures including SIDs, designed to ICAO PANS-OPS II criteria, portray the minimum net climb gradient to achieve the designed obstacle clearance margins for the desired tracks to be flown.

5.2.5 Operators or pilots should establish procedures to ensure compliance with the SID. The application of a performance margin on the published climb requirements is at the operator's/pilot's discretion taking into account the achievable climb performance of the aircraft and the means of monitoring the gradient achieved.

5.2.6 When it is not possible to nominate a specified SID, ATC will issue any required departure instructions in plain language.

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ENR 1.6 RADAR SERVICES AND PROCEDURES

1 SERVICES

1.1 General

1.1.1 Nil.

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ENR 1.7 ALTIMETER SETTING PROCEDURES

1 INTRODUCTION

1.1 General

1.1.1 The altimeter setting procedures in use in Samoa generally conform to those contained in ICAO Doc 8168, Vol. I, Part 6 and are given in full below.

1.1.2 QNH reports and temperature information for use in determining adequate terrain clearance are provided by the ATS unit (aerodrome control tower or flight service station) serving the aerodrome during its hours of watch. QNH values are given in hectoPascals, rounded down to the nearest whole hectoPascal.

1.1.3 For altimeter setting procedures within the Auckland Oceanic FIR, refer to AIP — New Zealand.

2 BASIC ALTIMETER SETTING PROCEDURES

2.1 General

2.1.1 The transition altitude in Samoa is 13,000ft, and the transition level is FL150.

2.1.2 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending. Within the Samoa Sector of the Auckland Oceanic FIR, the transition layer is not available for cruising where QNH zones are established, and is to be used only when ascending or descending.

2.1.3 The transition layer between the transition altitude of 13,000ft and the transition level of FL150 provides adequate separation between aircraft using a zone QNH setting and aircraft operating on the standard pressure value (1013 hPa) when the QNH is above 980 hPa. However, when a zone QNH is 980 hPa or lower, the lowest usable flight level above the QNH zone shall be FL160.

2.1.4 Flight level zero is located at the atmospheric pressure level of 1013.2 hPa. Consecutive flight levels are separated by a pressure interval corresponding to 500ft in the standard atmosphere.

2.1.5 Examples of the relationship between flight levels and altimeter indications are given in Table ENR 1.7 - 1.

Table ENR 1.7 - 1
Flight Level and Altimeter Indications

FLIGHT LEVEL (NUMBER)	ALTIMETER INDICATION (FT)
10	1,000
15	1,500
20	2,000
50	5,000
100	10,000
150	15,000
200	20,000

2.1.6 A QNH altimeter setting is made available to aircraft in departure information prior to start-up.

2.1.7 Aircraft required to maintain vertical position by reference to a QNH altimeter setting must use the appropriate area QNH for flight at or below the transition altitude except that the appropriate aerodrome QNH must be used for:

(a) take-off, landing and flight within an aerodrome traffic circuit;

(b) the intermediate and final approach of an instrument approach procedure;

(c) flight in a CTR.

2.1.8 Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

2.1.9 Within the Samoa Sector of the Auckland Oceanic FIR and Faleolo CTR/CTA, aircraft operating at or below the transition altitude must maintain vertical position by reference to the appropriate zone QNH, except that aircraft taking off or operating within a CTR must use the appropriate aerodrome QNH.

2.2 Take-off and Climb

2.2.1 Aircraft departing from an aerodrome where no QNH value is available are required to set the aerodrome elevation on the altimeter prior to departure and obtain the appropriate altimeter setting as soon as possible, and in any case, before entering instrument meteorological conditions.

2.3 Vertical Separation — Enroute

2.3.1 Vertical separation during enroute flight shall be expressed in terms of flight levels, or in terms of altitudes for aircraft at or below the transition altitude in a QNH zone.

2.3.2 IFR flights, and VFR flights above 3,000ft, when in level cruising flight shall be flown at such altitudes or flight levels corresponding to the magnetic tracks shown in Table ENR 1.7 - 3, so as to provide the required terrain clearance.

Note

Some of the lower levels in Table ENR 1.7 - 3 may not be usable due to terrain clearance requirements.

2.4 Approach and Landing

2.4.1 A QNH altimeter setting is made available to inbound flights in arrival information by the unit providing approach control service, Faleolo ATC. A QNH altimeter setting is also made available in any clearance to enter the traffic circuit.

2.5 QFE Altimeter Settings

2.5.1 QFE altimeter settings are not available.

2.6 Missed Approach

2.6.1 The relevant portions of 2.1, 2.2 and 2.4 shall be applied in the event of a missed approach.

3 DESCRIPTION OF QNH ZONES

3.1 General

3.1.1 There is one QNH zone in Samoa as shown in Table ENR 1.7 - 2.

Table ENR 1.7 - 2
QNH Zones

NAME	DESCRIPTION
SAMOA	Lateral limits of the Faleolo CTA

4 PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOTS)

4.1 Flight Planning

4.1.1 The levels at which a flight is to be conducted shall be specified in a flight plan:

(a) in terms of flight levels if the flight is to be conducted at or above the transition level, or at any level over the high seas;

(b) in terms of altitudes if the flight is to be conducted within the Samoa QNH zone; or

(c) as "VFR" if the flight is to be conducted in accordance with the visual flight rules.

5 Tables of Cruising Levels

5.1 General

5.1.1 Unless authorised by ATC during flight within controlled airspace, cruising levels within Samoa must be in accordance with Table ENR 1.7 - 3.

Table ENR 1.7 - 3
Table of Cruising Levels

	000° – 179°		180° – 359°	
	IFR	**VFR**	**IFR**	**VFR**
ALTITUDE	1,000		2,000	
	3,000	3,500	4,000	4,500
	5,000	5,500	6,000	6,500
	7,000	7,500	8,000	8,500
	9,000	9,500	10,000	10,500
	11,000	11,500	12,000	12,500
	13,000			
FLIGHT LEVEL NUMBER	150	155	160	165
	170	175	180	185
	etc.	etc.	etc.	etc.
		up to 235		up to 240
	270	NA	280	NA
	290		300	
	up to 410		up to 400	
	then 450, 490 etc.		then 430, 470 etc.	

Notes

The levels between 13,000ft and FL150 are not available for level flight.

FL150 must not be used as a cruising level when the area QNH is 980 hPa or less.

For operations above FL245, refer to the AIP — New Zealand.

Intentionally Blank

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 1.10 FLIGHT PLANNING (RESTRICTION, LIMITATION OR ADVISORY INFORMATION)

1 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 General

1.1.1 A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

(a) any IFR flight;

(b) any VFR flight (including special VFR and controlled VFR flights) in the Samoa Sector;

(c) any flight within an aerodrome traffic circuit when an ATC service is being provided.

1.2 Time of Submission

1.2.1 Except for repetitive flight plans, a flight plan shall be submitted at least 30 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information.

1.3 Place of Submission

1.3.1 All flight plans shall be submitted to the Faleolo ATS Unit.

1.3.2 During hours of watch and subject to workload, a flight plan may be submitted by RTF.

1.4 Contents and Form of a Flight Plan

1.4.1 ICAO Flight Plan forms are available at Faleolo ATS Unit. The instructions for completing those forms shall be followed. For the completion of the ICAO Flight Plan form see section 1.6.

1.4.2 Flight plans concerning international IFR flights along ATS routes need to include FIR boundary estimates.

1.4.3 When a flight plan is submitted by telephone or facsimile, the sequence of items in the flight plan shall be strictly followed.

1.5 Adherence to ATS Route Structure

1.5.1 All flight plans shall be submitted for published ATS routes. Where this is not possible for the entire flight or any portion thereof, the relevant parts of the instructions for completing a flight plan shall be followed.

1.6 Completing the ICAO Flight Plan Form

1.6.1 Adhere to the prescribed formats and manner of specifying data as follows:

(a) commence inserting data in the first place provided;

(b) where excess space is available leave unused spaces blank;

(c) insert all clock times in 4 figures UTC;

(d) insert all estimated elapsed times in 4 figures (hours and minutes);

(e) areas preceding Item 3 are for ATS use.

Instructions for Insertion of Data

1.6.2 Complete Items 7 to 19 as indicated in the following sections.

Note

Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

1.6.3 **INSERT** one of the following aircraft identifications, not exceeding 7 characters:

(a) the registration marking of the aircraft (e.g. 5W ABC5, N1234D), when in radiotelephony the callsign to be used by the aircraft will consist of this identification alone (e.g. 5W ABC5), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. AIRFLIGHT 5W ABC5);

OR

(b) the ICAO designator for the aircraft operating agency followed by the flight identification (AFT12, SAM710); when in radiotelephony the callsign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (AIRFLIGHT12, SAMOA 710).

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)

FLIGHT RULES

1.6.4 **INSERT** one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I	if IFR	
V	if VFR	
Y	if IFR first	and specify in Item 15 the point or points where a change of flight rules is planned
Z	if VFR first	

TYPE OF FLIGHT

1.6.5 **INSERT** one of the following letters to denote the type of flight:

S	if scheduled Air Service
N	if non-scheduled Air Transport Operation
G	if General Aviation
M	if Military
X	if other than any of the defined categories above

ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

NUMBER OF AIRCRAFT (1 OR 2 CHARACTER)

1.6.6 **INSERT** the number of aircraft, if more than one.

TYPE OF AIRCRAFT (2 TO 4 CHARACTERS)

(a) **INSERT** the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators,

OR

(b) if no such designator has been assigned, or in case of formation flights comprising more than one type, **INSERT ZZZZ,** and **SPECIFY** in Item 18, the (numbers and) type(s) of aircraft preceded by **TYP/.**

WAKE TURBULENCE CATEGORY (1 CHARACTER)

1.6.7 **INSERT** an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

H	**HEAVY** to indicate an aircraft type with a maximum certificated take-off mass of 136,000kg or more
M	**MEDIUM** to indicate an aircraft type with a maximum certificated take-off mass of less than 136,000kg but more than 7,000kg
L	**LIGHT** to indicate an aircraft type with a maximum certificated take-off mass of 7,000kg or less.

ITEM 10: EQUIPMENT

RADIO EQUIPMENT, NAVIGATION AND APPROACH AID EQUIPMENT

1.6.8 **INSERT** one letter as follows:

N	if no **COM/NAV/** approach aid equipment for the route to be flown is carried, or the equipment is unserviceable, or
S	if standard **COM/NAV/** approach aid equipment for the route to be flown is carried and serviceable

1.6.9 **AND/OR INSERT** one or more of the following letters to indicate the **COM/NAV/** approach aid equipment available and serviceable:

A	LORAN A	**M**	Omega
B	(Not allocated)	**O**	VOR
C	LORAN C	**P**	Doppler
D	DME	**Q**	(Not allocated)
E	Decca	**R**	RNP type certification or RNAV route equipment
F	ADF	**T**	TACAN
G	GNSS (see note)	**U**	UHF RTF
H	HF RTF	**V**	VHF RTF
I	Inertial Navigation	**W**	When prescribed by ATS
J	Data link	**X**	
K	(Not allocated)	**Y**	
L	ILS	**Z**	Other equipment carried

Notes

For flight planning purposes, standard COM/NAV equipment is considered to be VHF RTF, ADF, Transponder Mode A or C, VOR, DME and ILS.

If the **Z** is used, specify in Item 18 the other equipment carried, preceded by **COM/** and/or **NAV/,** as appropriate.

If the letter J is used, specify in Item 18 the equipment carried, preceded by **DAT/** followed by one or more letters as appropriate. Refer to Item 18.

Information on navigation capability is provided to ATC for clearance and routing purposes.

Inclusion of the letter **R** indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) or area concerned.

Inclusion of the letter **G** indicates that an aircraft meets the conditions and requirements for the use of GNSS (GPS or GLONASS) equipment.

SSR EQUIPMENT

1.6.10 **INSERT** one of the following to describe the serviceable SSR equipment carried:

N	Nil
A	Transponder — Mode A (4 digits — 4 096 codes)
C	Transponder — Mode A (4 digits — 4 096 codes) and Mode C
X	Transponder — Mode S without both aircraft identification and pressure-altitude transmission
P	Transponder — Mode S, including pressure-altitude transmission, but no aircraft identification transmission
I	Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission
S	Transponder — Mode S, including both pressure-altitude and aircraft identification transmission

ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)

(a) **INSERT** the ICAO four-letter location indicator of the departure aerodrome,

OR

(b) if no location indication has been assigned, **INSERT ZZZZ** and **SPECIFY,** in Item 18, the name of the aerodrome preceded by **DEP/.**

OR

(c) if the flight plan is received from an aircraft in flight, **INSERT AFIL,** and **SPECIFY,** in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by **DEP/.**

THEN WITHOUT A SPACE,

(d) **INSERT** for a flight plan submitted before departure, the estimated off-block time,

OR

(e) for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE

1.6.11 **INSERT** the first cruising speed as in (a)(i) and the flight cruising level as in (d)(i), without a space between them.

THEN,

(a) following the arrow, **INSERT** the route description as in (i)

(i) **CRUISING SPEED (MAXIMUM 5 CHARACTERS)**

(b) **INSERT** the True Air Speed for the first or the whole cruising portion of the flight, in terms of:

(c) Knots, expressed as **N** followed by 4 figures (e.g. N0485),

OR (for oceanic flights)

(d) Mach number to the nearest hundreth of unit Mach, expressed as **M** followed by 3 figures (e.g. M082).

(i) **CRUISING LEVEL (MAXIMUM 5 CHARACTERS)**

(e) **INSERT** the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

(f) Flight level, expressed as **F** followed by 3 figures (e.g. F085; F330),

OR

(g) Altitude in hundreds of feet, expressed as **A** followed by 3 figures (e.g. A045; A100),

OR

(h) For uncontrolled VFR flights, the letters VFR

(i) **ROUTE (INCLUDING CHANGES OF SPEED, LEVEL AND/OR FLIGHT RULES)**

Flights Along Designated ATS Routes

(a) **INSERT,** if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,

OR

(b) if the departure aerodrome is not on or connected to the ATS route, the letters **DCT** followed by the point of joining the first ATS route, followed by the designator of the ATS route.

OR

(c) all reporting points on the ATS route if there is no ATS route designator.

(d) **THEN INSERT** each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned.

Note

When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

(e) **FOLLOWED IN EACH CASE** by the designator of the next ATS route segment, even if the same as the previous one,

OR

(f) by **DCT**, if the flight to the next point will be outside a designated route, unless both points are defined by geographical co-ordinates.

Flight Outside Designated ATS Routes

(g) **INSERT** points normally not more than 30 minutes' flying time or 370km (200NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR

(h) **DEFINE** the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks must be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points must, as far as possible, not exceed one hour's flight time. Additional significant points will be established as deemed necessary.

(i) For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

(j) **INSERT DCT** between successive points unless both points are defined by geographical co-ordinates or by bearing and distance.

(k) **USE ONLY** the conventions in (i) to (i) below and **SEPARATE** each sub-item by a space.

(i) **ATS ROUTE (2 TO 7 CHARACTERS)**

(l) The coded designator assigned to the route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCNI, BI, R14, UB10, KODAP2A).

(i) **SIGNIFICANT POINT (2 TO 11 CHARACTERS)**

(m) The coded designator (2 to 5 characters) assigned to the point (e.g. WG, MAY, HADDY) or if no coded designator has been assigned, one of the following ways:

Degrees only (7 characters)

1.6.12 2 figures describing altitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46S078W.

Degrees and minutes (11 characters)

1.6.13 Four figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620S07805W.

Bearing and distance from a navigation aid

1.6.14 The identification of the navigation aid (normally a VOR) in the form of 2 or 3 characters, **THEN** the bearing from the aid in the form of 3 figures giving degrees magnetic, **THEN** the distance from the aid in the form of 3 figures expressing nautical miles. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40NM from VOR VLI should be expressed as VLI180040.

(i) **CHANGE OF SPEED OR LEVEL (MAXIMUM 21 CHARACTERS)**

1.6.15 The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned, expressed exactly as in (i) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (i) and (i) above, without a space between them, even when only one of these quantities will be changed.

EXAMPLES
LN/N0284A045
MAY/N0305F180
HADDY/N0420F330
4602S07805W/NO500F350
46S078W/MO82F330
DUB180040/N0350M0840

(ii) **CHANGE OF FLIGHT RULES (MAXIMUM 3 CHARACTERS)**

1.6.16 The point at which the change of flight rules is planned, expressed exactly as in (i) or (i) above as appropriate, followed by a space and one of the following:

(a) VFR if from IFR to VFR

(b) IFR if from VFR to IFR

EXAMPLES
LN VFR
LN/N0284A050 IFR

(i) **CRUISE CLIMB (MAXIMUM 28 CHARACTERS)**

1.6.17 The letter **C** followed by an oblique stroke; **THEN** the point at which cruise climb is planned to start, expressed exactly as in (i) above, or the level above which cruise climb is planned followed by the letters **PLUS**, without a space between them.

EXAMPLES
C/48N050W/M082F290F350
C/48N050W/M082F290PLUS
C/52N050W/M220F580F620

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, ALTERNATE AERODROME(S)

DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME (8 CHARACTERS)

(a) **INSERT** the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,

OR, if no location indicator has been assigned,

(b) **INSERT ZZZZ** followed, without a space, by the total estimated elapsed time, and **SPECIFY** in Item 18 the name of the aerodrome, preceded by **DEST/.**

Note

1.6.18 For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the point of the route to which the flight plan applies.

ALTERNATE AERODROME(S) (4 CHARACTERS)

(a) **INSERT** the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,

OR, if no location indicator has been assigned to the alternate aerodrome,

(c) **INSERT ZZZZ** and **SPECIFY** in Item 18 the name of the aerodrome, preceded by **ALTN/.**

Note

1.6.19 Provision must be made for an alternate aerodrome(s) for IFR flight when the MET forecasts relating to the intermediate and terminal aerodromes specified in the flight plan indicate that, at the expected time of arrival at these aerodromes, the MET conditions will be:

(a) CLOUD ceiling less than 1,000ft above the minima specified for landing.

(b) VISIBILITY less than 5km.

1.6.20 If the MET conditions at an intermediate or destination aerodrome are such that nomination of an alternate is required, then the MET forecast for the alternate at the ETA must not be below the published alternate minima.

ITEM 18: OTHER INFORMATION

(a) **INSERT 0** (zero) if no other information,

OR

(b) any other necessary information in the preferred sequence shown below, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded:

EET/	Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries. e.g. **EET/GULAN0204**
REG/	The registration markings of the aircraft, if different from the aircraft identification in Item 7.
SEL/	**SELCAL** code for oceanic flights.
OPR/	Name of the operator, if not obvious from the aircraft identification in Item 7.
STS/	Reason for special handling by ATS, e.g. **STS/HOSP** (hospital aircraft), **STS/ONE ENG INOP** (one engine inoperative) For domestic use, **STS/PHOT** (photography), and **STS/T** (IFR training), and **STS/T4A** (IFR training — four approaches) may also be used.
TYP/	Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if **ZZZZ** is inserted in Item 9.
COM/	Any deviation from minimum COM requirements.
NAV/	**"AUSEP"** if ausep equipped and flight planning into Nadi or Sydney OCA.
DEP/	Name of departure aerodrome, if **ZZZZ** is inserted in Item 13. ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13.
DEST/	Name of destination aerodrome, if **ZZZZ** is inserted in Item 16.
ALTN/	Name of alternate aerodrome(s), if **ZZZZ** is inserted in Item 16.
RMK/	Any other plain language remarks.

ITEM 19: SUPPLEMENTARY INFORMATION

ENDURANCE

AFTER E/	**INSERT** a 4-figure group giving the fuel endurance in hours and minutes.

PERSONS ON BOARD

AFTER P/	**INSERT** the total number of persons (passengers and crew) on board if known.

EMERGENCY AND SURVIVAL EQUIPMENT

R/	**(RADIO)** **CROSS OUT U** if UHF on frequency 243.0 MHZ is not available. **CROSS OUT V** if VHF on frequency 121.5 MHz is not available. **CROSS OUT E** if emergency location beacon — aircraft (ELBA) is not available.
S/	**(SURVIVAL EQUIPMENT)** **CROSS OUT** all indicators if survival equipment is not carried. **CROSS OUT P** if polar survival equipment is not carried. **CROSS OUT D** if desert survival equipment is not carried. **CROSS OUT M** if maritime survival equipment is not carried. **CROSS OUT J** if jungle survival equipment is not carried.
J/	**(JACKETS)** **CROSS OUT** all indicators if life jackets are not carried. **CROSS OUT L** if life jackets are not equipped with lights. **CROSS OUT F** if life jackets are not equipped with fluorescence. **CROSS OUT U** or **V** or both as in **R/** above to indicate radio capability of jackets, if any.
D/	**(DINGHIES) (NUMBER)** **CROSS OUT** indicators **D** and **C** if no dinghies are carried, or **INSERT** number of dinghies carried; and (**CAPACITY)** **INSERT** total capacity, in persons, of all dinghies carried; and **(COVER)** **CROSS OUT** indicator **C** if dinghies are not covered; and **(COLOUR)** **INSERT** colour of dinghies if carried.
A/	**(AIRCRAFT COLOUR AND MARKINGS)** **INSERT** colour of aircraft and significant markings.
N/	**(REMARKS)** **CROSS OUT** indicator **N** if no remarks, or **INDICATE** any other survival equipment carried and any other remarks regarding survival equipment.
C/	**(PILOT)** **INSERT** name of pilot-in-command.

FILED BY

1.6.21 **INSERT** name of the unit, agency or person filing the flight plan.

