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US RESPONSE TO MARIANAS POSITION PAPER

IN REFERENCE TO

COMMERCIAL AIRPORT ON TINIAN, DATED 13 AUGUST, 1974

With regard to the subject position paper presented by the Marianas members of the Joint Land Committee, the US members wish to make the following response, item by item:

I. Terminal

The DOD proposes to acquire at depreciated value the present civilian terminal or to construct a comparable replacement terminal. Sufficient land will be made available for lease by the Government of the Marianas (GOM) or its lawful representative to construct and operate a comparable terminal with associated aircraft and vehicle parking areas. The DOD does not at this time contemplate construction of military facilities in the vicinity of the proposed civilian aviation terminal that would restrict future lease of additional lands by the GOM, or its lawful representative, for necessary expansion of the terminal. Such future land leases would be in accordance with agreed upon lease back provisions. Future construction of any lodging facility on USG lands is not considered to be in the best interests of either government in protecting the health and safety of personnel using such a facility.

DOD representatives are unable to determine that any expansion of the civilian terminal beyond its present capability will be required to accommodate the end position military activity and presence at West Field.

II. Hangars

Use of military hangars and related maintenance facilities and fees therefore will be possible in accord with the then existing host service regulations and guidelines.

III. Parking and Taxiways

Joint use of military taxiways providing access to the east and west ends of the runway will be permitted in accord with the then existing host service regulations and guidelines.

Construction of aircraft facilities within the land leased by the GOM or its lawful representative will conform to FAA regulations in effect at the time of construction.

The DOD proposes to construct an aircraft parking area suitable to accommodate known civilian aviation activities actually using West Field or having applied to the FAA for such use at this time.

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Location of the civilian aircraft parking aprons will be in the vicinity of the east end of the runway, south of the runway center line, and in accordance with the more stringent DOD or FAA safety and airfield clearance criteria.

The DOD position on future aircraft parking aprons needs is similar to that stated in Item I. Terminal.

IV. Runway

The new runway to be constructed at West Field will be a joint use military-civilian runway constructed, owned, and operated by the DOD for national defense. Conditions of civilian aircraft use, to include permits, termination, insurance requirements, FAA clearances, and host service landing fees will be in accord with the host service regulations then in effect.

Host service landing fees collected will go to the US treasury as partial payment for operation and maintenance costs incurred by the USG from joint airfield use. Civilian landing fees will be established and used as prescribed by the GOM or its lawful representative.

During authorized operating hours of the military runway, available navigational aids will be available to civilian aircraft in accordance with FAA and host service regulations then in effect. Cost of providing such navigational aids during other than authorized operating hours will be borne by the agency requiring such aids.

Every effort will be made by the USG and GOM to minimize disruption of civilian and military aircraft operations during construction of military and civilian aviation facilities.

V. Fuel and Distribution

Fuel requirements and distribution for civilian aircraft and authorized official civilian airport ground powered equipment and motor vehicles shall be provided as available by the installation commander on a reimbursable basis in accord with applicable DOD regulations or guidelines covering each specific category of use and user at the time service is commenced.

VI. Access Road

The USG will provide a suitable access road from the civilian terminal to existing off base road networks. Construction of the road will be in accord with normal engineering design criteria for paved roads.

VII. Power, Light, Water and Sewage

Acquisition or replacement of existing utility service facilities within military lands to be acquired that service the present facility will be in accord with the policy stated in Item I. Terminal. Provision of utilities by the DOD will be on a reimbursable basis in accord with DOD regulations and instructions then in effect.

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VIII. Fire and Crash Rescue

Aircraft and structural fire protection services and aircraft crash rescue will be provided as available by the military in accord with a mutual aid agreement to be entered into between the appropriate installation and civil authorities.

IX. Communications

Acquisition or replacement of existing telephone service facilities within the military lands to be acquired that serve the present facility will be in accord with the policy stated in Item I. Terminal. Provision of telephone service by the DOD will be on a fully reimbursable basis in accord with DOD regulations and instructions then in effect. Use of DOD telecommunications systems will be in accord with DOD regulations and instructions then in effect.

X. General

Information provided by the US members in regard to size of the military base community was clearly and definitely identified as being no more than a current planning objective. No commitments have been made or will be made on future personnel, employees, or dependents to be accommodated on the military installation. General personnel policies on employment, training, recruitment, and requirements have been stated by the USG in the past and are not a subject for the Joint Land Committee.

Establishment and operation of the civilian terminal and appurtenant facilities and joint use of the airfield must be on a non-interference basis, consistent with future US military needs and may be terminated in the event of national emergency declared by the President or Congress or at the direction of the host service secretary.

Security, operation, and maintenance of the civilian facilities will be the sole responsibility of the GOM or its lawful representative. Every effort will be made to prevent the damage of aircraft by the inadvertent introduction of debris or other foreign matter on aircraft operation pavements.

Customs inspections of all persons, baggage, and freight arriving at the military airfield will be in accord with applicable laws and implementing regulations and instructions then in effect.

Appropriate and finalized specific, binding agreements will be effected at such time as the GOM is able to assume full responsibility for its new and contemplated role, applicable facilities have been constructed and are available for use, and the appropriate USG representative has been officially designated.

The US members are confident that the future development of the military base on Tinian will provide great benefit to the Marianas, and that conflict between national security and the administration of the people of public will be amply and lawfully resolved.

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Funding for terminal improvement, construction, and/or expansion is not limited to DOD origin. Other probable sources are:

1. FAA participation.
2. Other U.S. Federal Grants.
3. GOM C.I.P. Funds furnished by USG.
4. Bond issues since the Port Authority will be autonomous and revenue generating.
5. Revenue from concessions such as duty free store leases and leases, restaurant, bar, etc. sources of funding.

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