

**FEDERAL AVIATION ADMINISTRATION**  
**RECORD OF APPROVAL**  
**14 CFR PART 150 NOISE COMPATIBILITY PROGRAM**  
**PAGO PAGO INTERNATIONAL AIRPORT**  
**AMERICAN SAMOA**

_____ Assistant Administrator for Aviation Policy Planning, and Environment, AEP-1	_____ Date	_____ CONCUR	_____ NONCONCUR
--	---------------	-----------------	--------------------

_____ Chief Counsel, AGC-1	_____ Date	_____ CONCUR	_____ NONCONCUR
-------------------------------	---------------	-----------------	--------------------

_____ Associate Administrator for Airports, ARP-1	_____ Date	_____ APPROVED	_____ DISAPPROVED
--	---------------	-------------------	----------------------

**Record of Approval  
Pago Pago International Airport  
Noise Compatibility Program**

## **INTRODUCTION**

The Pago Pago International Airport Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. The noise compatibility program includes one recommended noise abatement measures, two noise mitigation measures, four land use management measures, and three program management measures. These measures are summarized in Table 7-1 on pages 7-2 through 7-7 and discussed in more detail on pages 7-8 to 7-46 of the NCP.

The approvals listed herein include approval of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approvals do not constitute decisions to implement the proposed actions or a commitment by the FAA to provide federal financial assistance for these actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval or other determination do not represent the opinions or decisions of the FAA.

## **NOISE ABATEMENT MEASURE**

### **1. Measure NA-1: Increase the use of Runway 8 for propeller arrivals. (Page 7-8)**

**Description:** The measure recommends increasing the use of Runway 8 for propeller aircraft. Current propeller operations utilize Runway 5 for arrivals approximately 50 percent of the time. The land use immediately west of Runway 8 is compatible, while the residential land use in the approach path to Runway 5 is considered incompatible with aircraft noise. Pilots generally have the option to land on either Runway 8 or Runway 5, and for convenience generally prefer Runway 5. Wind and weather conditions require instrument landing approaches approximately 25 percent of the time, requiring the use of Runway 5. The intent of this measure is to limit single-event noise exposure over incompatible land uses by separating propeller and jet operations on Runway 8 and Runway 5, respectively.

**FAA Action:** Approved as a voluntary measure only. Any local and federally required environmental review processes must be completed prior to implementation.

## **LAND USE MANAGEMENT MEASURES**

### **1. Measure LU-1: Amend the Draft *Tualauta County Land Use Plan* by adopting the Part 150 NCP as the airport noise compatibility element in the plan. (Page 7-9)**

**Description:** This measure would revise the Draft *Tualauta County Land Use Plan* to include the 2004 Part 150 Study and recommended measures. This information would include the updated 65 DNL noise contour and be used to inform local land planners of the Airport Influence Area.

The implementation of this measure would provide awareness of the potential aircraft noise impacts and overflights to local planners and the community. It would provide information to planners and community leaders as decisions are being made about land use and future development and also provide the opportunity for the Port Administration to work with local planners to ensure compatible development.

**FAA Action:** Approved. Revisions to the Draft *Tualauta County Land Use Plan* are within the authority of local land use planning authorities; the Federal government has no land use control authority.

**2. Measure LU-2: Delineate an Airport Influence Area that would be incorporated in local comprehensive plans to show local planners the area around Pago Pago International Airport (PPG) that is subject to aircraft noise and periodic overflights. (Page 7-19)**

**Description:** This measure recommends incorporation of an Airport Influence Area into the local comprehensive plans to show local planners the area around PPG that is subject to aircraft noise and periodic overflights. Exhibit 7-3 defines a potential Airport Influence Area for the PPG area. The delineation of the Airport Influence Area would be of value to the Department of Commerce, the Territorial Planning Commission (TPC), and the Project Notification Review System (PNRS) Board, by identifying the specific area in the community that require airport compatible land use policies. In addition the Zoning Board should implement these policies through zoning compatible uses in this area and the PNRS Board should restrict the number of incompatible development permits that are granted.

**FAA Action:** Approved. Revisions to the local comprehensive plans are within the authority of local land use planning authorities; the Federal government has no land use control authority.