2 Repetitive Flight Plan System

2.1 General

2.1.1 The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS-RAC, Doc 4444, Appendix 2.

2.1.2 Repetitive flight plan lists relating to flights within Samoa shall be submitted to the Faleolo ATS Unit at least 14 days in advance, in duplicate, to the following address:

Air Traffic Control Unit
Samoa Airport Authority
Faleolo International Airport
Apia
SAMOA

TEL	(685) 23 201 or (685) 23 202
FAX	(685) 42 050
AFTN	NSFAZTZX
OPS Hours	H24

2.1.3 Repetitive flight plans shall not be used until the operator has been advised by the ATS Unit in writing that the plans are "approved for use".

3 Changes to the Submitted Flight Plan

3.1 General

3.1.1 No deviation may be made from a submitted flight plan without ATS being informed. In the case of a controlled flight, the prior approval of ATS must be obtained for any deviation unless an emergency situation arises which necessitates immediate action by the pilot-in-command. ATS is to be notified of such action as soon as circumstances permit.

3.1.2 In the event of a delay in departure of more than 30 minutes and ATS has received the flight plan, ATS must be advised of the new ETD. This applies to all flights for which flight plan data has been submitted and includes flights operating on repetitive flight plans. If an amended ETD is not received for a delayed flight, there is a possibility the flight plan may be automatically cancelled by another ATS unit utilising a flight planning computer system, e.g. a flight planned from Samoa to New Zealand.

3.1.3 Where no ETD is filed for the second or subsequent stage of the flight, pilots are to report arrival to ATS as soon as possible after landing. The next stage of the flight plan will not become active until an ETD or taxiing report is received. When an ETD has been notified to ATS the pilot shall advise ATS of any delay in departure of more than 30 minutes in order to avoid initiating SAR action unnecessarily. Where communications are known or expected to be difficult and/or ETD is uncertain, a SARTIME may be used.

Notes

SARTIME is the time nominated by the pilot for the initiation of alerting action if a report has not been received by that time.

When a VFR flight plan with intermediate landings has been submitted and cumulative delays are such that the ETA at final destination given in the flight plan will be exceeded by more than 30 minutes, the pilot-in-command is required to advise ATS and must amend the flight plan accordingly. In addition the pilot-in-command must, if practicable, advise ATS whenever the ETA shown on the flight plan for any specific route sector is likely to be exceeded by more than 30 minutes.

Whenever a flight, for which a flight plan has been submitted, is cancelled, Faleolo Intl ATS shall be informed immediately.

When a controlled flight inadvertently deviates from its current flight plan the pilot-in-command must take the following action:

(a) Deviation from track — immediately advise ATS and take action to regain track as soon as practicable and at least by the next compulsory reporting point.

(b) Change in ETA at next reporting point, level or radio navigation aid by 3 minutes or more from that previously notified — advise ATS of revised ETA as soon as possible.

4 Arrival Report (Terminating a Flight Plan)

4.1 General

4.1.1 A report of arrival shall be made at the earliest possible moment after landing to Faleolo Tower ATS by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit. After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly.

4.1.2 In the absence of a local ATS unit at the aerodrome of a diversionary landing, the pilot is responsible for passing the arrival report to Faleolo Tower ATS.

4.1.3 Arrival reports shall contain the following elements of information:

(a) aircraft identification

(b) departure aerodrome

(c) destination aerodrome

(d) time of arrival

4.1.4 In the case of diversion, insert the "arrival aerodrome" between "destination aerodrome" and "time of arrival".

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1 GENERAL

1.1 Flight Movement Messages

1.1.1 Flight movement messages relating to traffic into or via the Samoa Sector of the Auckland FIR shall be addressed as shown in Table ENR 1.11 - 1 in order to warrant correct relay and delivery.

Note

Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (refer to ICAO PANS–RAC, Doc 4444, Part VIII, 2.1.1.3).

Table ENR 1.11 - 1
Flight Movement Messages

CATEGORY OF FLIGHT (IFR, VFR or both)	ROUTE (into or via FIR and/or CTA)	MESSAGE ADDRESS
All flights	into Samoa Sector of the Auckland FIR	NSFAZTZX

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1 VISUAL SIGNALS FOR USE BY INTERCEPTING AND INTERCEPTED AIRCRAFT

1.1 General

1.1.1 The code of visual signals for use by intercepting and intercepted aircraft is in the form of five standard series and a sixth "distress" series. When an intercepting aircraft wishes to lead an intercepted aircraft away from a particular area (such as a prohibited area) and then release it, the FIRST (follow me) and SECOND (you may proceed) series of signals will be used. When an aircraft has been intercepted purely for identification purposes, the intercepting aircraft will indicate that the intercepted aircraft is free to proceed by using the SECOND series of signals.

1.1.2 Should an intercepting aircraft require a landing at a designated aerodrome, or if an intercepting aircraft has come to lead a lost aircraft to an aerodrome it would first signal the FIRST series (follow me). Upon arriving in the vicinity of the aerodrome the intercepting aircraft would signal the THIRD series (land at this aerodrome). Should the intercepted aircraft find, after following the intercepting aircraft to an aerodrome, that it is of insufficient size or that, to the knowledge of the pilot-in-command, it has insufficient runway strength to support the load which a landing would impose, the intercepted aircraft will signal the FOURTH (aerodrome is inadequate) or FIFTH (cannot comply) series.

1.1.3 The signals used are shown in Table ENR 1.12 - 1 and Table ENR 1.12 - 2.

2 Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

2.1 General

2.1.1 Table ENR 1.12 - 1 lists the signals initiated by intercepting aircraft and responses by intercepted aircraft.

Table ENR 1.12 - 1
Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

SERIES	INTERCEPTING AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONDS	MEANING
1	DAY or NIGHT Rocking aircraft and flashing navigational lights at irregular intervals from a position slightly above and ahead of, and normally to the left of, the intercepted aeroplane (or to the right of an intercepted helicopter) and, after acknowledgement, a slow level turn, normally to the left, in the case of an aeroplane (or to the right in the case of a helicopter) onto the desired heading.	You have been intercepted. Follow me.	DAY or NIGHT Rocking aircraft, flashing navigational lights at irregular intervals and following. Note Additional action required to be taken by intercepted aircraft is prescribed in Series 4, 5, and 6.	Understood, will comply.

Notes
Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.

If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.

SERIES	INTERCEPTING AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONDS	MEANING
2	DAY or NIGHT An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT Lowering landing gear (if fitted), showing steady landing lights and overflying runway-in-use or, if the intercepted aircraft is a helicopter, landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT Lowering landing gear (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway-in-use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.
4	DAY or NIGHT Raising landing gear (if fitted) and flashing landing lights while passing over runway-in-use or helicopter landing area at a height exceeding 1000ft but not exceeding 2000ft above the aerodrome level, and continuing to circle the runway-in-use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT Irregular flashing of all available lights.	In distress.	DAY or NIGHT Use Series 2 signals prescribed for intercepting aircraft.	Understood.

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ENR 1.13 UNLAWFUL INTERFERENCE

1 GENERAL

1.1 Introduction

1.1.1 The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2 PROCEDURES

2.1 Introduction

2.1.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

2.1.2 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

(a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as onboard transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and

(b) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 1,000ft if above FL290 or 500ft if below FL290.

Intentionally Blank

ENR 1.14 AIR TRAFFIC INCIDENTS

1 AIR SAFETY INCIDENTS

1.1 General

1.1.1 ATS Units will complete Air Safety Incidents report form and forward to the address as follows:

Director of Civil Aviation
Ministry of Works, Transport and Infrastructure
PO Box 1607
Apia
SAMOA

TEL (685) 21 611 or (685) 23 700
FAX (685) 21 990 or (685) 28 687

AFTN NSFAYOYA

2 AVIATION SAFETY REPORT

2.1 General

2.1.1 Whenever possible an initial report of an air safety incident of major significance occurring during flight must be transmitted to the ATS unit or to the air-ground control radio station with which the aircraft is in communication at the time. Such reports are to contain the following information as applicable:

(a) type of incident, i.e. near collision/procedures;

(b) radio callsign of aircraft making the report;

(c) position, heading or route, true airspeed or Mach number;

(d) flight level, altitude or height and aircraft attitude;

(e) IMC or VMC;

(f) time of incident;

(g) description of other aircraft if applicable;

(h) brief details of incident including, when appropriate, sighting distance and miss distance.

2.1.2 The pilot-in-command must, if involved in an incident, submit a completed aviation safety report to the nearest ATS unit, as soon as possible but not later than 24 hours after landing to:

(a) confirm an initial report made by radio; or

(b) make an initial report on an incident if it had not been possible to report it by radio.

2.1.3 The ATS unit receiving the report is responsible for advising other ATS units and/or pilots involved.

2.1.4 The purpose of the air safety incident report is to provide investigatory authorities with as much information on an air safety incident as is possible and to enable them to report back with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

3 FACILITY MALFUNCTION REPORTING

3.1 General

3.1.1 Facility malfunction reporting is an important component of aviation safety and, to be effective, requires both prompt action and whole hearted co-operation of all parties. In order that the report may be investigated thoroughly, it is necessary that relevant details be provided as soon as possible.

3.1.2 Each pilot-in-command of an aircraft operating IFR must, after observing a malfunction of any aeronautical telecommunications facility forward a report to the ATS Unit as soon as possible after landing. The pilot-in-command should;

(a) Pass brief details of the malfunction to the ATS unit or air-ground station with which the aircraft is in communication at the time; and

(b) Include the following information:

(i) aircraft type; and

(ii) aircraft registration and, if applicable, the flight number; and

(iii) name of pilot-in-command; and

(iv) name of the operator; and

(v) aircraft position and altitude; and

(vi) phase of flight; and

(vii) facility affected; and

(viii) brief details of the malfunction; and

(ix) effect on the flight.

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 CTR, CTA

1 AREA OF RESPONSIBILITY

1.1 General

1.1.1 The area of responsibility for providing air traffic services is Samoa Sector of Auckland Oceanic FIR.

Table ENR 2.1 - 1
Air Traffic Services and Airspace

NAME	LATERAL LIMITS	UPPER LIMIT / LOWER LIMIT	SERVICE LANGUAGE	ATS HOURS OF SERVICE	CALLSIGN ATS FREQ
AUCKLAND OCEANIC FIR OCA/A	Refer to CAA New Zealand Air Navigation Register www.caa.govt.nz	FL600 / FL245	Auckland/ English	H24	Auckland Radio 3467, 5643, 8867, 13261,17904
SAMOA SECTOR		FL245 / SFC	Faleolo/ English	H24	Faleolo Radio
FALEOLO CTA/D		FL245 / 3500ft	Faleolo/ English		Faleolo Approach 126.9 MHz
FALEOLO CTA/D		FL245 / 7500ft	Faleolo/ English	H24	Faleolo Approach 118.1 MHz
FALEOLO CTR/D		7500ft / SFC	Faleolo/ English	H24	Faleolo Tower 118.1 MHz

2 Air Traffic Services

2.1 General

2.1.1 In general, the air traffic rules and procedures in force and the organisation of Air Traffic Services are in conformity with ICAO standards, recommended practices and procedures. The differences are given in GEN 1.7.

3 Service Provided

3.1 General

3.1.1 The ATS provided comprises:

(a) Air traffic control service to IFR flights in Class D airspace.

(b) Air traffic control service to VFR flights in Class D airspace.

(c) Air traffic control service to all aerodrome traffic at controlled aerodromes.

(d) Flight Information Service to known flights in Class G airspace.

Note

Air traffic control service is provided for the purpose of preventing collisions and maintaining an orderly flow of traffic.

(a) FIS for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

(b) Alerting service to all flights known to ATS for the purpose of initiating and/or assisting in search and rescue action.

3.2 Air Traffic Control (ATC)

3.2.1 Air traffic control service comprises:

(a) Approach control service provided by Faleolo ATS unit during hours of watch.

(b) Aerodrome control service during the hours of watch of Faleolo ATS.

3.3 Flight Information Service

3.3.1 FIS will be provided whenever practicable to all aircraft known to be affected by the information.

3.3.2 In the case of aircraft in flight, flight information is normally confined to the route being flown.

Notes

FIS does not diminish the responsibilities normally vested in the pilot-in-command of an aircraft, including that for making a final decision regarding any suggested alteration to flight plan.

Where an ATC unit provides both FIS and ATC service, the provision of ATC service will take precedence over the provision of FIS whenever the provision of ATC service so requires.

FIS will include the provision of pertinent:

(a) SIGMET information;

(b) information on changes in the serviceability of radio navigation aids;

(c) information on changes in conditions of aerodromes and associated facilities, and any other information likely to affect safety;

(d) Traffic information in:

(i) Class D airspace, to IFR flights with respect to VFR flights, and as far as practicable to VFR flights with respect to IFR and VFR flights.

(ii) Class G airspace, to IFR flights with respect to other IFR flights and as far as practicable to VFR flights with respect to IFR and VFR flights.

3.3.3 Traffic information may also be provided by ATS, when it is apparent from pilot reports or observations that aircraft may be in proximity to each other.

(e) weather conditions reported or forecast at departure, destination, and enroute aerodromes.

Note

Traffic information comprises details of known aircraft which might constitute a collision hazard to the aircraft concerned and will sometimes be incomplete. ATS cannot accept responsibility for its issuance at all times or for its accuracy.

3.4 Aerodrome Flight Information Service

3.4.1 There is no AFIS in Samoa.

Intentionally Blank

ENR 2.2 OTHER REGULATED AIRSPACE

1 OTHER AIRSPACE

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 3 ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

1 INTRODUCTION

1.1 General

1.1.1 Most commonly used routes are depicted on the AIP charts and include the following information:

(a) radio facilities defining routes or used to determine reporting points

(b) magnetic tracks, VOR radials and distances

(c) minimum safe altitudes (MSA)

(d) designated reporting points

1.2 Reporting Points

1.2.1 Reporting points are depicted on Enroute Charts.

1.3 Adherence to Track

1.3.1 Adherence to track must be maintained unless otherwise authorised or directed by ATC, and flights must, so far as is practicable:

(a) when on a promulgated route, operate along the centreline of the route; or

(b) when on any other route, operate directly between the navigation facilities and/or points defining the route.

1.3.2 If a pilot deviates from the centreline of a route, or if the performance of the radio navigation facilities are such that accurate track keeping may not be possible, the pilot must immediately advise ATS.

1.3.3 Refer to CAA New Zealand Air Navigation Register www.caa.govt.nz for information on ATS routes and reporting points.

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ENR 3.2 UPPER ATS ROUTES

1 INTRODUCTION

1.1 General

1.1.1 Most commonly used routes are depicted on the AIP charts and include the following information:

(a) radio facilities defining routes or used to determine reporting points

(b) magnetic tracks, VOR radials and distances

(c) minimum safe altitudes (MSA)

(d) designated reporting points

1.2 Reporting Points

1.2.1 Reporting points are depicted on Enroute Charts.

1.3 Adherence to Track

1.3.1 Adherence to track must be maintained unless otherwise authorised or directed by ATC, and flights must, so far as is practicable:

(a) when on a promulgated route, operate along the centreline of the route; or

(b) when on any other route, operate directly between the navigation facilities and/or points defining the route.

1.3.2 If a pilot deviates from the centreline of a route, or if the performance of the radio navigation facilities are such that accurate track keeping may not be possible, the pilot must immediately advise ATS.

1.3.3 Refer to CAA New Zealand Air Navigation Register www.caa.govt.nz for information on ATS routes and reporting points.

Intentionally Blank

ENR 3.3 AREA NAVIGATION ROUTES

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 3.4 HELICOPTER ROUTES

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 3.5 OTHER ROUTES

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 3.6 ENROUTE HOLDING

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS — ENROUTE

1 Radio Navigation Aids

1.1 General

1.1.1 Table ENR 4.1 - 1 lists the radio navigation aids to be used in enroute navigation.

Table ENR 4.1 - 1
Radio Navigation Aids — Enroute

STATION NAME	AID	IDENT	FREQ/ CHANNEL	HOURS	COORDINATES	DME ELEV	REMARKS
FALEOLO	VOR	FA	113.9	H24	13°49′46″ S 171°59′34″ W		Coverage reduced by terrain in sectors 090°–230°m and 280°–320°m
	DME	FA	86		13°49′46″ S 171°59′34″ W		Nil
	NDB	FA	270		13°49′37″ S 171°01′01″W		Nil

Intentionally Blank

ENR 4.2 SPECIAL NAVIGATION SYSTEMS

1 INTRODUCTION

1.1 General

1.1.1 Nil

Intentionally Blank

ENR 4.3 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

1 INTRODUCTION

1.1 General

1.1.1 Refer to CAA New Zealand Air Navigation Register www.caa.govt.nz.

Intentionally Blank

ENR 4.4 AERONAUTICAL GROUND LIGHTS — ENROUTE

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1 DEFINITIONS

1.1 General

1.1.1 All airspace in which a potential hazard to operations may exist and all areas over which the operation of civil aircraft may, for one reason or another be restricted either temporarily or permanently, are classified according to the following three types of area as defined by ICAO.

1.2 Prohibited Area

1.2.1 An airspace of defined dimensions, above the land area or territorial waters of a state, within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

1.3 Restricted Area

1.3.1 An airspace of defined dimensions, above the land area or territorial waters of a state, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight except at certain specified times leads to the designation of the airspace as a "restricted area" as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission had been obtained, leads to the designation of a restricted area.

1.3.2 However, conditions of flight imposed as a result of application of rules of the air and air traffic service practices or procedures (e.g. compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

1.4 Danger Area

1.4.1 An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to aircraft has not led to the designation of the airspace as restricted or prohibited.

1.4.2 The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

1.5 Zone Identification

1.5.1 Each area is numbered and a single series of numbers is used for all areas, regardless of type, to ensure that a number is never duplicated. Each area is as small as practicable, and contained within simple geometrical limits such as circle, square, etc.

1.5.2 The type of area involved is indicated by the letter:

(a) "P" — for Prohibited

(b) "R" — for Restricted

(c) "D" — for Danger

preceded by the nationality designator.

1.5.3 These areas are also shown on charts using the chart symbols.

1.6 Designated Prohibited, Restricted and Danger Areas

1.6.1 There are no permanent designated Prohibited, Restricted or Danger areas in the Samoa Sector of the Auckland Oceanic FIR. Prohibited, Restricted and Danger areas will be designated by NOTAM if required.

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 5.4 AIR NAVIGATION OBSTACLES — ENROUTE

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1 INTRODUCTION

1.1 General

1.1.1 Nil.

Intentionally Blank

ENR 6 ENROUTE CHARTS

ENR 6.1 ENROUTE CHARTS

1 INTRODUCTION

1.1 General

1.1.1 Refer to Enroute Chart — Auckland Oceanic FIR/Nadi FIR and Samoa Terminal Area Chart (ENR 6.1-3).

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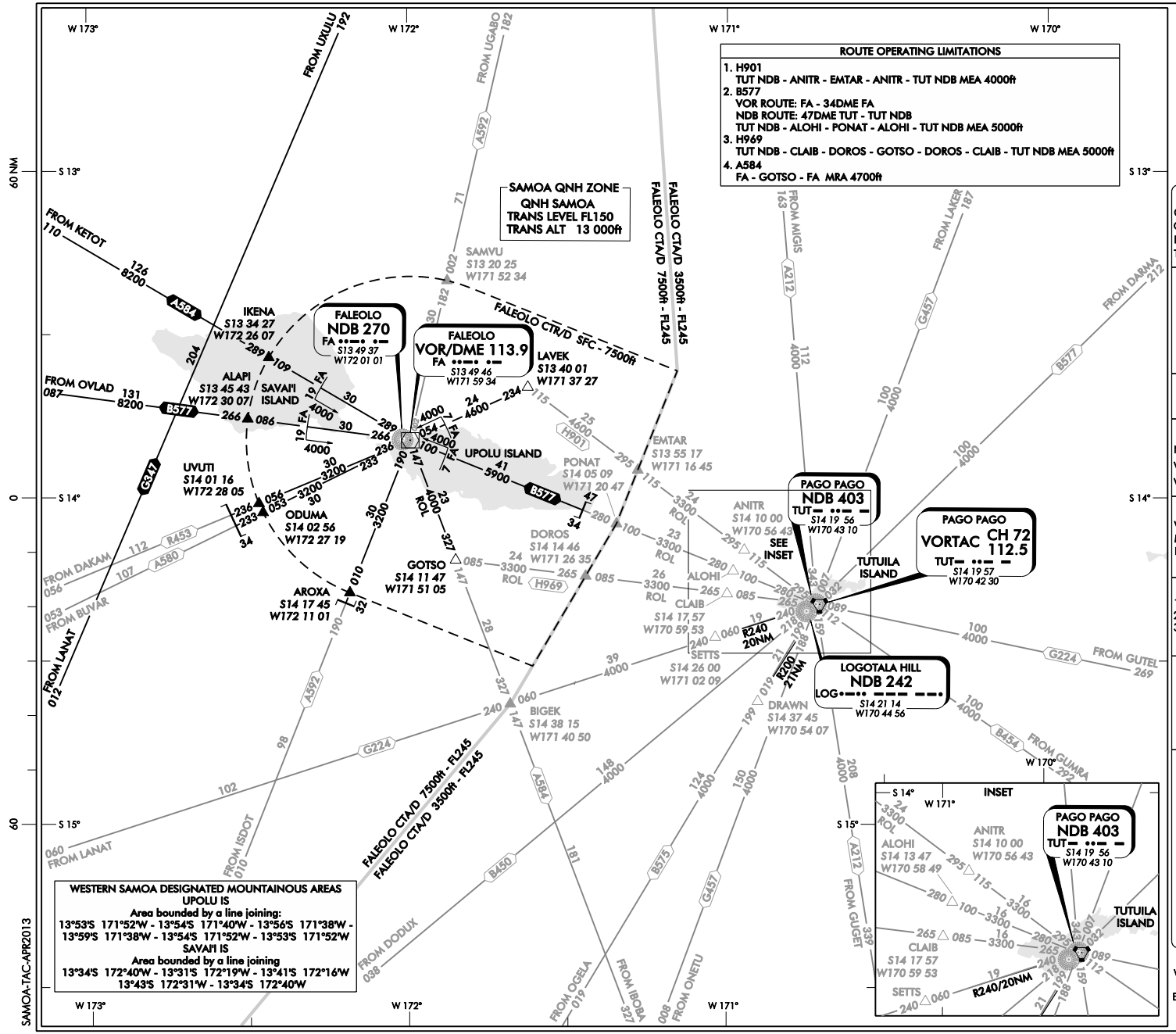

SAMOA

TERMINAL AREA CHART

Effective: 4 APR 13

Next Edition TBN

Check NOTAM and AIP Supplement
Route data may be incomplete, refer to appropriate AIP for complete route data

LEGEND

Geodetic Datum WGS84

Airspace

Control zone boundary (CTR)
Control area boundary (CTA)
FIR Boundary
Terminal control area boundary (TMA)

Facility data

Name — ABCD
VOR/DME 111
NDB 456 — VOR and/ or DME Frequency; NDB Frequency; Morse code ident
Identification — AA
S00 00 00
Latitude
E000 00 00
Longitude

Aerodromes

Civil
Military

Radio navigation facilities

NDB
VORTAC
VOR
DME
VOR/DME

Enroute

VHF (VOR) TRACK
MF (NDB) TRACK
Reporting points — Compulsory; Non-compulsory

Notes

1. Bearings are magnetic
2. Altitudes and elevations are in feet AMSL
3. Routes are composite great circles with rhumb line tracks between reporting points

CAUTION

At the time of preparation all information was extracted from the most reliable and up to date sources. There is, however, no assuarance that aeronautical information and depiction is exact.

