

**NORTH PACIFIC &
CENTRAL PACIFIC
AREONAUTICAL STUDY**

DOOR PROJECT

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Authority NND 978245

By MR NARA. Date 7/16/81

FEDERAL AVIATION AGENCY
Washington 25, D. C.

RECEIVED

SEP 10 1959

Office of Engineering and Plans
U. S. Coast Guard

AUG 10 1959

SECRET

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Commandant
United States Coast Guard
Headquarters
Washington 25, D. C.

Dear Sir:

Reference is made to request from United States Coast Guard, Operations Aids to Navigation office, July 10, 1959, Serial 005790AN, concerning an informal aeronautical study on five (5) LORAN-C transmitter sites: Whirlpool Point, Sitkinak Island, Trinity Islands, Alaska; Barabara Point, Massacre Bay, Attu Island, Aleutian Islands, Alaska; Upolu Point, Hawaii Island; Green Island, Kure Island, Hawaii, and Sand Island, Johnston Island.

Informal review of this proposal, from all factors known to this office, indicates that structures of the desired height (625 feet above ground level) would conflict with the established instrument approach procedure authorized for the airports situated at the following locations.

1. The Upolu Point site, approximately 10,560 feet West Southwest of the Upolu Airport reference point, with an over-all height of 710 feet MSL, plus or minus three feet, would raise the present authorized landing minimums from 500 feet (day) and 700 feet (night) to 800 feet (day) and 1000 feet (night) or an increase of 300 feet. The Upolu Point site is affected only by the approach criteria as it is located outside of the airport horizontal and conical surfaces.
2. The Sand Island site, approximately 9000 feet East Northeast of the Johnston Island Air Force Base airport reference point, within an over-all height of 635 feet MSL, plus or minus three feet, would raise the present authorized landing minimums from 500 feet to 800 feet, or an increase of 300 feet. The proposed site lies within the missed approach path of the established instrument approach to Johnston Island Air Force Base and is therefore affected by the approach criteria.

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Commandant, USCG

3. The Barabara Point (primary) site, approximately 2500 feet East of the Casco Cove Airport reference point, with an over-all height of 665 feet MSL, plus or minus three feet, would raise the present authorized landing minimums from 500 feet (straight in approach) and 800 feet (circling approach) to 800 feet (straight in approach) and 1100 feet (circling approach) or an increase of 300 feet. The proposed site lies within the horizontal surface of the airport. The over-all height of the intended structure would penetrate the surface approximately 515 feet.
- 3A. Murder Point (first alternate) site, approximately 7920 feet South of the Casco Cove Airport reference point with an over-all height of 665 feet MSL, plus or minus three feet, would raise the present authorized landing minimums from 500 feet (straight in approach) and 800 feet (circling approach) to 800 feet (straight in approach) and 1100 feet (circling approach), or an increase of 300 feet. The proposed site is effected only by the approach criteria as it is located within the instrument approach surface.
- 3B. Barabara Point (second alternate) site, situated approximately in the center of the Casco Cove Airport, with an over-all height of 665 MSL, plus or minus three feet, would raise the present authorized landing minimums from 500 feet (straight in approach) and 800 feet (circling approach) to 800 feet (straight in approach) and 1100 feet (circling approach) or an increase of 300 feet. The proposed site lies approximately at the airport reference point and within the airport horizontal surface. A structure of an over-all height of 665 feet at this site would penetrate the horizontal surface approximately 515 feet.

In view of the foregoing factors, the proposal to erect a 625 foot tower above the ground level at Alexai Point (Barabara Point third alternate) site; Green Island site and Whirlpool site may be found acceptable from the standpoint of safe and efficient use of airspace.

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In the event a formal determination is desired, the proposal will require study by our regional offices at Anchorage, Alaska, and Honolulu, Hawaii.

Please advise if we can be of any further assistance in this matter.

Sincerely,

(Signed) George S. Cassidy

FOR D. D. Thomas, Director
Bureau of Air Traffic Management

*EEF has
plan.*

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