AMERICAN SAMOA

PAGO PAGO INTERNATIONAL AIRPORT

PROCEDURES

Inbound. About 30 miles from the airport, monitor 118.3 for broadcasts from other aircraft. At 15 miles from the airport broadcast your position, altitude and intentions. Follow this with your position on downwind, base leg and final approach.

Outbound. Monitor 118.3 for broadcasts from other aircraft before taxiing. Broadcast your position on the airport and intentions. Follow this with an announcement before you taxi onto the runway for takeoff.

HAZARDS, CAUTIONS AND WARNINGS

AMERICAN SAMOA – POWER LINES: Permanently installed power lines between island of Ofu and Olosega 400 feet ASL unlighted and unmarked.

HONOLULU CTA/HAWAII

GENERAL INFORMATION ON FLYING TO HAWAII

(Entry and Departure Requirements)

Air Commerce Regulations of the United States, Part 6, place certain responsibilities upon owners and operators of aircraft engaging in flights to and from foreign countries.

Customs and other agencies concerned desire to facilitate air travel to the fullest extent possible while carrying out their responsibilities. Aircraft operators can assist by familiarizing themselves with the regulations and by complying with them under all circumstances. Failure to do so may incur substantial penalties.

The following sets forth the principal requirements of concern to private plane operators engaging in international flights.

ARRIVAL AND DEPARTURE MANIFESTS. All aircraft departing from the continental United States or Alaska or Hawaii are exempt from filing an arrival or departure manifest. Aircraft arriving from any other place are required to file arrival and departure manifests.

ADVANCE NOTICE REQUIRED. Advance notice of each arrival must be furnished to U.S. Customs officials at or nearest to the place of intended first landing who will notify the Immigration and Public Health officials.

Advance notice should be sent so as to be received in sufficient time to enable the officers designated to inspect the aircraft to reach the place of landing before the arrival of the aircraft. At most airports, at least 2 hours advance notice is required for this purpose.

Notification may be made by telephone, which is preferable, or by telegram or radio. The notice should specify the following: (a) Type of aircraft; (b) Identification number (NC number); (c) Name of pilot; (d) Place of last departure; (e) Airport of entry; (f) Number of alien and citizen passengers; and (g) Estimated time of arrival (Indicating whether H.S.T., P.S.T., etc).

All aircraft entering the United States from a foreign area must give advance notice of arrival IAW 19 CFR 122.23 and 122.31. Notice must be given to the port director at the place of first landing, either directly by radio, telephone, or other method; or through FAA flight notification procedure (see International Flight Information Manual, Federal Aviation Administration). When reliable means for giving notice are not available (for example, when departure is from a remote place) a departure must be made at a place where notice can be sent prior to coming into the U.S. Notice of arrival must be furnished far enough in advance to allow inspecting U.S. Customs and Border Protection (CBP) officers to reach the place of first landing of the aircraft prior to the aircraft's arrival. When advance notice is received, the port director will inform any other concerned Federal agency.

AIRPORTS FOR ENTRY OR REENTRY. If the operator of a private aircraft returning to or visiting the United States wishes to land at any airport of entry, advance notice of arrival is necessary. This advance notice should be sent also to the immigration and public health officers at or nearest the intended place of first landing.

If he intends to land at a place not designated as an airport of entry, he must obtain permission to make such landing and give advance notice of arrival to the customs office nearest the intended place of first landing. It is not necessary that separate requests be sent to immigration and public health officers in these cases.

WHAT TO REPORT. The advance notice should specify the type of aircraft, registration marks, name of commander, place of last departure, international airport, number of alien passengers, number of citizen passengers, and the estimated time of arrival. This advance notice should be sent in time to enable officers, designated to inspect the aircraft, to reach the place of landing before the aircraft arrives.

Upon arrival, the operator and passengers will be examined in the same manner as any international traveler. They must declare any articles acquired abroad. If any passengers or cargo are carried, an inward manifest must be filed. Customs officers can supply forms for both types of declaration, although operators should have their own supply.

IN CASE OF EMERGENCY. If an emergency landing is made in the United States, the aircraft operator should report as promptly as possible to the nearest customs, immigration and public health officers. The aircraft operator should not permit any merchandise or baggage to be removed, or any passengers to depart, without official permission unless necessary for preservation of life or property.

THE MATTER OF CHARGES. No charges are made for services during business hours when a landing takes place at any airport of entry; except that, when an aircraft arrives on a Sunday or holiday, or during other than regular hours, OVERTIME PAY WILL BE COLLECTIBLE. These charges are required by law. They may amount to as much as two days pay for each officer for any service performed on a Sunday or holiday. However, the charges are prorated where more than one aircraft is processed.