Published for Ministry of Works Transport and Infrastructure, Samoa by (AIM)
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WELLINGTON

Email: aim@airways.co.nz
AFTN NZHQYOYX

Phone 0-4-471 1899
or 0800 500 045

Facsimile 0-4-471 5813
or 0800 686 867

Radial — 180
Enroute DME descent — 7 FA — 4300
ABCDE
S00 00 00
E000 00 00
Minimum Reception Altitude — 360 — 3500
Great circle distance between radio navigation facilities — 105 — 180 — 35 — MRA 5000
Route Designator — G224
VOR changeover point — 32
One Way route in this direction only — A212
Distance between reporting points — 360 — 180 — 35
Minimum Safe Altitude — 3000
Minimum Flight Altitude — MFA 4000
Magnetic track — 360

TRANSPONDER OPERATION

Where an aircraft carries a serviceable transponder, the pilot should operate the transponder at all times in mode A/C.
Except in cases of unlawful interference, radio failure, interception or emergency, pilots should operate transponders on code 2000 if not assigned a discrete code by ATC.

Changes from 15 NOV 12: A580, A592 and R453 MSA, scale bar correction.

SAMOA-TAC-APR2013

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AD 0.6 TABLE OF CONTENTS — AD

Page No.

Page No.

AD 1 AERODROMES/HELIPORTS — INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1 Overall Aerodrome Authority

1.1 General

1.1.1 The administration of aerodromes "open to public air traffic" is the responsibility of the Samoa Airport Authority.

Note

Refer to GEN 1.1 for postal and telegraphic addresses.

1.1.2 An aerodrome shall be said to be "open to public air traffic" when it is open for use by all aircraft having suitable technical characteristics, subject to the provisions in Section 2.

2 General Conditions Under Which Aerodromes are Available

2.1 Airports of Entry

2.1.1 Aircraft flying into or departing from Samoa territory shall make their first landing at, or final departure from Faleolo International Airport. However, Maota and Fagali'i airport may be used as a port of entry for light wake turbulence aircraft by day only, provided prior approval has been granted.

2.2 Use of Aerodromes by Private Pilots

2.2.1 The following aerodromes are available for use for private operations:

Asau
Faleolo International Airport
Maota
Fagali'i

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES

1 RESCUE AND FIRE FIGHTING SERVICES

1.1 General

1.1.1 Rescue and fire fighting services are provided at Faleolo International Airport.

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AD 1.3 INDEX TO AERODROMES AND HELIPORTS

1 INDEX OF AERODROMES AND HELIPORTS

1.1 Aerodromes

1.1.1 Table AD 1.3 - 1 lists the available aerodromes/heliports for use.

Table AD 1.3 -1
Index to Aerodromes

Aerodrome name, location, location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and Remarks
	International/ National (INTL/NTL)	IFR/VFR	S = Scheduled NS = Non scheduled P = Private	
AERODROMES				
Asau	NTL	VFR	S/NS/P	Nil
Fagali'i	INTL/NTL	VFR	S/NS/P	Nil
Faleolo	INTL/NTL	IFR/VFR	S/NS/P	Nil
Maota	INTL/NTL	VFR	S/NS/P	Nil
HELIPORTS				
Nil	Nil	Nil	Nil	Nil

Intentionally Blank

AD 1.4 GROUPING OF AERODROMES/HELIPORTS

1 Public and Civil Aerodromes

1.1 General

1.1.1 All aerodromes listed in Table AD 1.3 - 1 are public/civil aerodromes.

1.2 International Aerodromes

1.2.1 There is one international aerodrome in Samoa. It is:

(a) Faleolo

1.3 National Aerodromes

1.3.1 There are three national aerodromes in Samoa. They are:

(a) Asau

(b) Faleolo

(c) Maota

(d) Fagali'i

1.4 Heliports

1.4.1 There are no heliports in Samoa.

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AD 1.5 USE OF DESIGNATED RUNWAYS, STRIPS AND VECTORS

1 USE OF RUNWAYS, STRIPS AND VECTORS

1.1 General

1.1.1 At aerodromes where runways, strips and/or vectors are defined and promulgated in the aerodrome charts, aircraft take-offs and landings are restricted to those defined runways, strips or vectors. The aerodrome charts depict the location of the runways, strips and vectors.

1.2 Runway Vector Selection

1.2.1 Where aerodrome control is being provided, the designated runway is that best favouring the wind direction and the take-off length requirements of the majority of the traffic. All aircraft are informed of the runway-in-use by the ATS unit.

Intentionally Blank

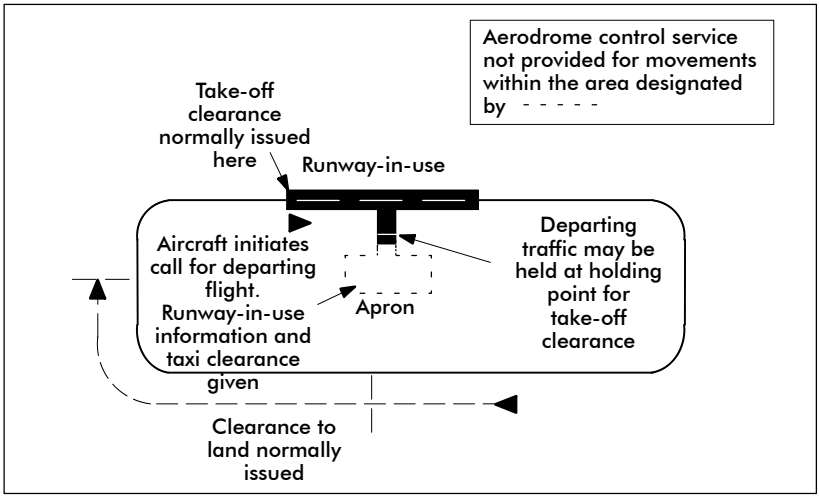
AD 1.6 AERODROME CONTROL CLEARANCES

1 INTRODUCTION

1.1 General

1.1.1 Figure AD 1.6 - 1 shows the positions where aircraft at controlled aerodromes normally receive aerodrome control clearances, either by radio or light signals.

Figure AD 1.6 - 1
Positions for Clearance at Controlled Aerodromes



2 LANDING CLEARANCES

2.1 General

2.1.1 A landing aircraft is not permitted to cross the threshold of the runway on its final approach until:

(a) a preceding departing aircraft has crossed the end of the runway-in-use or has started a turn; or

(b) all preceding landing aircraft are clear of the runway-in-use.

Notes

It is the responsibility of pilots operating into AFIS or unattended aerodromes to arrange the flight paths of their aircraft to conform to these standards.

At controlled aerodromes the aerodrome controller may issue a qualified landing clearance by day only, to an aircraft on final approach when it is obvious that a preceding landing or departing aircraft will be clear of the runway before the approaching aircraft crosses the threshold.

Examples of qualified landing clearances are as follows:

(a) "737 VACATING RUNWAY RIGHT, XYZ CLEARED TO LAND"

(b) "ISLANDER DEPARTING, XYZ CLEARED TO LAND"

It is the responsibility of the pilot of a landing aircraft to "go-around" if he or she considers that the runway separation criteria detailed above cannot be met. Pilots are reminded of the possibility of wake turbulence when following another landing or a departing aircraft, and of the fact that it may persist to a varying degree depending on the direction and strength of the surface wind.

AD 1.7 AERODROME CONTROL — RUNWAY SEPARATION

1 INTRODUCTION

1.1 General

1.1.1 The runway separation standards applied by ATC between aircraft taking off, between aircraft landing and between aircraft landing and taking off is outlined below. These standards may be increased if IFR flights are involved. When wake turbulence in the landing or take-off path could be significant, runway separation will be increased by ATC as indicated in 3.

1.1.2 The runway separation minima outlined below will be applied to aircraft landing or taking off, except that these separation minima will not apply to aircraft in formation in respect of other aircraft in the same formation.

2 SINGLE RUNWAY

2.1 General

2.1.1 An aircraft will not be cleared for take-off until:

(a) a preceding aircraft has crossed the up-wind end of the runway-in-use or has started a turn, except that if both aircraft are below 2,300kg MCTOW and the following aircraft is not significantly faster than the leading aircraft, separation may be reduced to 600m provided the leading aircraft is airborne; or

(b) all preceding landing aircraft are clear of the runway-in-use.

2.1.2 A landing aircraft is not permitted to cross the threshold of the runway on final approach until:

(a) a preceding departing aircraft has crossed the up-wind end of the runway-in-use or has started a turn; or

(b) all preceding landing aircraft are clear of the runway-in-use.

3 WAKE TURBULENCE

3.1 General

3.1.1 Wake turbulence separation is provided by ATC to all aircraft which may be affected by wake turbulence, except in the case of IFR aircraft making a visual approach or VFR arrivals. In these cases it is the pilot's responsibility to provide adequate spacing from the preceding arriving or departing aircraft, and in these circumstances, ATC will make allowance for such pilot initiated manoeuvres when sequencing additional following aircraft. The required spacings are shown in Section 3.3.

3.1.2 Whenever practicable, ATC will advise aircraft of the expected occurrence of hazards caused by wake turbulence by issuing a caution to the pilot — "CAUTION – WAKE TURBULENCE". It should be noted, however, that the occurrence of wake turbulence hazards cannot be accurately predicted, and ATC cannot assume responsibility for issuing such advice at all times, nor its accuracy.

3.2 Weight Categories

3.2.1 For the purposes of assessing wake turbulence separation, aircraft are divided into the following weight categories:

Heavy (H)

All types of aircraft of 136,000kg maximum weight or more. Includes A330, A340, C141, B747 series, B767, MD11 and DC10.

Medium (M)

All types of aircraft of less than136,000kg maximum weight but more than 7,000kg. Includes A320, B727, B737 series, F27, BA46, C130, P3, SF34 and SW4.

Light (L)

All types of aircraft of 7,000kg maximum weight or less. Includes BN2P, C402, C421, NOMA, PA31, E110 and SW3.

3.2.5 For further information on wake turbulence categories refer to ICAO Doc 8643 — *Aircraft Type Designators.*

3.3 Wake Turbulence Separation

3.3.1 The following minimum time separations apply between aircraft using the same runway or grass strip, or where there is a possibility that the projected flight profiles will cross at the same altitude or less than 1,000ft below.

Between Arriving Flights

Table AD 1.7 - 1
Wake Turbulence Separation Minima — Arriving Flights

LEADING AIRCRAFT	FOLLOWING AIRCRAFT	MINIMUM TIME
Heavy	Medium, Light	2 minutes, 3 minutes
Medium	Light	3 minutes

Between Departing Flights

Table AD 1.7 - 2
Wake Turbulence Separation Minima — Departing Flights

LEADING AIRCRAFT	FOLLOWING AIRCRAFT	DEPARTURE FROM SAME TAKE-OFF POSITION	DEPARTURE FROM INTERMEDIATE TAKE-OFF POSITION
Heavy	Medium, Light	2 minutes	3 minutes
Medium	Light		

Between Arriving and Departing Flights

3.3.2 The minimum time separations shown in Table AD 1.7 - 1 and Table AD 1.7 - 2 apply between arriving and departing aircraft if the flight path of the following aircraft will cross the projected flight path of the leading aircraft e.g. when an arriving aircraft is operating onto a runway with a displaced landing threshold.

Table AD 1.7 - 3
Wake turbulence Separation Minima — Arriving and Departing Flights

LEADING AIRCRAFT	FOLLOWING AIRCRAFT	MINIMUM SPACING AT TIME AIRCRAFT ARE AIRBORNE OR HAVE TOUCHED DOWN
Heavy arrival	Medium departure, Light departure	2 minutes
Medium arrival	Light departure	
Heavy departure	Medium arrival, Light arrival	
Medium departure	Light arrival	

Opposite Direction Runway Operations

3.3.3 A minimum of 2 minutes' separation will be provided between a Heavy aircraft take-off and the departure of a Medium or Light aircraft, or between a Medium aircraft take-off and the departure of a Light aircraft, from the opposite direction runway if the projected flight profiles will cross.

3.3.4 A minimum of 2 minutes' separation will be provided between a Heavy aircraft making a low or missed approach and the departure of a Medium or Light aircraft, or between a Medium aircraft making a low or missed approach and the departure of a Light aircraft from the opposite direction runway.

Notes

If a pilot considers the wake turbulence separation standards inadequate, an increased separation may be requested by specifying the spacing required.

If ATC considers the wake turbulence separation provided is inadequate or that it needs to be applied for any situation not covered by a specified minimum, the pilot will be advised and an appropriate separation applied.

Notwithstanding the above separation standards, if pilots consider that the effect of wake turbulence can be nullified by ensuring that flight profiles do not cross, they may request and be granted exemption from these separations. ATC will advise the category or type of the other aircraft where that aircraft is a Heavy aircraft.

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AD 1.8 DEPARTURE FROM THE CIRCUIT

1 INTRODUCTION

1.1 General

1.1.1 The pilot of a VFR aircraft departing the traffic circuit must make all turns in the direction of the traffic circuit, unless:

(a) otherwise authorised by ATC; or

(b) if at an uncontrolled aerodrome, the pilot is clear of the circuit area or 1,500ft above the aerodrome.

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AD 1.9 AERODROME CIRCUIT PROCEDURES

1 CIRCUIT HEIGHT

1.1 General

1.1.1 Unless otherwise specified on the aerodrome chart the circuit height will be 1,000ft above the aerodrome elevation.

2 STANDARD CIRCUIT JOINING PROCEDURE

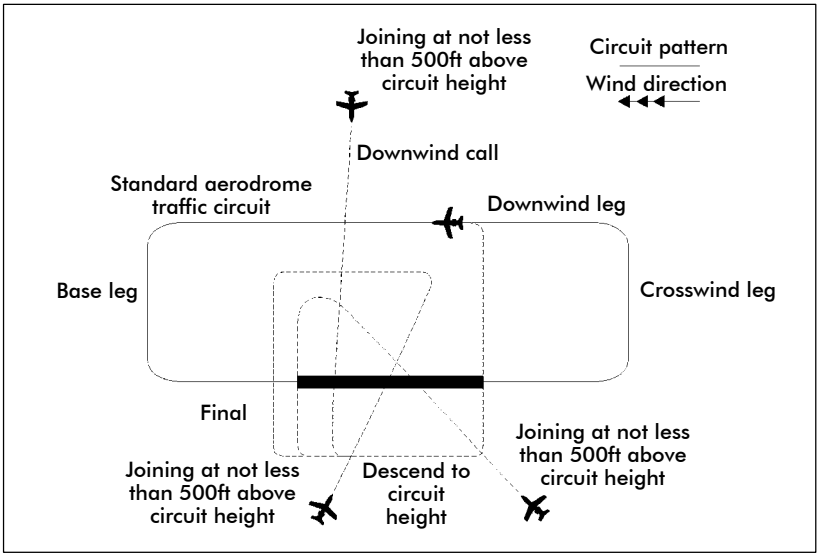
2.1 General

2.1.1 The standard joining procedure is shown in Figure AD 1.9 - 1. This procedure should be followed when a pilot is unfamiliar with the aerodrome or is uncertain of other circuit traffic:

(a) Unless otherwise specified on the appropriate aerodrome chart, approach the aerodrome by descending or climbing to not less than 1,500ft above aerodrome elevation or not less than 500ft above circuit height if a circuit height other than 1,000ft is specified on the landing chart, and observe the wind, circuit direction and any ground signals displayed. If the ceiling will not permit flight above 1,000ft or other specified circuit height, an aircraft may enter at a lower altitude but must avoid passing through the circuit pattern.

(b) Make all subsequent turns in the direction of the traffic circuit.

Figure AD 1.9 - 1
Standard Overhead Joining Procedure



(c) Join the non-traffic side of the circuit and descend to circuit height, first observing the position of other aircraft taking off or landing or flying in the circuit in order to ensure adequate spacing when joining on the downwind leg.

Note

If aircraft already in the circuit appear likely to prevent adequate spacing being achieved, maintain altitude and re-circuit the aerodrome.

(a) Turn ninety degrees across wind and pass sufficiently close to the upwind boundary of the aerodrome to ensure that aircraft taking off can pass safely underneath.

(b) Turn to join the downwind leg of the traffic circuit at a point which ensures adequate spacing with any aircraft in the circuit ahead or behind.

3 Circuit Joining Procedure — Controlled Aerodromes

3.1 General

3.1.1 Aircraft intending to land at a controlled aerodrome must join the circuit in accordance with ATC instructions. The following joining procedures may be specified:

(a) by descending to circuit height prior to joining and making either a straight-in approach to the runway-in-use or joining a downwind leg or base leg; or

(b) as outlined in the standard circuit joining procedure above.

4 Circuit Joining Procedures — Uncontrolled Aerodromes

4.1 General

4.1.1 The pilot of an aircraft intending to land at an unattended aerodrome may join the circuit in the way outlined in the circuit joining procedure for controlled aerodromes provided that:

(a) the runway-in-use and aerodrome traffic are properly ascertained; and

(b) when making a straight-in approach, or joining a downwind or base leg, the aircraft is sequenced in such a way as to give priority to other aircraft already established in the circuit or joining in accordance with the standard circuit joining procedure described above; and

(c) when entering or flying within the circuit, all turns are made in the direction appropriate to the runway-in-use.

