# ILS or LOC RWY 5

## PAGO PAGO INTL (PPG) (NSTU)

| LOC/DME I-TUT | APP CRS | Rwy Ldg | 8200 |
|---|---|---|---|
| 110.3 | 046° | TDZE | 29 |
| Chan 40 | | Apt Elev | 31 |

DME required.

T A Circling NA northwest of Rwy 5-23. Rwy 5 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 5 all Cats visibility to 2½ SM; increase S-LOC 5 Cat A visibility to 1 SM and Cats C/D to 2 SM.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on TUT VORTAC R-087 to CELIM/TUT 10 DME and hold, continue climb-in-hold to 3000.

| FALEOLO APP CON | CTAF | |
|---|---|---|
| 118.1 6.553 (HF) | 122.9 | 118.3 L |

ALTERNATE MISSED APCH FIX
PAGO PAGO TUT 403
048° 228°

Procedure NA for arrivals at TUT NDB on bearing 344 CW 104.

LOCALIZER 110.3 I-TUT Chan 40 LOC offset 1.69°

PAGO PAGO 403 TUT

1000

3700 to BLUJA 224° (6.8)

WUVAN I-TUT 3.6 514±A

(IAF) BLUJA I-TUT 7.7

TAMUE I-TUT 1.7

PAGO PAGO 112.5 TUT Chan 72

4 NM 087° 267° R-087

CELIM TUT 10

3700 to BLUJA 227° (7.4)

Procedure NA for arrival on TUT VORTAC airway radials 167 CW 287.

3700 NoPT to GRUPY 107° hdg (5.2) and 046° (3)

(IF/IAF) GRUPY I-TUT 14.2

2300 046° (6.5)

046° 181° 001°

(IAF) SETTS TUT 20

226°

MSA TUT 25 NM 3300

3700 NoPT to GRUPY 317° hdg (9.5) and 046° (5)

(IAF) DRAWN TUT 21

ELEV 31 D TDZE 29

3801 X 100 26 23

10001 X 150

0.4% DOWN

046°

Use I-TUT DME when on the localizer course.

Remain within 10 NM

BLUJA I-TUT 7.7 3100

226°

2500

046°

2300

WUVAN I-TUT 3.6

TAMUE I-TUT 1.7

GS 3.25° TCH 54

2300

*840

1100 3000 TUT R-087 CELIM TUT 10

*LOC only

4.1 NM 1.9 NM 0.4

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 841-1⅞ 812 (900-1⅞) | | | |
| S-LOC 5 | 780-¾ 751 (800-¾) | | 780-1¾ 751 (800-1¾) | |
| CIRCLING | 780-1 749 (800-1) | 780-1¼ 749 (800-1¼) | 820-2½ 789 (800-2½) | 860-2¾ 829 (900-2¾) |

HIRL Rwys 5-23 and 8-26 L



PAC, 29 OCT 2026 to 24 DEC 2026
PAC, 29 OCT 2026 to 24 DEC 2026