

Aug 13, 1971

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POSITION PAPER  
IN REFERENCE  
TO  
COMMERCIAL AIRPORT ON TINIAN

WEST FIELD

The Marianas Political Status Commission's Joint Land Committee members recommend the following in relation to satisfying the requirements for facilities and services inherent in the civil air operations at West Field projected over the first seven years of operations:

I. Terminal

A terminal building of permanent construction so designed and located to provide maximum flexibility for growth to eventually provide for such activities as, but not limited to, a restaurant and cocktail lounge, duty free store, gift shops, ticketing, Customs, Immigrations, Agriculture and Quarantine will be constructed by the military. The initial construction of the terminal will be done by the U. S. Department of Defense while other DOD construction is being accomplished and will be completed by the time air operations are possible from West Field.

The scope of the initial civil air terminal construction will be generally equal to that which now exists at West Field, plus an additional amount sufficient to provide space for added or increased functions generated

by the end position military activity and presence at West Field.

Space generally south of the terminal shall be reserved for outlease by the Port Authority for such activities and things as taxi stands, car rental, and a small lodging facility. Space shall also be required for paved parking in this general area for use by privately owned vehicles. The military shall pave this vehicle parking area in compensation for space lost at the present location. A fair and reasonable number is estimated to be in the order of magnitude of fifty (50) spaces.

## II. Hangars

No civilian hangar requirements are envisioned during the first seven years of operations; however, as occasions arise joint use of military hangars and related maintenance facilities are contemplated.

## III. Parking and Taxiways

Taxiways, except those expressly and solely required for movement of civil aircraft to and from the civil parking apron and terminal areas, are expected to be jointly used with the military and will provide access to both the east and west ends of the runway. A parking apron, conforming to military and FAA regulations in effect at the time of construction, shall be planned

... e, with required maneuver space, two (2) 707 type aircraft and eight (8) light civil single and twin engine private or air taxi type aircraft. Tie-downs for light aircraft shall be provided by the military in the parking apron. This is predicted on a seven year progressive growth projection and reflects the maximum number of aircraft on the ground at any one time. The location of the parking apron for civil use will be in the vicinity of the east end of the runway, but in no case will it be closer than the sterile area restriction imposed by the arm/de-arm pad at the east end of the runway.

A 4,000 sq. ft. cargo handling and storage facility is planned for erection in the vicinity of the southwest portion of the parking apron.

#### IV. Runway

The new runway planned for construction by the military shall be jointly used by civil aviation. Such joint usage shall be paid to the U. S. Government in an amount based on landing fee rates no greater than that prescribed at the time by existing DOD regulations or guidelines. The method established for landing fee collections from civil aviation operators shall also be as prescribed in the then existing DOD regulations and guidelines. The U. S. Government shall in turn make available to the proposed Marianas Port Authority

(the operating entity in charge of all seaport and airport operations) these landing fees and similar funds collected from civil operations for other services.

At no time during construction of the new military field will air operations to and from Tinian be suspended.

Further, the committee understands that West Field will be an instrumented runway; however, lights will remain off during periods of inactivity. The committee expects that base operations will activate the runway and approach lights upon call-in by civil air operators and during emergency operations such as medical air evacuation. Should scheduled air operations increase to include night flights, all existing navigational aids and lighting shall be made available by the military.

#### V. Fuel and Distribution

Fuel requirements and distribution for civil aircraft and authorized official civil airport ground powered equipment and motor vehicles shall be provided as and when required from the on-base military facilities on a reimbursable basis in accord with the applicable DOD regulations or guidelines covering each specific category of use and user at the time service is commenced.

#### VI. Access Road

The access road to the civil air terminal

and ramp area shall be by way of a north-south military road which passes east of the new West Field runway and connects to Broadway. A new and separate east-west entry road from the above-mentioned military road shall be built by the military for civilian use into the terminal area. This entry road shall be a minimum of two lanes, paved and adequately marked to provide maximum safety. A paved road between the military operations area and the civil air terminal area shall be provided by the military for use by limited and and mutually designated persons and vehicles.

#### VII. Power, Light, Water and Sewage

All utilities will be provided by the military on a joint use basis. Such services shall be so sized as to adequately provide for those projections contained herein, plus those commensurate with good planning expansion factors.

#### VIII. Fire and Crash Rescue

Aircraft and structural fire protection services and aircraft crash rescue will be provided by the military at West Field.

#### IX. Communications

Telephone communications of sufficient capacity to support the requirements and functions described

in this document shall be provided by the military communications activity at West Field. Adequate provisions shall be made for reasonable expansion in such areas as, but not limited to, switchboard capacity, duct sizing, etc. Direct and separate lines of communications shall be provided by the military between the civil air terminal building and the military base operations building. A separate and direct line will be provided by the military between the civil air terminal building and the military fire and crash rescue facility. Additionally, the military, through its switchboard, will provide telephone service to the other islands (Saipan, Rota, Guam, etc.) at such time as similar service is made available for the military.

#### X. General

Representatives of the U. S. Delegation did, at our August 8, 1974 meeting, provide the committee with personnel strength figures for West Field. These strength figures have been taken into account in this position paper. An upper limit figure of 6,500 was stated to include military dependents and all required support personnel--a self-contained and supported establishment depending on no assistance from the local labor force available in the community of San Jose. Further, the committee understands that, as rapidly as the local community develops the capability to provide skilled and semi-skilled labor forces to the base, such persons will be hired and will replace those initially brought


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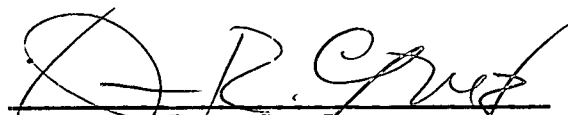
onto the base. The committee further understands that this replacing action will be on a one-for-one basis resulting in a constant maximum strength of 6,500.


The committee understands that all planning of civil aviation facilities at West Field must be consistent with military requirements; however, once the facilities have been established consistent with military requirements, the free access and joint use of West Field shall not be limited at any time or under any circumstances. Further, the committee has not been furnished any factors by the U. S. Delegation which indicate that our planning will, in any way, remotely interfere with military physical development west and south of the planned civil aviation area.

The committee further understands the access to the civil air terminal area will be unrestricted. Security in and around the terminal area will be provided by civil authorities. Further, the committee understands that the military will arrange to provide Customs inspection of persons, baggage and freight arriving via military aircraft.

DATED THIS 13th DAY OF AUGUST, 1974.

  
Pedro A. Tenorio  
Chairman, Joint Land Committee  
MARIANAS POLITICAL STATUS COMMISSION

  
Jose R. Cruz  
Member, Joint Land Committee

  
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