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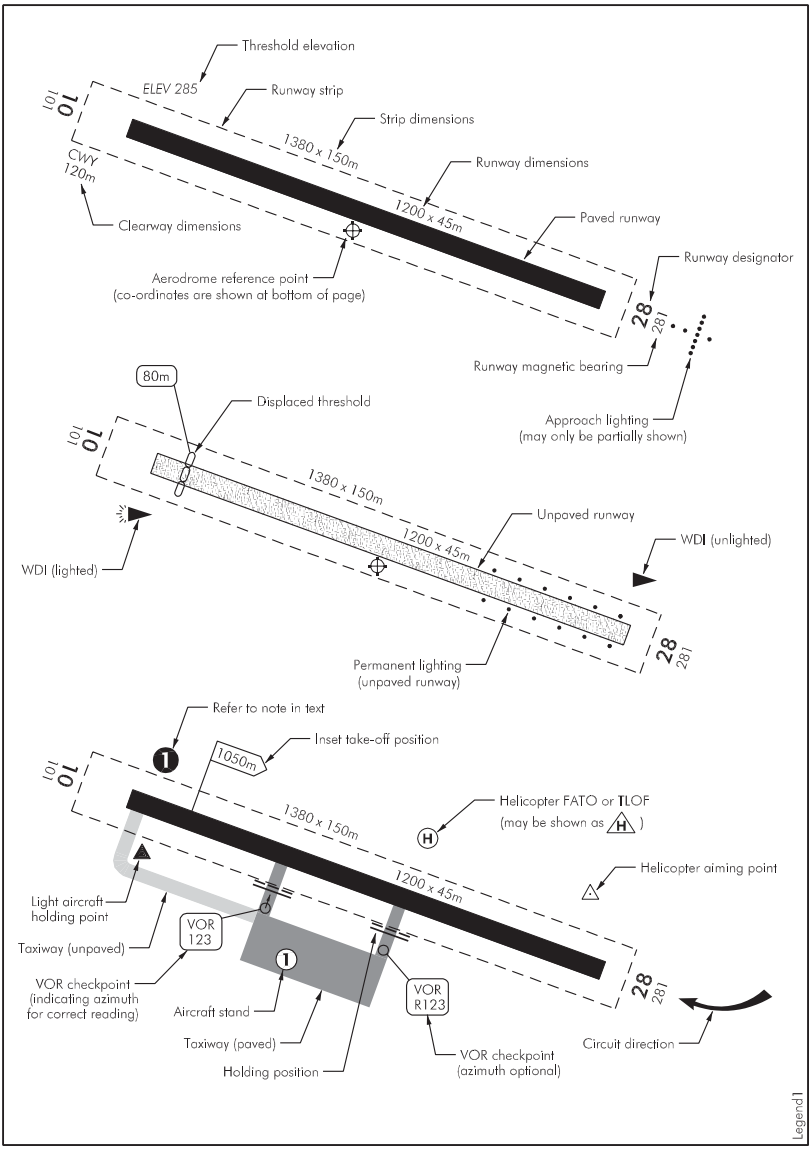
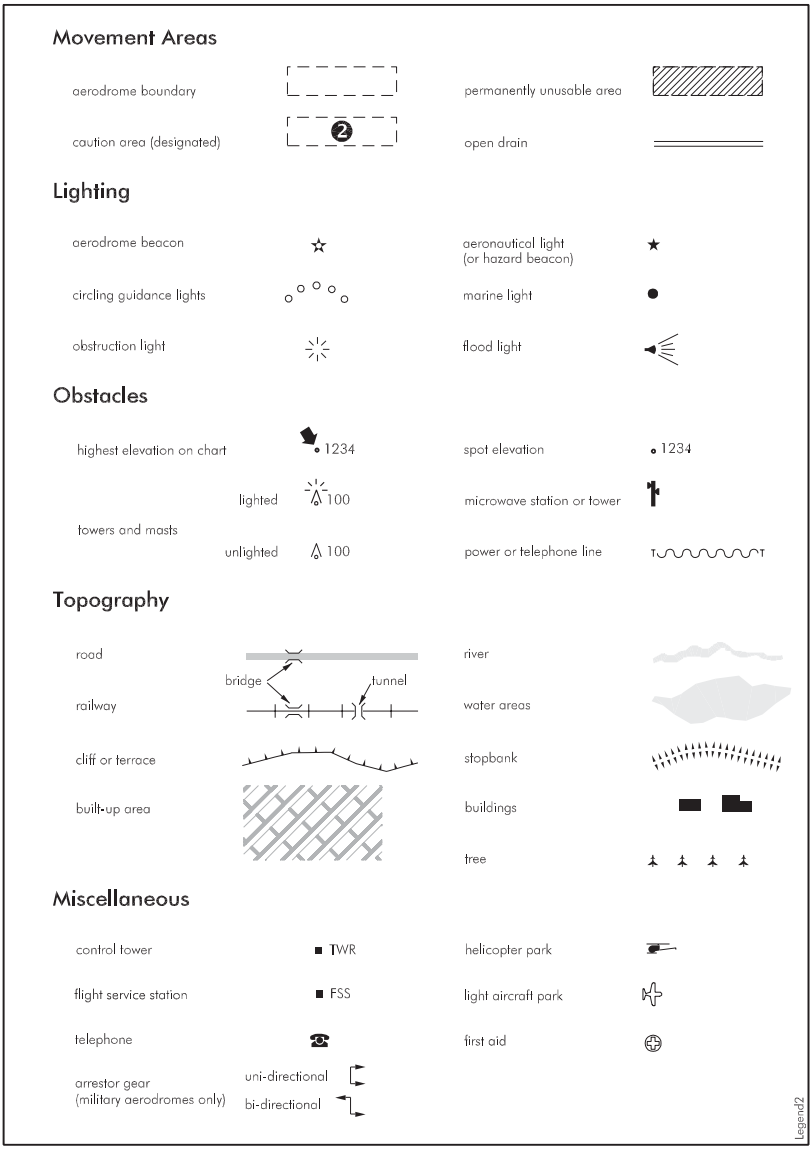
AD 1.10 AERODROME LEGEND

1 AERODROME LEGEND

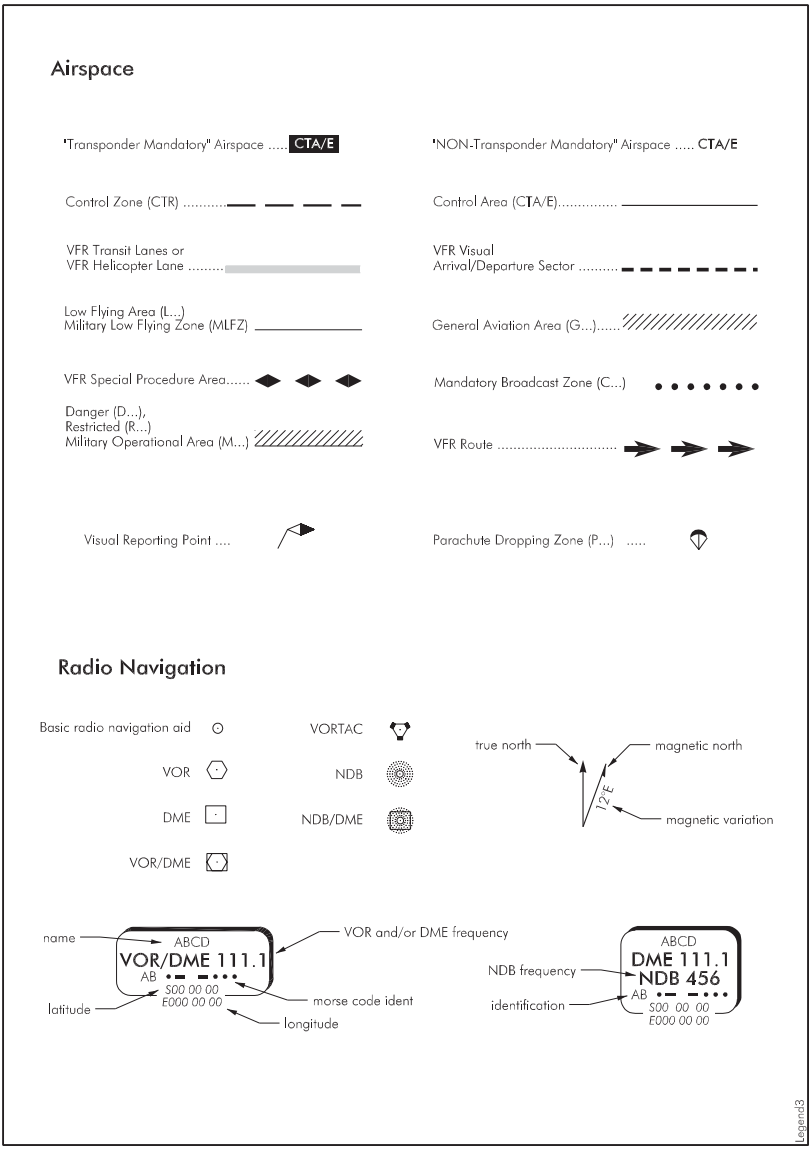


2 AERODROME LEGEND



AD 1.11 AIRSPACE LEGEND

1 AIRSPACE LEGEND



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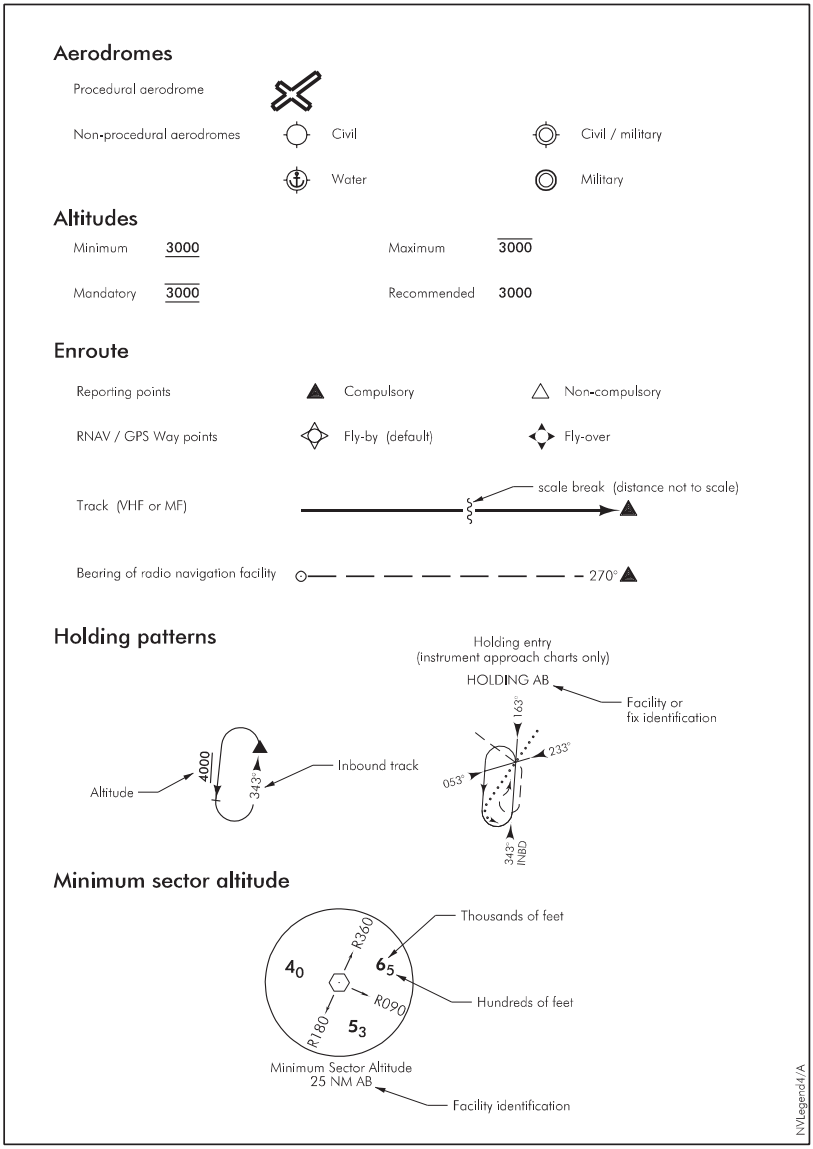
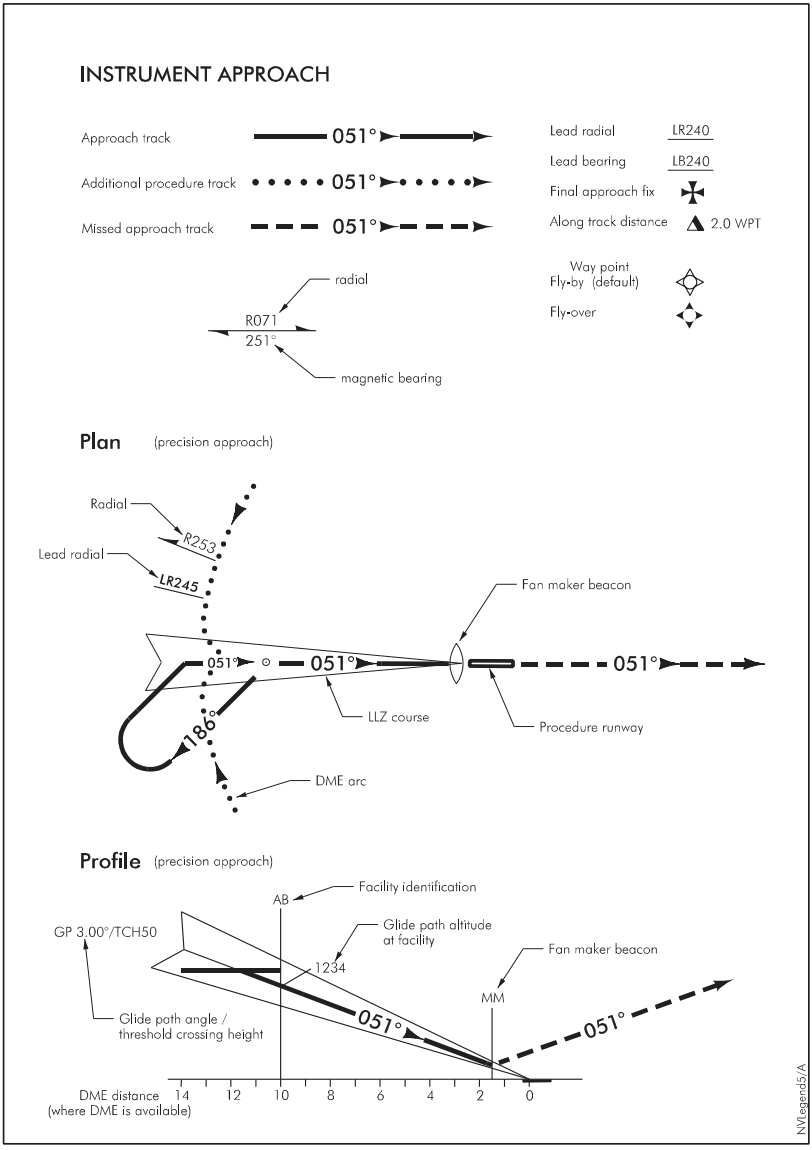
AD 1.12 INSTRUMENT PROCEDURES

1 INSTRUMENT PROCEDURES

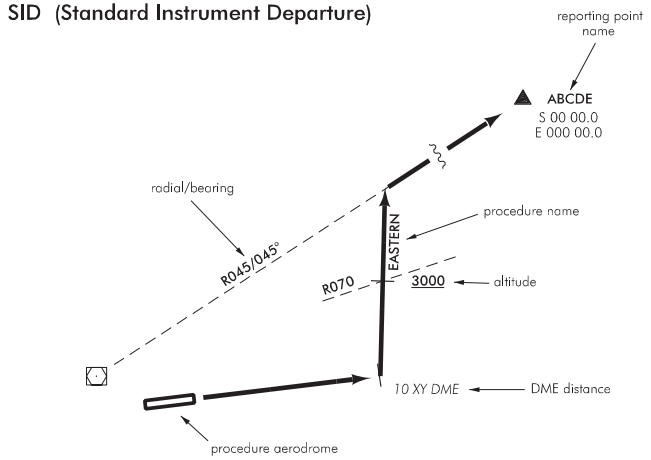


2 INSTRUMENT PROCEDURES

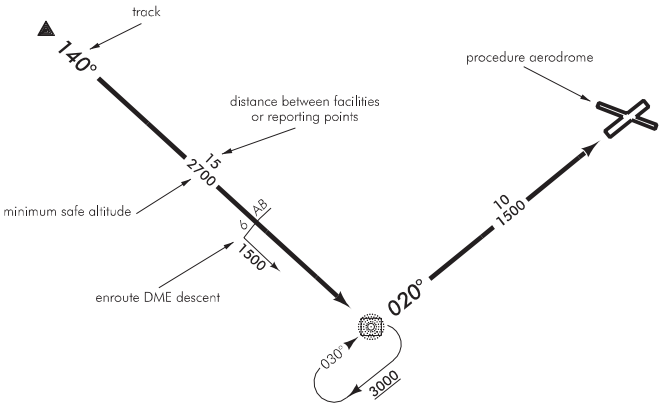


3 INSTRUMENT PROCEDURES

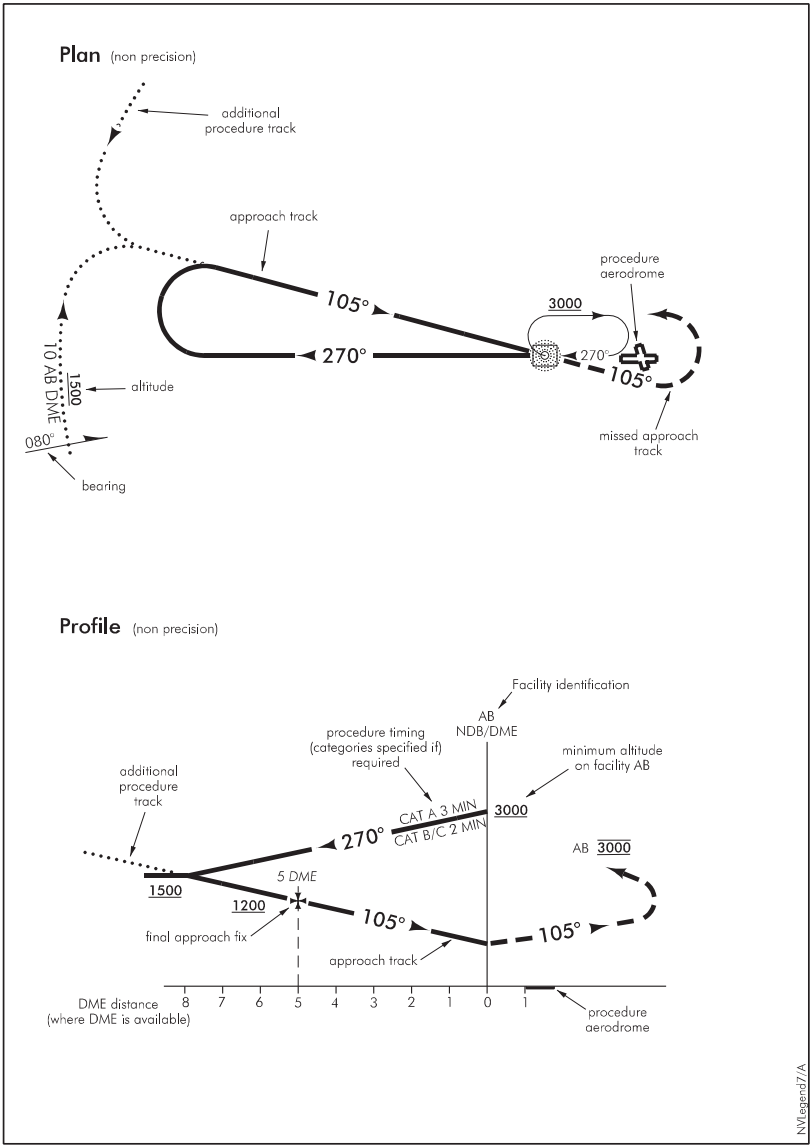
SID (Standard Instrument Departure)



STAR (Standard Arrival)



4 INSTRUMENT PROCEDURES



NSAU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

NSAU	ASAU

NSAU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates, location	WGS 84 S 13°30'20.755" W 172°37'40.67"
2	Direction and distance from city	1NM from nearby village
3	Elevation/Reference temperature	THR 08 — 28ft THR 26 — 23ft
4	MAG VAR/Annual change	11°E
5	AD Administration, address, telephone, telefax, telex, AFS	Samoa Airport Authority Private Bag Faleolo Intl Airport SAMOA Tel: (685) 23201/2 Fax: (685) 24281
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	

NSAU AD 2.3 OPERATIONAL HOURS

1	AD Administration	HS
2	Customs and immigration	Nil
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	Nil
8	Fuelling	By prior arrangement with Polynesian Airlines
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	

NSAU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with Polynesian Airlines
2	Fuel/oil types	Nil
3	Fuelling facilities/ capabilities	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	

NSAU AD 2.5 PASSENGER FACILITIES

1	Hotels	3 miles from airport
2	Restaurants	At hotel close to airport
3	Transportation	Public transport bus
4	Medical facilities	Hospital 8 miles from airport
5	Bank and Post Office	3 miles from airport
6	Tourist Office	Nil
7	Remarks	

NSAU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Nil
2	Rescue equipment	Nil
3	Capability for removal of disabled aircraft	Nil
4	Remarks	

NSAU AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	

NSAU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Bitumen
2	Taxiway width, surface and strength	ESWL 3630kg
3	ACL location and elevation	
4	VOR/INS checkpoints	Nil
5	Remarks	

NSAU AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nil
2	RWY and TWY markings and LGT	Nil
3	Stop bars	Nil
4	Remarks	

NSAU AD 2.10 AERODROME OBSTACLES

In approach/take-off areas			Remarks
RWY/Area affected	Obstacle type Elevation Markings/ LGT	Co-ordinates	Remarks
Nil	Nil	N/A	

In circling area and at aerodrome			Remarks
RWY/Area affected	Obstacle type Elevation Markings/ LGT	Co-ordinates	Remarks
Nil	N/A	N/A	

NSAU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Nil
2	Hours of service MET Office	N/A
3	Office responsible for TAF preparation Periods of validity	N/A
4	Type of landing forecast Interval of issuance	N/A
5	Briefing/consultation provided	Nil
6	Flight documentation Language(s) used	N/A
7	Charts and other information available for briefing or consultation	N/A
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Nil

NSAU AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY	TRUE and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates	THR elevation and highest elevation of TDZ of precision APP RWY
08	N/A	640 X 15m	ESWL 3630kg		
26	N/A	640 X 15m	ESWL 3630kg		
Remarks	Runway Strip does not meet required width in some areas along RWY 08/26				

NSAU AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
08	640m	640m	640m	640m	
26	640m	640m	640m	640m	

NSAU AD 2.14 APPROACH AND RWY LIGHTING

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
08	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
26	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	

NSAU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT, Anemometer location and LGT	Nil
3	Secondary power supply/switch-over time	Nil
4	Remarks	

NSAU AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates of TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation (ft)	Nil
3	TLOF and FATO area dimensions, surface, strength and markings	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distance available	N/A
6	APP and FATO lighting	Nil
7	Remarks	

NSAU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Class G		
2	Vertical limits	N/A		
3	Airspace classification	Class G		
4	ATS unit callsign, language	Nil		
5	Transition altitude	N/A		
6	Remarks			

NSAU AD 2.18 ATS COMMUNICATIONS FACILITIES

Service Designation	Callsign	Frequency	Hours of Operation	Remarks
		HF COMS with FALEOLO ATS		

NSAU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid, CAT (for ILS), Variation	Identification	Frequency	Hours of Operation	Co-ordinates	Elevation of DME antenna	Remarks
Nil						

NSAU AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

Nil.

2 Taxiing To and From Stands

Nil.

3 Parking Area for General Aviation

Nil.

4 Parking Area for Helicopters

Nil.

5 Apron — Taxiing

Nil.

6 Taxiing — Limitations

Nil.

7 Training Flights — Use of RWYs

Nil.

8 Helicopter Traffic — Limitations

Nil.

9 Removal of Disabled Aircraft

Nil.

NSAU AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

Nil.

NSAU AD 2.22 FLIGHT PROCEDURES

1 Position and Altitude Reporting — Local VFR Flights

Nil.

2 Position Reporting on Departure

Nil.