**3. Measure LU-3: Initiate a formal request from the Director of Port Administration to the Department of Commerce requesting that the Assistant Director of Port Administration be formally notified and provided an opportunity to comment for comments on all minor and major projects involving land use and zoning changes, and construction applications that the TPC, Zoning Board, and Project Notification Review System (PNRS) Board receives for future development within the Airport Influence Area. (Page 7-22)**

**Description:** The Department of Commerce/American Samoa Coastal Management Program is the lead agency in the Territory that establishes commercial and residential control standards. It does this through the PNRS, which is an interagency land use permitting process that examines all construction activities and environmental measures in order to preserve land resources. A land use permit application is necessary for any development activity in American Samoa. The PNRS reviews and approves or disapproves the applications. The Port Administration should request that the Department of Commerce formally notify the Assistant Director of the Port Administration and provide that person an opportunity to comment on all minor and major projects involving land use and zoning changes, and construction applications that are received for future development in the Airport Influence Area. The Port Administration would determine if the proposed development is compatible with airport and aircraft operations.

**FAA Action:** Approved. Implementation of this measure is within the authority of Port Administration.

**4. Measure LU-4: During the Project Notification Review System (PNRS) review of land use permit applications, provide fair disclosure of potential noise exposure and aircraft overflights for those projects proposed within the Airport Influence Area described in Measure LU-2. (Page 7-25)**

**Description:** During the PNRS review of land use applications, if the project is within the Airport Influence Area and includes the development of residential structures or noise sensitive public facilities, a note should be attached to the PNRS decision stating that the proposed development is within the Airport Influence Area and may be subject to aircraft noise and overflights. The intent is to notify land developers of potential aircraft noise and overflights when they submit a proposal for noise sensitive development located within the Airport Influence Area.

**FAA Action:** Approved. Implementation of this measure is within the authority of local land use planning authorities; the Federal government has no land use control authority.

**5. Measure LU-5: Offer a program of sound insulation to eligible single-family residences in the Future (2010) NEM/NCP 65+ DNL noise contour. (Page 7- 27)**

**Description:** This measure recommends that residences that are located within the Future (2010) NEM/NCP 65 to 70 DNL noise contour that meet FAA program eligibility requirements be offered participation in a federally funded sound insulation program. These residential land uses are shown in Exhibit 7-4 and are located along the Runway 5 centerline. The information on page 5-10 indicates that a total of 34 residences are impacted by aircraft noise in the 65 DNL noise contour. The participation of property owners in the sound insulation program would be voluntary. The residences would need to meet FAA design criteria for interior noise level reduction.

**FAA Action:** Approved.

**6. Measure LU- 6: Offer a program of voluntary acquisition to eligible single-family residences that do not meet the eligibility criteria for sound insulation (see Measure LU-5) within the Future (2010) NEM/NCP 65+ DNL noise contour on the north side of the Runway 5 end. (Page 7-35)**

**Description:** This measure would apply to approximately five residences on the north side of the Runway 5 end that would be in the Future (2010) 65 DNL noise contour. These residences are eligible for participation in the sound insulation program Measure LU-5, contingent upon being conventionally built residences that meet FAA design objectives for interior noise reduction levels. If these residences do not meet the eligibility requirements of sound insulation, then the owners will be offered voluntary acquisition of their residences. The Port Administration would apply for a zoning variance after the residences are acquired, to change the land use from residential to airport.

**FAA Action:** Approved. The Department of Port Administration must comply with the requirements of the Uniform Relocation and Real Property Acquisition Act (49 CFR Part 24) when acquiring these properties if federal funding will be requested.

## **PROGRAM MANAGEMENT IMPLEMENTATION MEASURES**

**1. Measure IM-1: Establish a new airport staff position within the Department of Port Administration, a Community Relations and Program Manager, that would be responsible for implementing the NCP. (Page 7-42)**

**Description:** A new airport staff position is needed within the Port Administration to be responsible for implementation of the NCP. This staff person would assist with implementation of noise abatement air traffic measures and working with airport users about noise abatement at PPG. The staff person would also assist with incorporation of zoning recommendations into the future American Samoa regulations.

**FAA Action:** Approved. This measure is within the jurisdiction of the airport management.

**2. Measure IM-2: Monitoring compliance with noise abatement air traffic measures, update the airport noise contours (NEM), and implementation assistance with the land use planning measures. (Page 7-44)**

**Description:** This measure provides for monitoring compliance with the recommended noise abatement air traffic Measure NA-1, updating the NEMs every five years or more often if operational levels change significantly in comparison with existing or forecast conditions, and foster implementation of the land use planning measures.

**FAA Action:** Approved. This measure is within the jurisdiction of the airport management.

**3. Measure IM-3: NCP Review and evaluation for potential revision/update. (Page 7-46)**

**Description:** This measure recommends that Port Administration staff periodically review the NCP and consider revisions and refinements as necessary. It is anticipated that a complete plan update will be needed every five years to respond to changing conditions in airport operations and activity, change in the local area, or changes in the aviation industry.

**FAA Action:** Approved