3 Aerodrome Traffic Circuit Rules

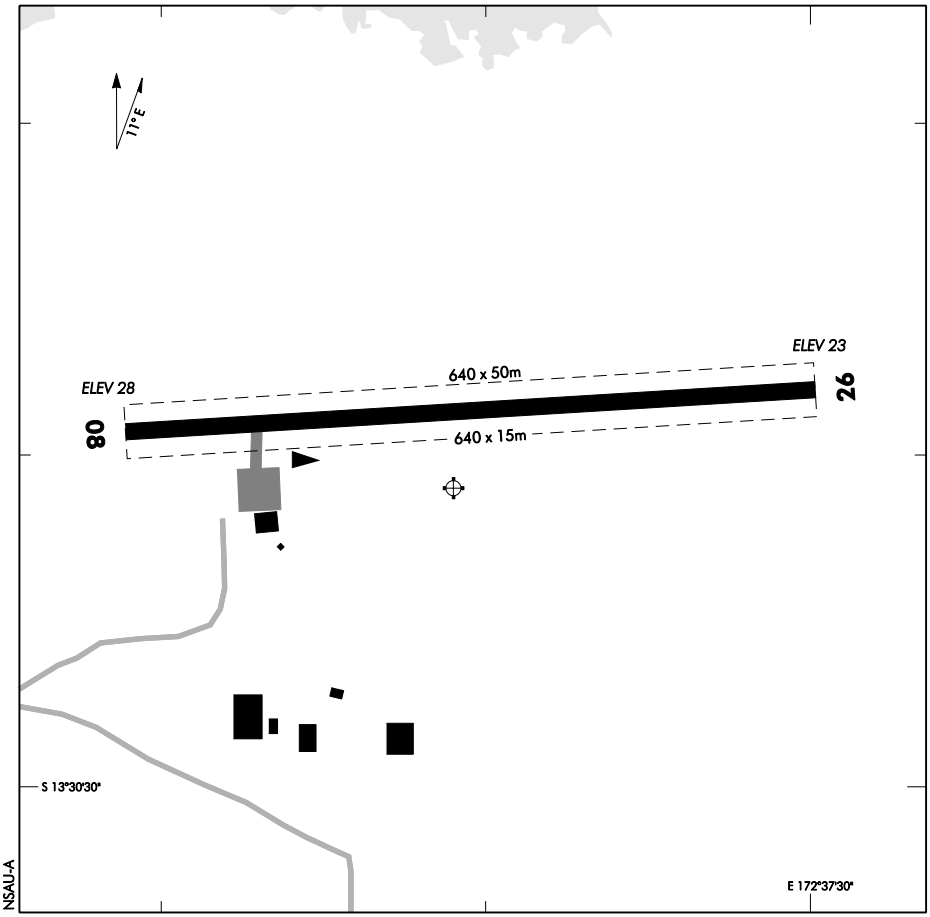
No circling south of aerodrome due to high mountain range.

ELEV 28

NSAU

ASAU
AERODROME

UNATTENDED: 118.1



1. No circling south of aerodrome due to high mountain range.

S 13 30 21 E 172 37 41

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NSFI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

NSFI	FAGALI'I

NSFI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates, location	S 13° 50' 55.03" W 171° 44' 14.34"
2	Direction and distance from city	1.9NM ESE of Apia township
3	Elevation/Reference temperature	129ft/30°C
4	MAG VAR/Annual change	11°E 11"
5	AD Administration, address, telephone, telefax, telex, AFS	Polynesian Airlines 2nd Floor NPF Building Beach Road PO Box 599 Apia, SAMOA Tel (685) 22 173/777 3719 Fax (685) 25 201 Email enquiries@polynesianairlines.ws trafficfgi@samoanline.ws
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	Private Aerodrome

NSFI AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon – Fri 2000 – 0400Z
2	Customs and immigration	Mon – Fri 1900 – 0400Z Sun 2200 – 0400Z
3	Health and sanitation	Mon – Fri 1900 – 0400Z Sun 2200 – 0400Z
4	AIS Briefing Office	Faleolo Tower — H24 Tel (685) 42 530/23 201
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Faleolo Tower — H24 Tel (685) 42 530/23 201
7	ATS	Faleolo Tower — H24 Tel (685) 42 530/23 201
8	Fuelling	HS
9	Handling	Mon – Fri 1900 – 0400Z Sun 2200 – 0400Z
10	Security	HS
11	De-icing	Nil
12	Remarks	Nil

NSFI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Polynesian Airlines Tel (685) 22 173 or 777 3719
2	Fuel/oil types	Fuel: JET A1 Oil: D100, Mobil 2
3	Fuelling facilities/ capacity	Prior arrangements with Polynesian Airlines
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Prior arrangements with Polynesian Airlines
7	Remarks	Nil

NSFI AD 2.5 PASSENGER FACILITIES

1	Hotels	Available in and around Apia city
2	Restaurants	Available in and around Apia
3	Transportation	Taxis, buses
4	Medical facilities	Main hospital located 1.5km south of aerodrome
5	Bank and Post Office	ANZ bank at aerodrome, Post Office in Apia city
6	Tourist Office	Located in Apia city
7	Remarks	Nil

NSFI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Nil
2	Rescue equipment	Nil
3	Capability for removal of disabled aircraft	Arrangement with local contractors
4	Remarks	Nil

NSFI AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

NSFI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Bitumen, ESWL – 3630kg
2	Taxiway width, surface and strength	Nil
3	ACL location and elevation	RWY 10 – 98ft RWY 28 – 129ft
4	VOR/INS checkpoints	Nil
5	Remarks	Apron adjoining abeam Runway 10

NSFI AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiway and parking guidelines designed for DHC6 Twin Otter and smaller aircraft
2	RWY and TWY markings and LGT	RWY markings: Designator, threshold, centreline
3	Stop bars	Nil
4	Remarks	Nil

NSFI AD 2.10 AERODROME OBSTACLES

In approach/take-off areas			Remarks
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	
RWY 10/28	Mast 416ft AMSL	2.9NM 309°T from AD	
APRON	Terminal Building	North of Apron at very close proximity	

In circling area and at aerodrome			Remarks
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	
RWY 10/28	Antenna 66ft AGL	480m E RWY 10 THR	
APRON	Nil	Nil	Apron maximum wingspan 19.8m

NSFI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Nil
2	Hours of service MET Office	Nil
3	Office responsible for TAF preparation Periods of validity	Nil
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Nil
6	Flight documentation Language(s) used	Nil
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Nil

NSFI AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY	TRUE and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates	THR elevation and highest elevation of TDZ of precision APP RWY
10	112°T/101°M	704 x 18	ESWL 3630 Bitumen	N/A	THR 98ft
28	292°T/281°M	704 x 18	ESWL 3630 Bitumen	N/A	THR 129ft

RWY	Slope of RWY–SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ
10	1.22U	Nil	Nil	704 x 50	TBA
28	1.22D	Nil	Nil	704 x 50	TBA

NSFI AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
10	704	704	704	681	THR DISP 23m
28	704	704	704	608	THR DISP 96m

NSFI AD 2.14 APPROACH AND RWY LIGHTING

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEH) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
10	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
28	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	

NSFI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT, Anemometer location and LGT	Nil
3	TWY edge and centreline lighting	Nil
4	Secondary power supply/switch-over time	Nil
5	Remarks	Nil

NSFI AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates of TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation (ft)	Nil
3	TLOF and FATO area dimensions, surface, strength and markings	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

NSFI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Faleolo CTR
2	Vertical limits	SFC – 7500ft
3	Airspace classification	D
4	ATS unit callsign, language(s)	Faleolo TWR English
5	Transition altitude	13,000ft
6	Remarks	

NSFI AD 2.18 ATS COMMUNICATIONS FACILITIES

Service Designation	Callsign	Frequency	Hours of Operation	Remarks
FIS	Faleolo Radio	118.1,118.5 3467, 5643, 6553, 8846, 8867, 13261	HS	Nil
APP		Nil	Nil	Nil
TWR	Faleolo Tower	118.1, 118.5	HS	Nil
AFIS	Nil	Nil	Nil	Nil

NSFI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Identification	Frequency	Hours of Operation	Site of transmitting antenna Co-ordinates	Elevation of DME transmitting antenna	Remarks
Nil	Nil	Nil	Nil	Nil	Nil	Nil

NSFI AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

Nil

2 Taxiing To and From Stands

Nil

3 Parking Area for General Aviation

Nil

4 Parking Area for Helicopters

TBA

5 Apron — Taxiing

Nil

6 Taxiing — Limitations

Nil

7 Removal of Disabled Aircraft

TBA

NSFI AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

Nil.

NSFI AD 2.22 FLIGHT PROCEDURES

1 Position and Altitude Reporting — Local VFR Flights

10NM inbound make position report and advise intentions. Report entering circuit and on every circuit pattern entries.

2 Position Reporting on Departure

Prior to taxi onto runway advise intentions and departure directions.

3 Aerodrome Traffic Circuit Rules

RWY 10: Left hand

RWY 28: Right hand

No circling south of aerodrome due to high mountain range.

NSFI AD 2.23 ADDITIONAL INFORMATION

1 General

Nil.

ELEV 129

FAGALI'I
AERODROME

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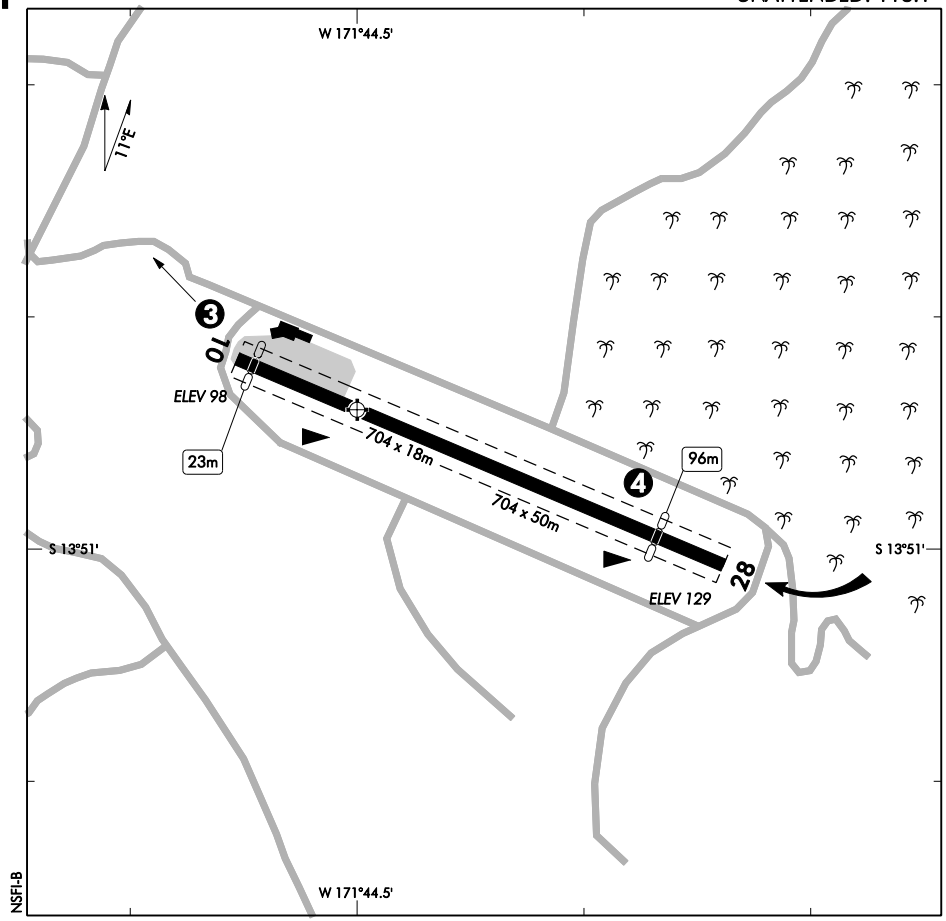

Changes from 18 NOV 10: AD FREQ.

1. Circuit: RWY 10 — Left hand
   RWY 28 — Right hand

2. No circling south of aerodrome due to high mountain range.

3. Radio mast 416ft AMSL at 2.9NM 309°T from aerodrome.

4. AWS antenna 66ft AGL approximately 480m east of threshold RWY 10 on north side of runway.

S 13 50 55 W 171 44 14
WGS 84 Co-ordinates

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NSFA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

NSFA	FALEOLO

NSFA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates, location	S 13°49.78′ W 171°59.83′
2	Direction and distance from city	14NM west of Apia township
3	Elevation/Reference temperature	58ft 30.6°c
4	MAG VAR/Annual change	11°E 11″
5	AD Administration, address, telephone, telefax, telex, AFS	Samoa Airport Authority Private Bag Faleolo International Airport Apia SAMOA Tel (685) 23 201 or (685) 23 202 Fax (685) 24 281
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

NSFA AD 2.3 OPERATIONAL HOURS

1	AD Administration	2000 – 0400 (0900 – 1700L) Mon – Fri
2	Customs and immigration	HS
3	Health and sanitation	HS
4	AIS Briefing Office	In the Control Tower — H24
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HS
9	Handling	HS
10	Security	HS
11	De-icing	Nil
12	Remarks	Nil

NSFA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with Polynesian Airlines Tel (685) 21 675 or (685) 42 119
2	Fuel/oil types	Fuel: JET A1 Oil: D100, Mobil 2
3	Fuelling facilities/ capabilities	AVGAS not available
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Limited to small aircraft by prior arrangement only with Polynesian Airlines Tel (685) 21 675 or (685) 42 119
6	Repair facilities for visiting aircraft	Limited repair facilities available by prior arrangement only with Polynesian Airlines Tel (685) 21 675 or (685) 42 119
7	Remarks	Nil

NSFA AD 2.5 PASSENGER FACILITIES

1	Hotels	Available west of airport and in Apia township.
2	Restaurants	Available in Apia township.
3	Transportation	Taxis, public transport.
4	Medical facilities	Hospital located 3km east of airport.
5	Bank and Post Office	ANZ and Westpac branches at airport. Post Office in Apia.
6	Tourist Office	Located at airport servicing scheduled flights.
7	Remarks	Nil

NSFA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 8
2	Rescue equipment	2 Zodiac dinghies with liferafts to support up to 100 persons
3	Capability for removal of disabled aircraft	+150,000kg —Salvage kit (ex Auckland). – 150,000kg — IATA kit (ex Sydney or Honolulu)
4	Remarks	Nil RWY foaming facilities

NSFA AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Available all seasons

NSFA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Bitumen, PCN 58/F/B/X/T
2	Taxiway width, surface and strength	Width — 23m Surface — bitumen Strength — PCN 58/F/B/X/T
3	ACL location and elevation	Location — At thresholds Elevations — RWY 08 – 58ft RWY 26 – 9ft
4	VOR/INS checkpoints	TWY "A" holding point — R206 TWY "B" holding point — R232
5	Remarks	Nil

NSFA AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	TWY guide lines.
2	RWY and TWY markings and LGT	**RWY MARKINGS** Designator, Threshold, Centreline **RWY LIGHTING** REDL (Omni-directional LIL White) Threshold (Uni-directional Green) **TWY MARKINGS** Centreline, Holding Position **TWY LIGHTING** Edge (blue) Designated apron areas edge (blue) Designated apron areas floodlit
3	Stop bars	Nil
4	Remarks	Nil

NSFA AD 2.10 AERODROME OBSTACLES

In approach/take-off areas			Remarks
RWY/Area affected	Obstacle type Elevation Markings/ LGT	Co-ordinates	Remarks
RWY 08	Tree 109ft AMSL	4504m from start of take-off roll	
	Cellphone Tower 217ft AMSL	S 13 50 00.96 W 172 01 17.00	0.2NM S RWY 08 THR
RWY 26	Cellphone Tower 245ft AMSL Lit	S 13 49 53.22 W 171 57 27.52	2NM E RWY 26 THR

In circling area and at aerodrome			Remarks
RWY/Area affected	Obstacle type Elevation Markings/ LGT	Co-ordinates	Remarks

NSFA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Fiji Meteorological Service, Fiji and Meteorological Division Ministry of Natural Resources, Environment and Meteorology, Samoa
2	Hours of service MET Office	H24
3	Office responsible for TAF preparation Periods of validity	Main MET Office in Apia. Validity — WMO
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Nil
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Nil

NSFA AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY	TRUE and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates	THR elevation and highest elevation of TDZ of precision APP RWY
08	089°T 078°M	3000 x 45	PCN 58 F/B/X/T	S 13° 49′ 48.77″ W 172° 01′ 20.20″	THR 58ft
26	269°T 258°M	3000 x 45	PCN 58 F/B/X/T	S 13° 49′ 47.59″ W 171° 59′ 40.13″	THR 9ft
Remarks	RWY 08 RESA — 240m x 150m RWY 26 RESA — 240m x 150m				

NSFA AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
08	3000	3060	3000	3000	RWY grooved for full length
26	3000	3210	D 3150 N 3000	3000	RWY grooved for full length

NSFA AD 2.14 APPROACH AND RWY LIGHTING

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
08	LIL SALS white	LIL green	PAPI	Nil	Nil	LIL white	LIL red	Nil	Nil
26	LIL SALS white	LIL green	PAPI	Nil	Nil	LIL white	LIL red	Nil	End lights may not be visible until within 700m – 900m from RWY end due to RWY hump

NSFA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN FLG W and G 3.75 sec
2	LDI location and LGT, Anemometer location and LGT	LDI — Located at thresholds and mid RWY Anemometer — mid RWY (seaward side) THR RWY 08 (north)
3	Secondary power supply/switch-over time	Standby power available
4	Remarks	Nil

NSFA AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates of TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation (ft)	Nil
3	TLOF and FATO area dimensions, surface, strength and markings	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

NSFA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Faleolo CTR	Faleolo CTA	Samoa Sector
2	Vertical limits	SFC – 7500ft	7500ft – FL245	SFC – FL245
3	Airspace classification	D	D	G
4	ATS unit callsign, language	Faleolo TWR	Faleolo TWR	Faleolo TWR
5	Transition altitude	13,000ft	13,000ft	13,000ft
6	Remarks	Nil	Nil	Nil

NSFA AD 2.18 ATS COMMUNICATIONS FACILITIES

Service Designation	Callsign	Frequency	Hours of Operation	Remarks
FIS	Faleolo Radio	118.1 118.5 3425, 3467, 5643, 6553, 8846, 8867, 11339, 13261, 17904	H24	Nil
APP	Faleolo TWR			Nil
TWR	Faleolo TWR			Nil
AFIS	Nil	Nil	Nil	Nil

NSFA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid, CAT (for ILS), Variation	Identification	Frequency	Hours of Operation	Co-ordinates	Elevation of DME antenna	Remarks
ILS/DME	IAP	109.9 36X	H24	S13° 49.75′ W172° 01.16′		
LLZ	IAP	109.9	H24	S13° 49.78′ W171° 59.42′		
VOR	FA	113.9	H24	S13° 49.46′ W171° 59.34′		
DME	FA	86X	H24	S13° 49.46′ W171° 59.34′		
NDB	FA	270	H24	S13° 49.37′ W172° 01.01′′		

NSFA AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

Nil.

2 Taxiing To and From Stands

Nil.

3 Parking Area for General Aviation

Nil.

4 Parking Area for Helicopters

Nil.

5 Apron — Taxiing

Nil.

6 Taxiing — Limitations

Nil.

7 Training Flights — Use of RWYs

Nil.

8 Helicopter Traffic — Limitations

Nil.

9 Removal of Disabled Aircraft

Nil.

NSFA AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

Nil.

NSFA AD 2.22 FLIGHT PROCEDURES

1 Position and Altitude Reporting — Local VFR Flights

Nil.

2 Position Reporting on Departure

Nil.

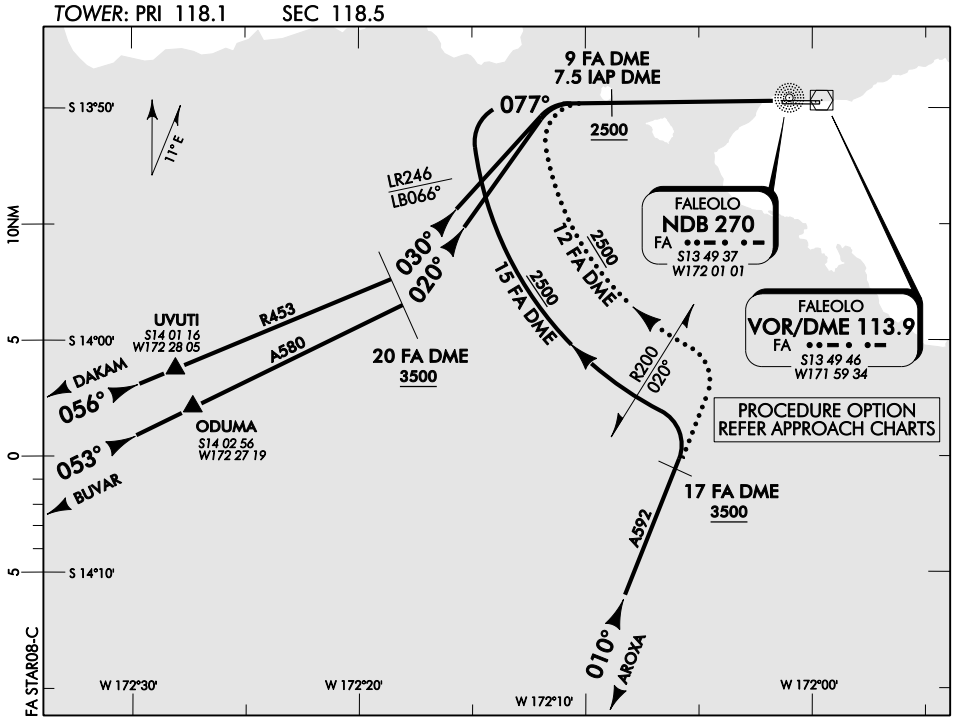
3 Aerodrome Traffic Circuit Rules

RWY 08: Left hand

RWY 26: Right hand

ELEV 58

FALEOLO
STAR 08



Changes from 19 NOV 09: STAR designators.

GENERAL INFORMATION:

1. This STAR is suitable for all RWY 08 approaches.
2. Refer to approach charts for joining finals.

AROXA ONE ALFA (AROXA1A)

Continue on enroute track R190/010° FA VOR/NDB MNM 3500ft.
At 17 FA DME join 15 FA DME arc (prefered for Cat C/D)
or at 14 FA DME join 12 FA DME arc.
On crossing R200/020° FA VOR/NDB aircraft may descend
to MNM initial approach altitude.
At the lead radial or bearing turn RIGHT to intercept
final approach track.

ODUMA ONE ALFA (ODUMA1A)

Continue on enroute track R233/053° FA VOR/NDB MNM 3500ft.
At 20 FA DME turn LEFT and track 020° to intercept final approach
track while on descent to procedure commencement altitude.

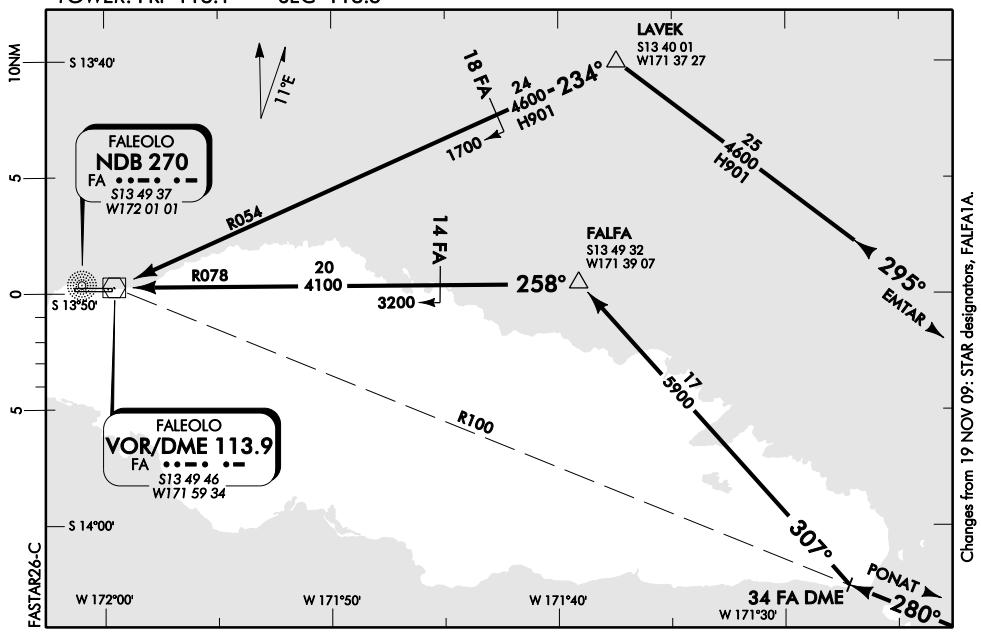
UVUTI ONE ALFA (UVUTI1A)

Continue on enroute track R236/056° FA VOR/NDB MNM 3500ft.
At 20 FA DME turn LEFT and track 030° to intercept final approach
track while on descent to procedure commencement altitude.

ELEV 58

FALEOLO
STAR 26

TOWER: PRI 118.1 SEC 118.5



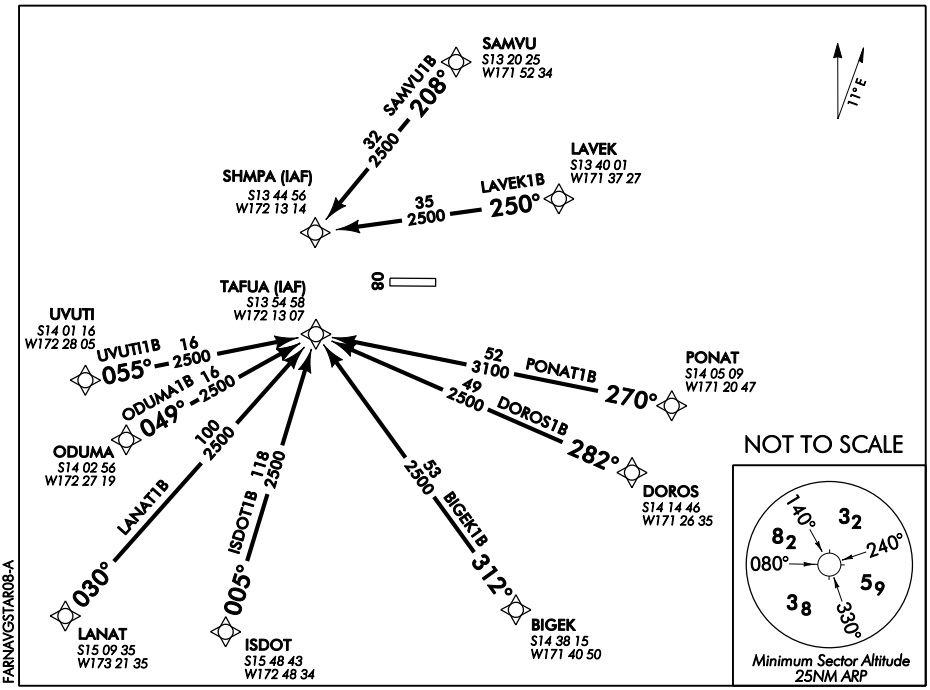
GENERAL INFORMATION:	1. This STAR is suitable for both ALFA approaches. 2. Refer to approach charts for joining finals.
LAVEK ONE ALFA (LAVEK1A)	Continue on enroute track 295° to LAVEK MNM 4600ft. From LAVEK track 234° to FA VOR. At 18 FA DME descend to MNM 1700ft to join ALFA final approach.
FALFA ONE ALFA (FALFA1A)	Continue on enroute track 280° MNM 5900ft to 34 FA DME. At 34 FA DME turn RIGHT and track 307° to FALFA (R078/258° FA VOR/NDB/19.9 FA DME). When established on R078/258° descend to MNM 4100ft. At 14 FA DME descend to 3200ft and join ALFA approach at 8 FA DME.

ELEV 58

FALEOLO

RNAV (GNSS) STAR RWY 08

TOWER: PRI 118.1 SEC 118.5



RWY 08
SAMVU ONE BRAVO ARRIVAL — RNAV (SAMVU1B)
- Track 208°to SHMPA

RWY 08
LAVEK ONE BRAVO ARRIVAL — RNAV (LAVEK1B)
- Track 250°to SHMPA

RWY 08
PONAT ONE BRAVO ARRIVAL — RNAV (PONAT1B)
- Track 270° to TAFUA

RWY 08
DOROS ONE BRAVO ARRIVAL — RNAV (DOROS1B)
- Track 282° to TAFUA

RWY 08
BIGEK ONE BRAVO ARRIVAL — RNAV (BIGEK1B)
- Track 312° to TAFUA

RWY 08
ISDOT ONE BRAVO ARRIVAL — RNAV (ISDOT1B)
- Track 005° to TAFUA

RWY 08
LANAT ONE BRAVO ARRIVAL — RNAV (LANAT1B)
- Track 030° to TAFUA

RWY 08
ODUMA ONE BRAVO ARRIVAL — RNAV (ODUMA1B)
- Track 049° to TAFUA

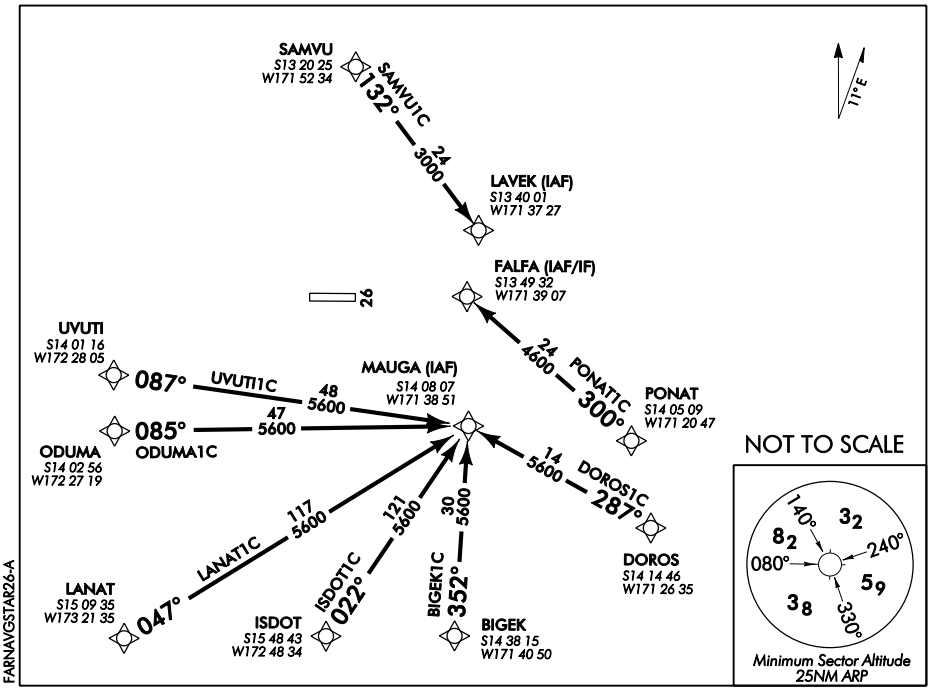
RWY 08
UVUTI ONE BRAVO ARRIVAL — RNAV (UVUTI1B)
- Track 055° to TAFUA

ELEV 58

FALEOLO

RNAV (GNSS) STAR RWY 26

TOWER: PRI 118.1 SEC 118.5



RWY 26
SAMVU ONE CHARLIE ARRIVAL — RNAV (SAMVU1C)
- Track 132°to LAVEK

RWY 26
PONAT ONE CHARLIE ARRIVAL — RNAV (PONAT1C)
- Track 300°to FALFA

RWY 26
DOROS ONE CHARLIE ARRIVAL — RNAV (DOROS1C)
- Track 287° to MAUGA

RWY 26
BIGEK ONE CHARLIE ARRIVAL — RNAV (BIGEK1C)
- Track 352° to MAUGA

RWY 26
ISDOT ONE CHARLIE ARRIVAL — RNAV (ISDOT1C)
- Track 022° to MAUGA

RWY 26
LANAT ONE CHARLIE ARRIVAL — RNAV (LANAT1C)
- Track 047° to MAUGA

RWY 26
ODUMA ONE CHARLIE ARRIVAL — RNAV (ODUMA1C)
- Track 085° to MAUGA

RWY 26
UVUTI ONE CHARLIE ARRIVAL — RNAV (UVUTI1C)
- Track 087° to MAUGA

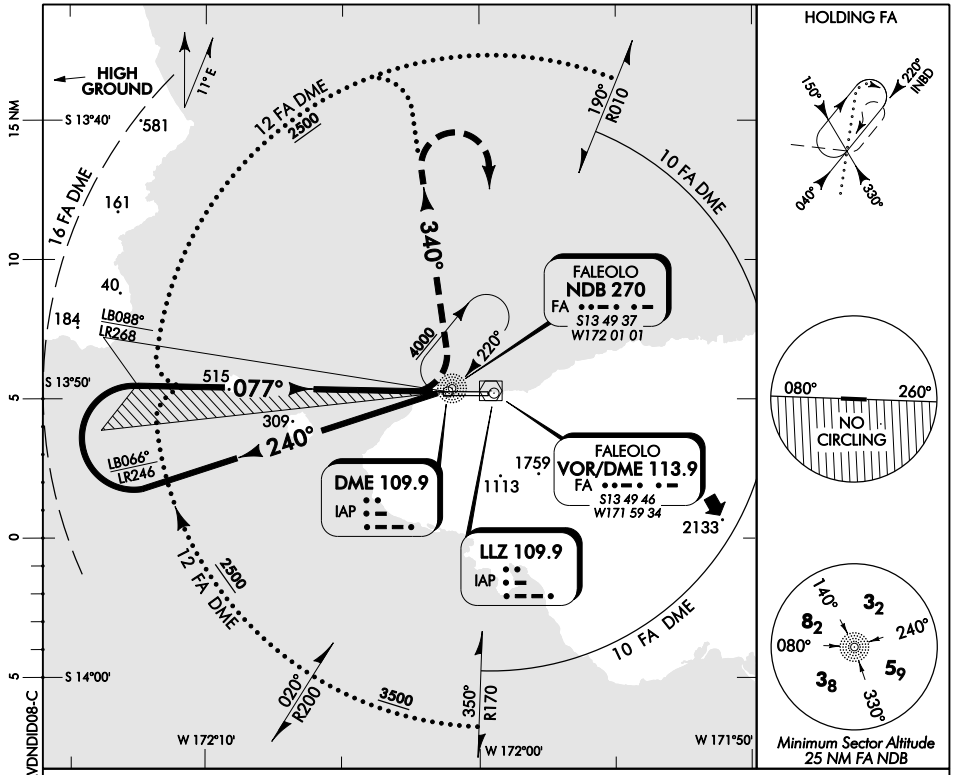
ELEV 58

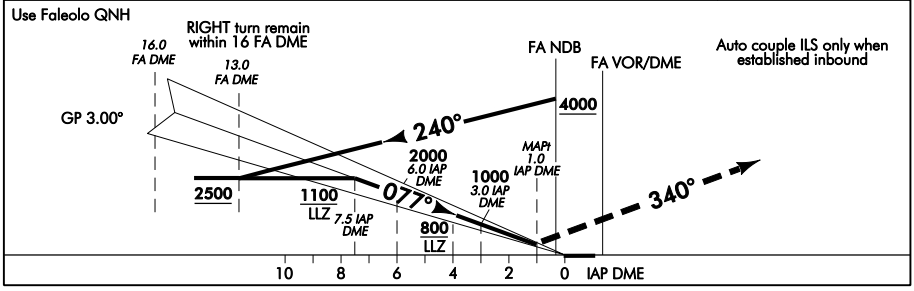
RWY 08 THR ELEV 58

TOWER: PRI 118.1 SEC 118.5

FALEOLO

VOR/DME or NDB/DME/ILS/DME RWY 08





MISSED APCH: Climbing turn LEFT to 340° FA VOR/NDB. Return to FA **4000** or join 12 FA DME arc **2500** for further APCH.

IAP DME DIST	FAP 7.5	7	6.5	6	5.5	5	4.5	4	3.5	3	2.5	2	1.5	1
Advisory Altitude 3°	2500	2238	2167	2000	1834	1667	1500	1334	1167	1000	834	667	500	MDA
Category	A				B			C			D			
ILS/IAP DME	**D 358**(300) – 1400													
	N 358(300) – 1800													
LLZ/IAP DME	**D 430**(372) – 1500							**D 430**(372) – 1600						
	N 430(372) – 1900							**N 430**(372) – 2000						
Circling	**470**(412) – 1900			**600**(542) – 2800				**1090**(1032) – 4400			**1360**(1302) – 4600			
Alternate	**1200** – 5							**1200** – 7			**1400** – 7			

Changes from 19 NOV 09: Minimum Sector Altitude, Circling.

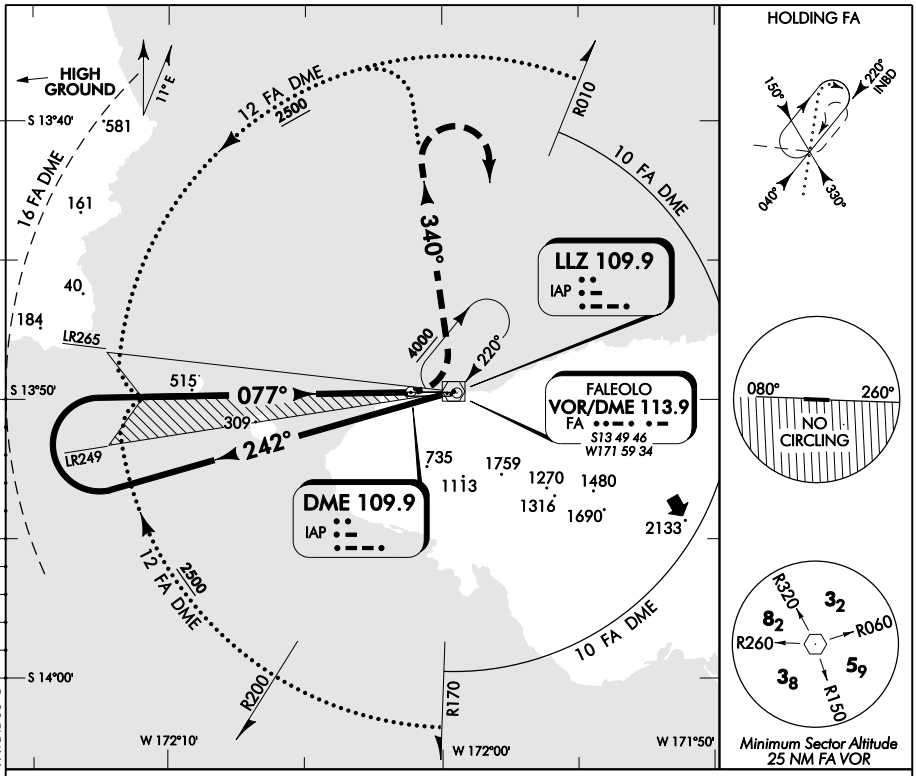
ELEV 58

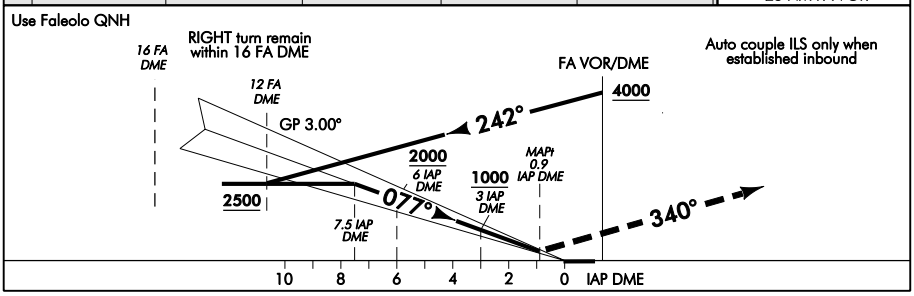
RWY 08 THR ELEV 58

TOWER: PRI 118.1 SEC 118.5

FALEOLO

VOR/DME/ILS/DME RWY 08





MISSED APCH: Climbing turn LEFT to R340. Return to FA **4000** or join 12 FA DME arc **2500** for further APCH.

IAP DME DIST	FAP 7.5	7	6.5	6	5.5	5	4.5	4	3.5	3	2.5	2	1.5	1
Advisory Altitude 3°	2500	2238	2167	2000	1834	1667	1500	1334	1167	1000	834	667	500	MDA
Category	A				B			C			D			
ILS/IAP DME	**D 358**(300) – 1400													
	N 358(300) – 1800													
LLZ/IAP DME	**D 430**(372) – 1500							**D 430**(372) – 1600						
	N 430(372) – 1900							**N 430**(372) – 2000						
Circling	**470**(412) – 1900				**600**(542) – 2800			**1090**(1032) – 4400			**1360**(1302) – 4600			
Alternate	**1200** – 5							**1200** – 7			**1400** – 7			

Changes from 19 NOV 09: Minimum Sector Altitude, Circling.

Effective: 18 NOV 10

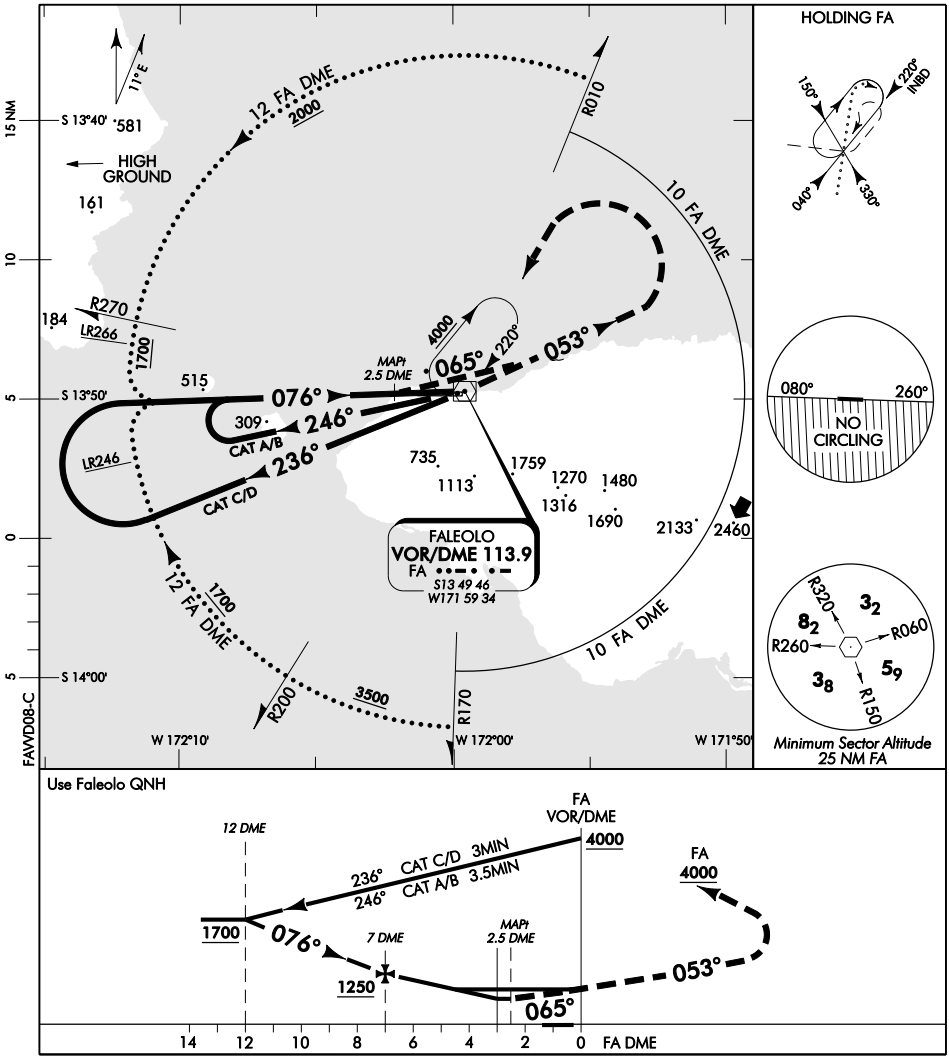
ELEV 58

RWY 08 THR ELEV 58

TOWER: PRI 118.1 SEC 118.5

FALEOLO

VOR or VOR/DME RWY 08



Changes from 19 NOV 09: Minimum Sector Altitude, Circling.

MISSED APCH: Turn LEFT on to 065°, intercept R053, then climbing LEFT turn enter FA holding **4000**

FA DME DIST	8	7	6	5	4	3	MAPt 2.5
Advisory Altitude 3°	2000	1700	1400	1100	800	500	MDA

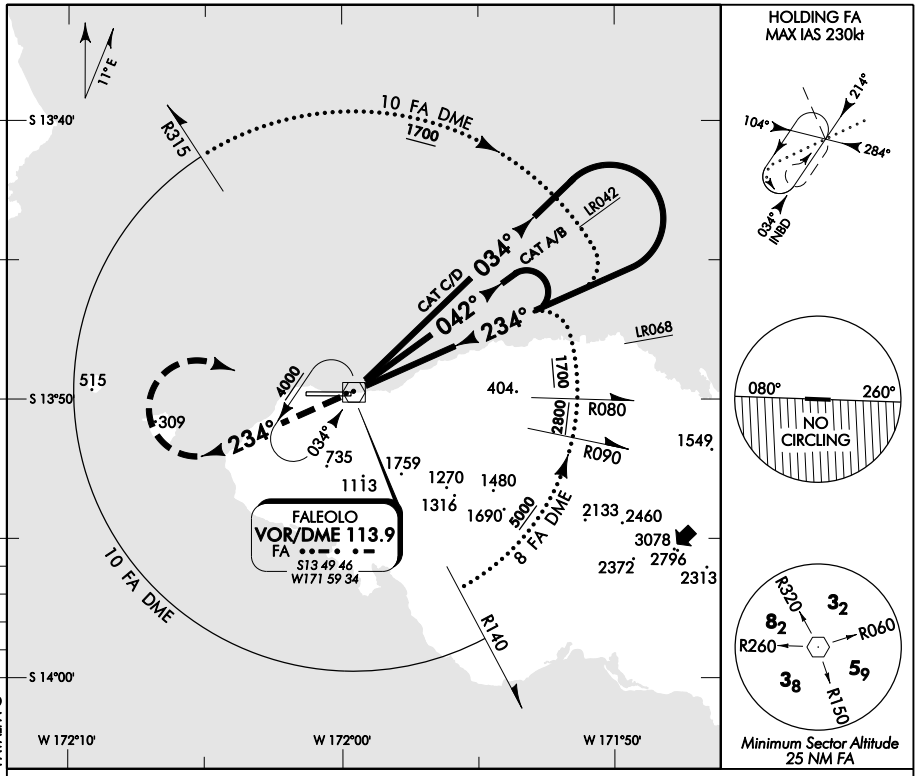
Category	A	B	C	D
VOR/DME	**470**(412) – 1900		**470**(412) – 2400	
VOR	**900**(842) – 2600		**900**(842) – 4400	
Circling VOR/DME	**470**(412) – 1900	**600**(542) – 2800	**1090**(1032) – 4400	**1360**(1302) – 4600
Circling VOR	**900**(842) – 2600	**900**(842) – 2800		
Alternate	**1200** – 5000		**1200** – 7	**1400** – 7

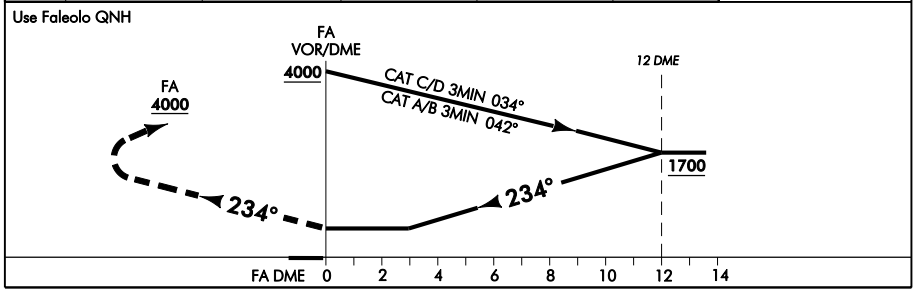
Effective: 18 NOV 10

ELEV 58

FALEOLO
VOR ALFA

TOWER: PRI 118.1 SEC 118.5





Changes from 19 NOV 09: Minimum Sector Altitude, Circling.

MISSED APCH: Climb on R234, turn RIGHT, enter FA holding **4000**

Category	A	B	C	D
Circling	**620**(562) – 1900	**620**(562) – 2800	**1090**(1032) – 4400	**1360**(1302) – 4600
Alternate	**1200** – 5000		**1200** – 7	**1400** – 7

Effective: 18 NOV 10

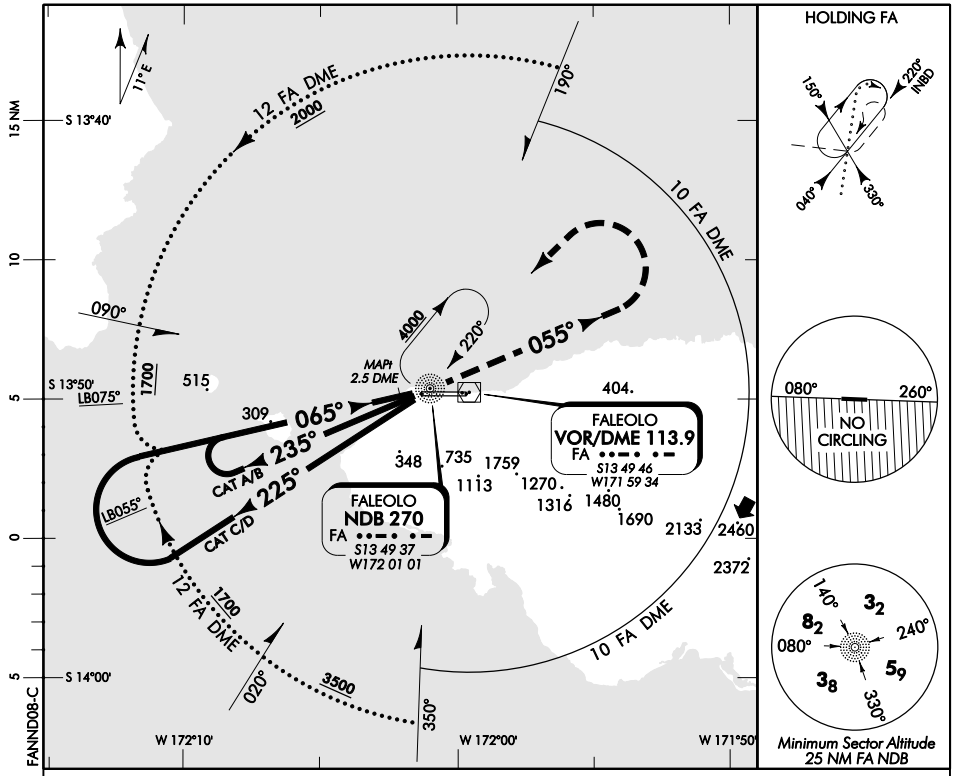
ELEV 58

RWY 08 THR ELEV 58

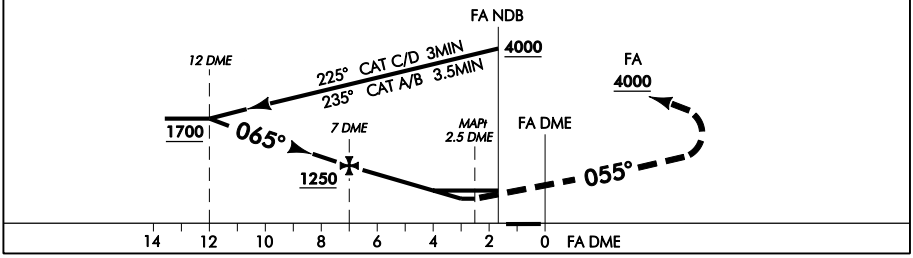
TOWER: PRI 118.1 SEC 118.5

FALEOLO

NDB or NDB/DME RWY 08



Use Faleolo QNH



MISSED APCH: Climb on 055°, turn LEFT enter FA holding **4000**

FA DME DIST	8	7	6	5	4	3	MAPt 2.5
Advisory Altitude 3°	2000	1700	1400	1100	800	500	MDA

Category	A	B	C	D
NDB/DME	**470**(412) - 1900		**470**(412) - 2400	
NDB	**800**(742) - 2600		**800**(742) - 4400	
Circling NDB/DME	**550**(492) - 1900	**600**(542) - 2800	**1090**(1032) - 4400	**1360**(1302) - 4600
Circling NDB	**800**(742) - 2600	**800**(742) - 2800		
Alternate	**1200** - 5000		**1200** - 7	**1400** - 7

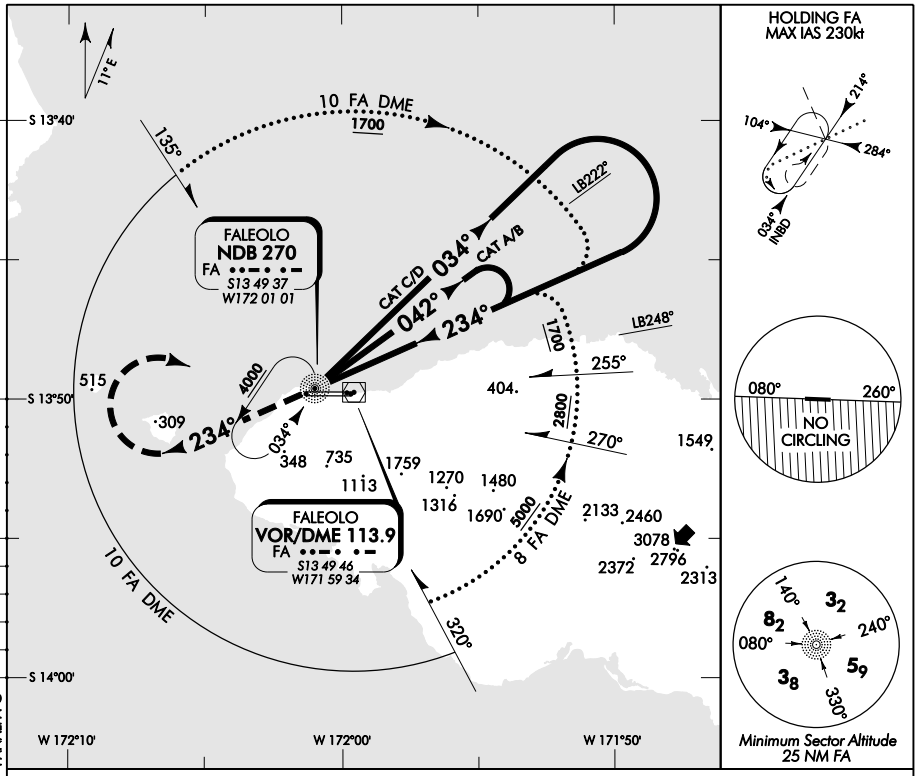
Changes from 19 NOV 09: Minimum Sector Altitude, Circling.

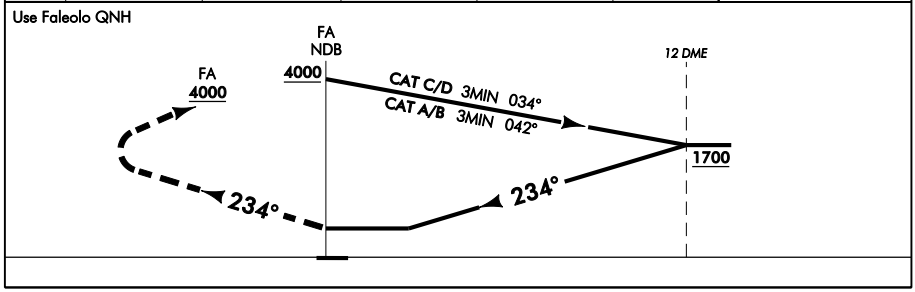
Effective: 18 NOV 10

ELEV 58

FALEOLO
NDB ALFA

TOWER: PRI 118.1 SEC 118.5





Changes from 19 NOV 09: Minimum Sector Altitude, Circling.

MISSED APCH: Climb on 234°, turn RIGHT enter FA holding **4000**

Category	A	B	C	D
Circling	**550**(492) – 1900	**600**(542) – 2800	**1090**(1032) – 4400	**1360**(1302) – 4600
Alternate	**1200** – 5000		**1200** – 7	**1400** – 7

Effective: 18 NOV 10

ELEV 58

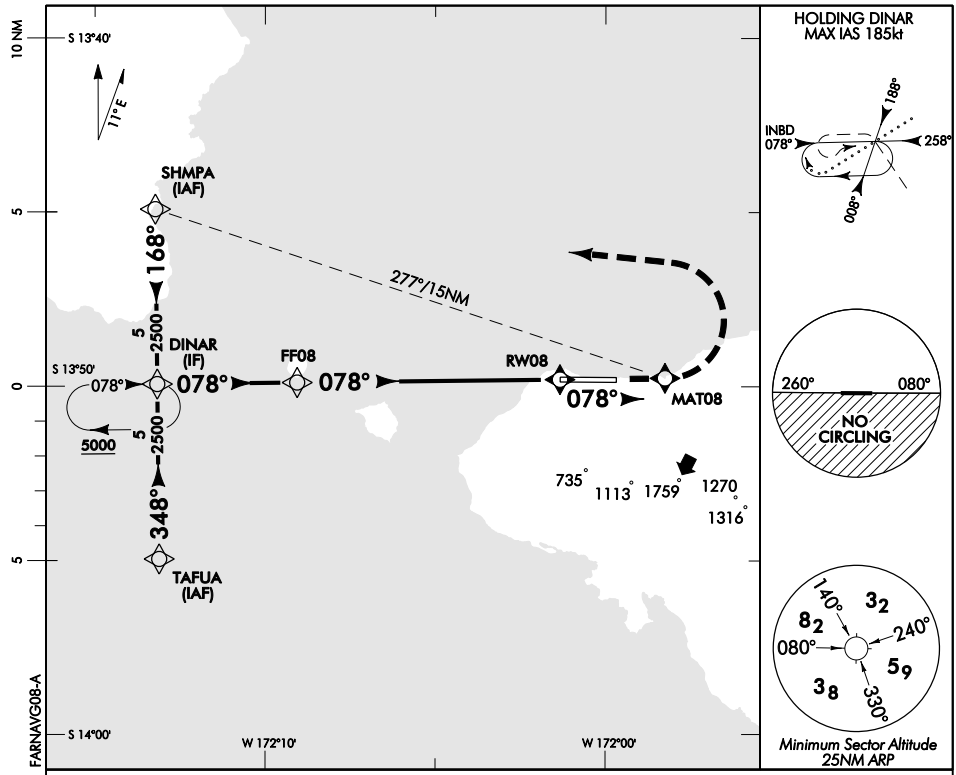
RWY 08 THR ELEV 58

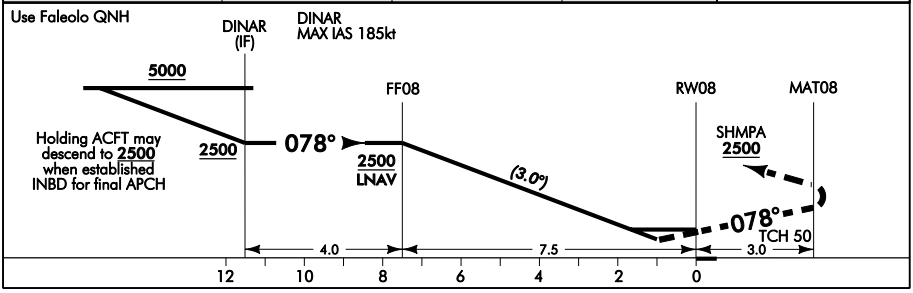
TOWER: PRI 118.1 SEC 118.5

CAT A,B,C,D

FALEOLO

RNAV (GNSS) RWY 08





MISSED APCH: Track 078° to MAT08 (fly-over), turn LEFT direct to SHMPA **2500**

DISTANCE to WPT	DINAR	3	2	1	FF08	7	6	5	4	3	2	1.4	1	RW08
Advisory Altitude 3°	3620	3300	2980	2660	2500	2340	2020	1700	1380	1060	740	MDA	DA	MDA
Category	A				B			C				D		
LNAV/VNAV *	**420**(362) – 1600													
LNAV	**560**(502) – 1600							**560**(502) – 2400						
Circling	**560**(502) – 1900				**600**(542) – 2800			**1090**(1032) – 4400				**1360**(1302) – 4600		

*** Valid to AD temperature 5°C**

ELEV 58

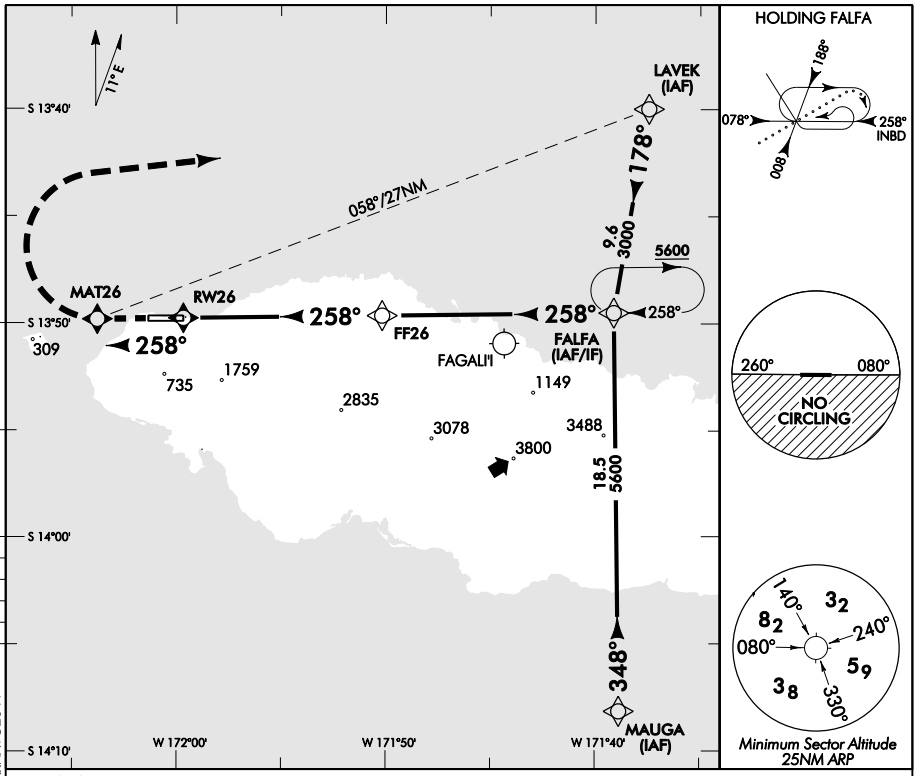
RWY 26 THR ELEV 9

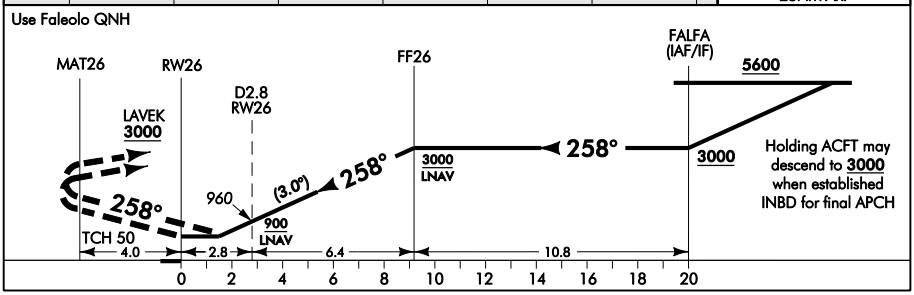
TOWER: PRI 118.1 SEC 118.5

CAT A,B,C,D

FALEOLO

RNAV (GNSS) RWY 26





New Chart.

MISSED APCH: Track 258° to MAT26 (fly-over), turn RIGHT direct to LAVEK **3000**

DISTANCE to WPT	RW26	1.5	2	3	4	5	6	7	8	9	FF26
Advisory Altitude 3°	MDA	DA/MDA	700	1020	1340	1660	1980	2300	2620	2940	3000

Category	A	B	C	D
LNAV/VNAV *	**530**(521) – 1600		**530**(521) – 2400	
LNAV	**530**(521) – 1600		**530**(521) – 2400	
Circling	**530**(472) – 1900	**600**(542) – 2800	**1090**(1032) – 4400	**1360**(1302) – 4600

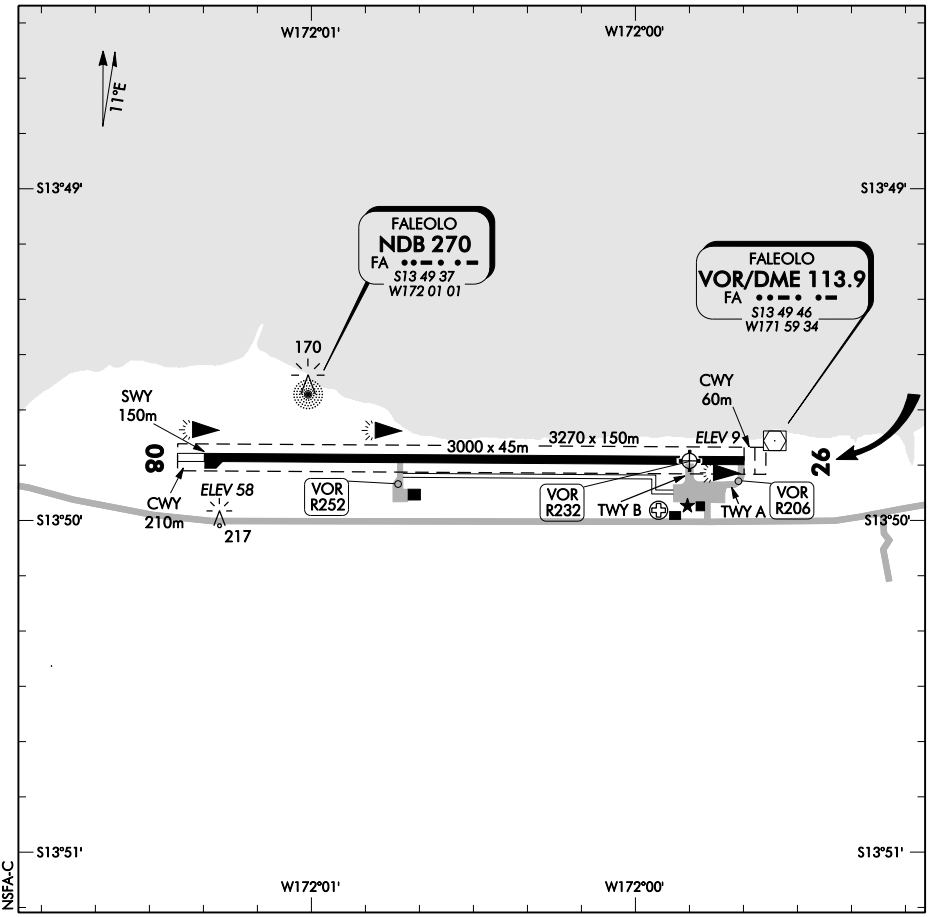
*** Valid to AD temperature 5°C**

Effective: 18 NOV 10

ELEV 58

FALEOLO
AERODROME

TOWER: PRI 118.1 SEC 118.5



1. Circuit: RWY 08 – Left hand
   RWY 26 – Right hand

2. In the event of engine failure after take-off using RWY 08, turn LEFT to avoid high terrian 400ft AMSL to the east.

3. **CAUTION:** Groups of small sea birds frequently congregate on the runway.

4. Cellphone tower 245ft AMSL 2NM E RWY 26 THR. Lit at night.

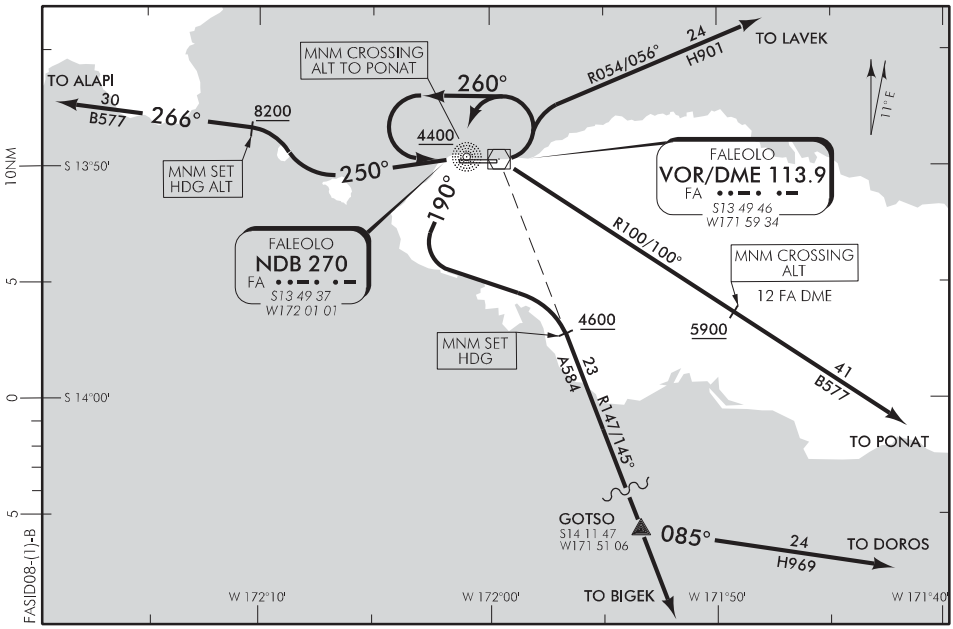
5. Cellphone tower 217ft AMSL 0.2NM S RWY 08 THR. Lit at night.

Intentionally
Blank

ELEV 58

FALEOLO
SID 08 (1)

TOWER: PRI 118.1 SEC 118.5



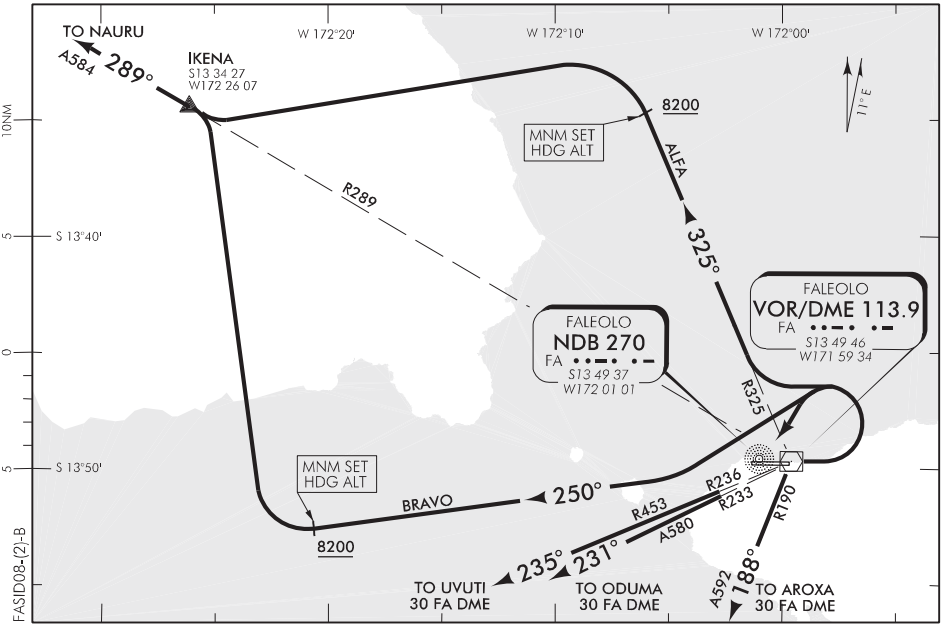
Continue climbing throughout SIDs

SID 08 ALAPI	Turn LEFT on to FA R250/250° FA, intercept FA R266/266° FA not below 8200ft.
SID 08 GOTSO	Turn LEFT on to FA R190/190° FA, intercept FA R147/145° FA not below 4600ft.
SID 08 LAVEK	Turn LEFT, intercept FA R054/056° FA.
SID 08 PONAT	Turn LEFT on to HDG 260° to cross FA VOR/NDB not below 4400ft, then climb on FA R100/100° FA to cross 12 FA DME not below 5900ft.

ELEV 58

FALEOLO
SID 08 (2)

TOWER: PRI 118.1 SEC 118.5



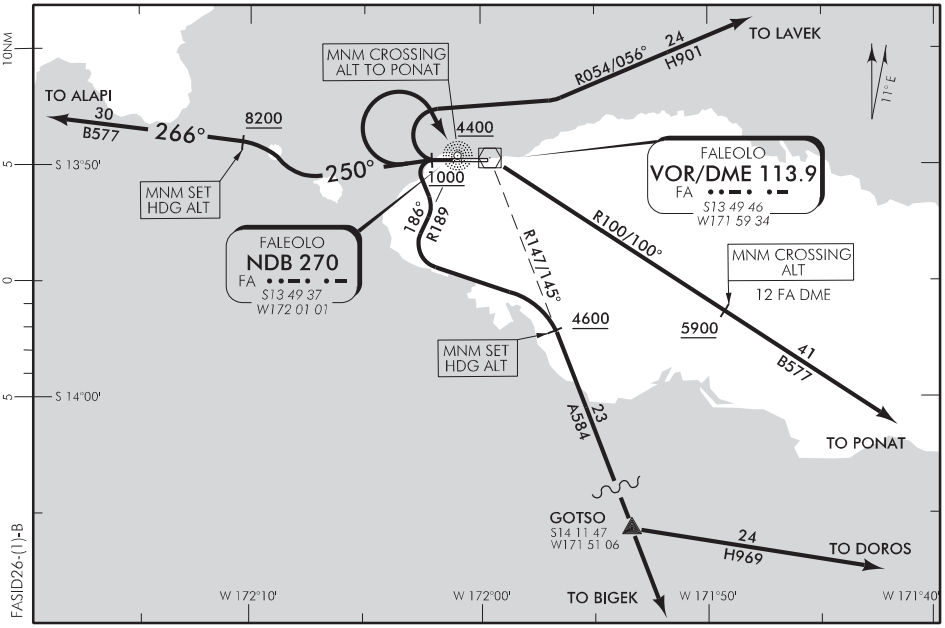
Continue climbing throughout SIDs

SID 08 UVUTI	Turn LEFT, set HDG FA VOR/NDB on FA R236/235° FA.
SID 08 ODUMA	Turn LEFT, set HDG FA VOR/NDB on FA R233/231° FA.
SID 08 AROXA	Turn LEFT, set HDG FA VOR/NDB on FA R190/188° FA.
SID 08 ALFA TO NAURU	Turn LEFT on to FA R325/325° FA to MNM 8200ft, then intercept FA R289/289° FA.
SID 08 BRAVO TO NAURU	Turn LEFT on to FA R250/250° FA to MNM 8200ft, then intercept FA R289/289° FA.

ELEV 58

FALEOLO
SID 26 (1)

TOWER: PRI 118.1 SEC 118.5



Changes from 4 AUG 05: Editorial.

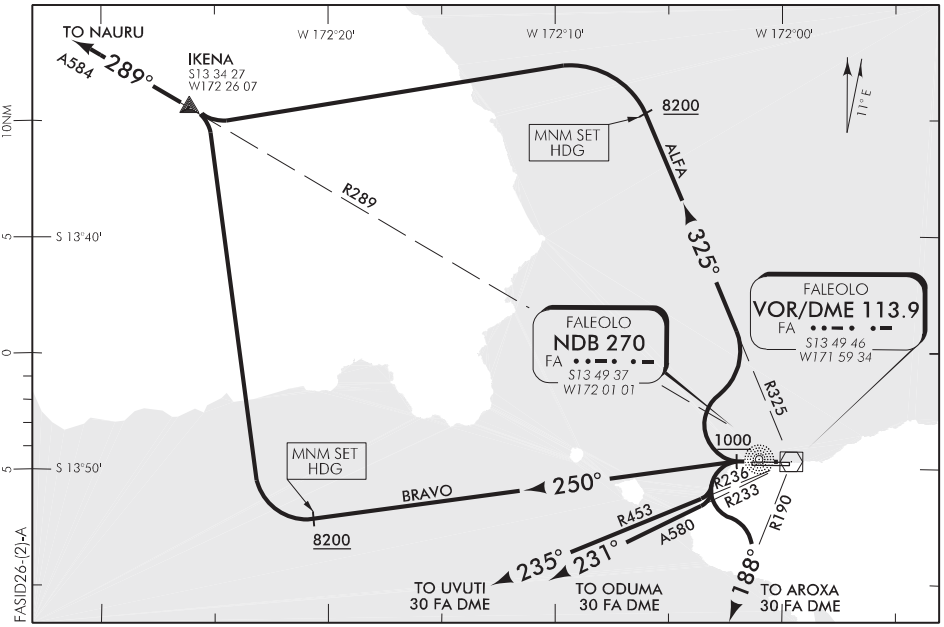
Continue climbing throughout SIDs

SID 26 ALAPI	Maintain RWY heading to 1000ft, then turn LEFT on to FA R250/250° FA, intercept FA R266/266° FA not below 8200ft.
SID 26 GOTSO	Maintain RWY heading to 1000ft, then turn LEFT on to FA R189/186° FA, intercept FA R147/145° FA not below 4600ft.
SID 26 LAVEK	Turn RIGHT to intercept FA R054/056° FA.
SID 26 PONAT	Maintain RWY heading to 1000ft, then turn LEFT on to FA R250/250° FA, turn RIGHT, cross FA VOR/NDB not below 4400ft, then climb on FA R100/100° FA to cross 12 FA DME not below 5900ft.

ELEV 58

FALEOLO
SID 26 (2)

TOWER: PRI 118.1 SEC 118.5



Changes from 4 AUG 05: Editorial.

Continue climbing throughout SIDs

SID 26 UVUTI	Maintain RWY heading to 1000ft, then turn LEFT to intercept FA R236/235° FA.
SID 26 ODUMA	Maintain RWY heading to 1000ft, then turn LEFT to intercept FA R233/231° FA.
SID 26 AROXA	Maintain RWY heading to 1000ft, then turn LEFT to intercept FA R190/188° FA.
SID 26 ALFA TO NAURU	Turn RIGHT on to FA R325/325° FA to MNM 8200ft, then intercept FA R289/289° FA.
SID 26 BRAVO TO NAURU	Maintain RWY heading to 1000ft, then turn LEFT on to FA R250/250° FA to MNM 8200ft, then intercept FA R289/289° FA.

NSMA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

NSMA	MAOTA

NSMA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates, location	S 13°44.33' W 172°15.30'
2	Direction and distance from city	1NM west of Salelologa township
3	Elevation/Reference temperature	94ft
4	MAG VAR/Annual change	12°E
5	AD Administration, address, telephone, telefax, telex, AFS	Samoa Airport Authority Private Bag Faleolo International Airport Apia Tel (685) 23 201 or (685) 23 202 Fax (685) 24 281
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	Nil

NSMA AD 2.3 OPERATIONAL HOURS

1	AD Administration	2000 – 0400 (0900 – 1700L) Mon – Fri (excluding holidays) from Faleolo Airport
2	Customs and immigration	HS
3	Health and sanitation	HS
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	During daylight from Faleolo Tower
8	Fuelling	HS
9	Handling	Nil
10	Security	HS
11	De-icing	Nil
12	Remarks	Nil

NSMA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil	
2	Fuel/oil types	Fuel:	JET A1 By prior arrangement with Shell
3	Fuelling facilities/ capabilities	Nil	
4	De-icing facilities	Nil	
5	Hangar space for visiting aircraft	Nil	
6	Repair facilities for visiting aircraft	Nil	
7	Remarks	Nil	

NSMA AD 2.5 PASSENGER FACILITIES

1	Hotels	Close to airport
2	Restaurants	Close to airport
3	Transportation	Taxis
4	Medical facilities	Hospital located 10km away
5	Bank and Post Office	ANZ and Westpac branch in local township
6	Tourist Office	Nil
7	Remarks	Nil

NSMA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Nil
2	Rescue equipment	Nil
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

NSMA AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

NSMA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Bitumen
2	Taxiway width, surface and strength	Width — Surface — Strength —
3	ACL location and elevation	Nil
4	VOR/INS checkpoints	Nil
5	Remarks	Nil

NSMA AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nil
2	RWY and TWY markings and LGT	
3	Stop bars	Nil
4	Remarks	Nil

NSMA AD 2.10 AERODROME OBSTACLES

In approach/take-off areas			Remarks
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	Remarks

In circling area and at aerodrome			Remarks
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	Remarks

NSMA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Meteorological Services at Mulinu'u, Apia.
2	Hours of service MET Office	H24
3	Office responsible for TAF preparation Periods of validity	Nil
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Nil
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Nil

NSMA AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY	TRUE and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates	THR elevation and highest elevation of TDZ of precision APP RWY
08		700 x 15	Bitumen		THR 94ft
26		700 x 15	Bitumen		THR 94ft

NSMA AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
08	700	700	700	700	
26	700	700	700	700	

NSMA AD 2.14 APPROACH AND RWY LIGHTING

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
08	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
26	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

NSMA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT, Anemometer location and LGT	Nil
3	Secondary power supply/switch-over time	Nil
4	Remarks	Nil

NSMA AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates of TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation (ft)	Nil
3	TLOF and FATO area dimensions, surface, strength and markings	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

NSMA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Faleolo CTR
2	Vertical limits	SFC – 7500ft
3	Airspace classification	D
4	ATS unit callsign, language	English
5	Transition altitude	13,000ft
6	Remarks	Nil

NSMA AD 2.18 ATS COMMUNICATIONS FACILITIES

Service Designation	Callsign	Frequency	Hours of Operation	Remarks
FIS	Faleolo Radio	118.1 118.5 3425, 3467, 5643, 6553, 8846, 8867, 11339, 13261, 17904	Nil	Nil
APP	Nil			Nil
TWR	Nil			Nil
AFIS	Nil	Nil	Nil	Nil

NSMA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid, CAT (for ILS), Variation	Identification	Frequency	Hours of Operation	Co-ordinates	Elevation of DME antenna	Remarks
Nil	Nil	Nil	Nil	Nil	Nil	Nil

NSMA AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

Nil.

2 Taxiing To and From Stands

Nil.

3 Parking Area for General Aviation

Nil.

4 Parking Area for Helicopters

Nil.

5 Apron — Taxiing

Nil.

6 Taxiing — Limitations

Nil.

7 Training Flights — Use of RWYs

Nil.

8 Helicopter Traffic — Limitations

Nil.

9 Removal of Disabled Aircraft

Nil.

NSMA AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

Nil.

NSMA AD 2.22 FLIGHT PROCEDURES

1 Position and Altitude Reporting — Local VFR Flights

Local VFR Flights — in the circuit and on the ground to Faleolo Tower.

2 Position Reporting on Departure

Before start-up and prior to taxiing to Faleolo Tower.

3 Aerodrome Traffic Circuit Rules

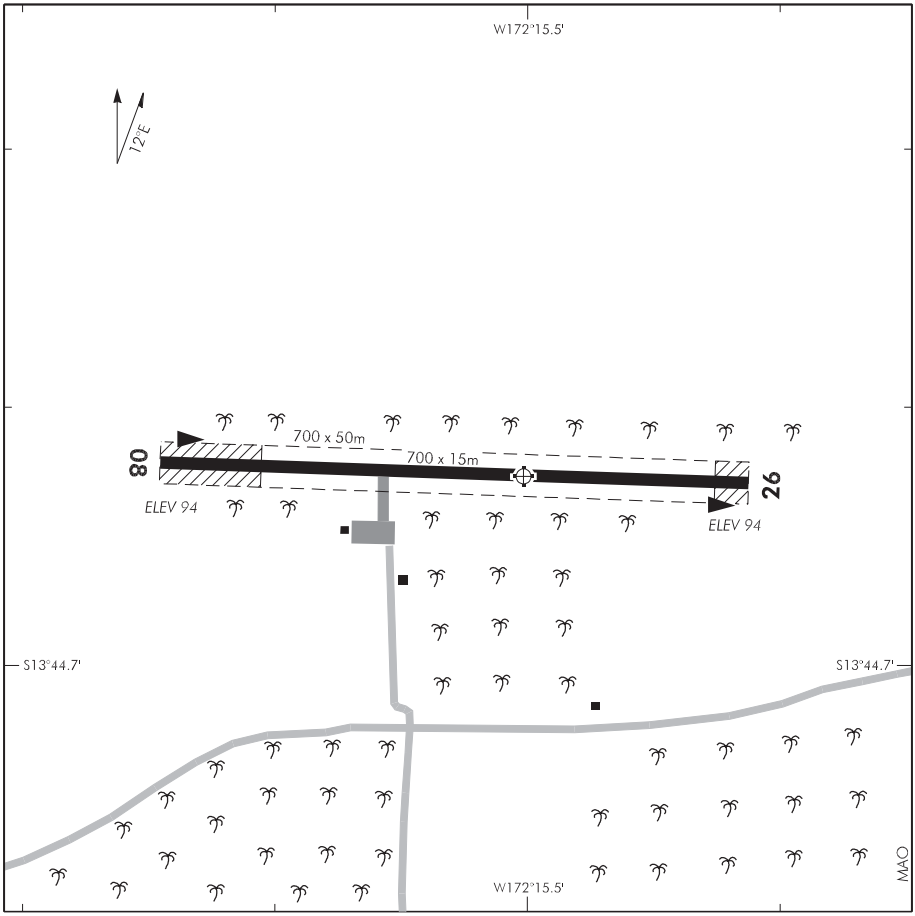
RWY 08: Right hand

RWY 26: Left hand

ELEV 94

MAOTA
AERODROME

UNATTENDED: 118.1



Changes from 20 AUG 92: WGS 84 co-ordinates, editorial.

1. Circuit: RWY 08 — Left hand
   RWY 26 — Left hand
2. Side surfaces infringed by trees.
3. **CAUTION:** Portions of the runway unusable:

   RWY 08 — the first 120m due to rocky terrain
   RWY 26 — the first 40m due to elevated surface

S 13 44.33 W 172 15.30

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