

NTAA / Tahiti Faa'a / PPT

This document is intended to draw the attention of commercial and general aviation pilots to the aeronautical context and main threats associated with an aerodrome. The identification of these threats is the result of collaborative work between platform operators (airlines, airport operator management, air navigation service provider, aero clubs, Meteo-France...) by comparing the éléments of their Safety Management Systems (SMS). The SNA-PF Safety subdivision and the airport operator Safety Magement System have validated these information.

Approved on 2025/12/19 by the SNA-PF Safety subdivision and the airport operator Safety Magement System

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DISCLAIMER

This document is published for information purposes only and is not exhaustive. It will be updated whenever possible. It provides added information to flight preparation but in no way replaces the aeronautical information contained in the official documentation (AIP PAC P (Aeronautical Information Publication), AIP sup, AIC (Aeronautical

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Meteorological risks linked to the specific geographical location of the airport

- The airport's location by the sea, close to a mountain range and subject to breezes and trade winds, means that particular aerological and thermodynamic phenomena occur
 - ◊ Tahiti-Faa'a is the French airport most exposed to windshear, well ahead of Nice;
 - ◊ It is common for the wind at ground level to be tailwind at both QFUs, or calm on the airport, while in altitude or on final, the wind is clearly established differently.
- These phenomena require a thorough meteorological study before each flight, particularly when the wind is established in the sectors detailed in the table below:

Wind direction	Wind velocity	Areas affected by horizontal windshear
East	7 kt - 16 kt	Entire runway
	17 kt - 27 kt	Final 04
East-South-East	7 kt - 16 kt	Finale22
	17 kt - 27 kt	Entire runway
East-North-East	7 kt - 16 kt	Final 04
	17 kt - 27 kt	No windshear
North-East	7 kt - 16 kt	No windshear
	17 kt - 27 kt	No windshear
South-East	7 kt - 16 kt	No windshear
	17 kt - 27 kt	Threshold 04
South	7 kt - 16 kt	Threshold 22
	17 kt - 27 kt	Final 22
North-West	7 kt - 16 kt	Threshold 22
	17 kt - 27 kt	Entire runway

Comment: when trade winds are unstable, convective cloud clusters could circulate over or in the vicinity the platform, accompanied by showers and/or squalls. The wind is then more irregular. Gusts of wind or squalls precede the arrival of cloud clusters, generating temporary turbulence and wind shear. They are followed by transitional periods of calm wind before a new convection cycle.

- A detailed study and related documents on windshear on the platform can be consulted via the following link: [click here \(in French\)](#).

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Weather information provided to crews

- Tahiti-Faa'a Airport is equipped to transmit fully automatic observations 24 hours a day.

Given the location of the telemeters, cloud base height (CBH) is only measured near the runway. Cloud cover is then estimated from this data using an algorithm. As a result, the CAVOK information provided by ATC to crews does not necessarily reflect the reality across the entire CTR.

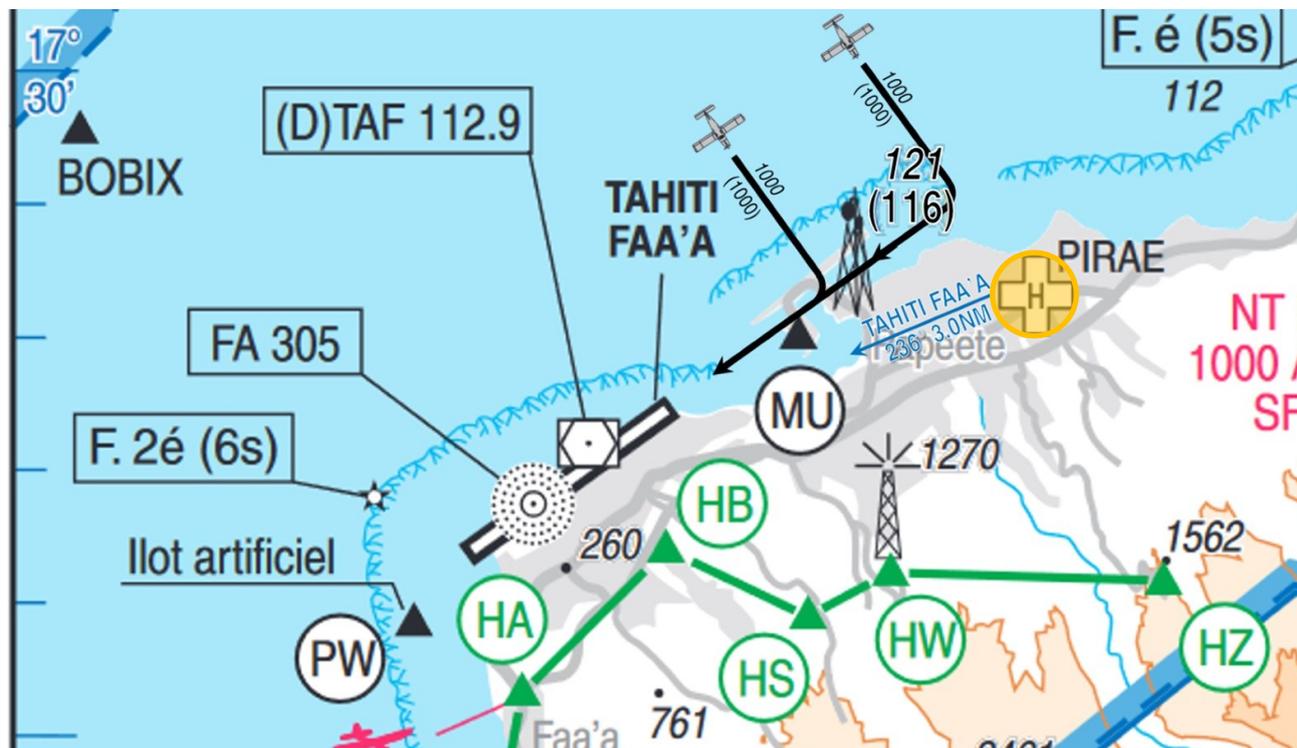
Example: despite the CAVOK report, clouds may be present in the CTR but not detected near the airport.

Consequences: in addition to visual observation, crews are advised to pay particular attention to other available information, such as the TAF and TEMSI.

- In addition to the usual meteorological information, French Polynesia has an area overview map that can be consulted on the Aeroweb website via the following link: [click here \(in French\)](#).

These overviews provide regional information that is different from and complementary to aerodrome information. A technical guide to this map is also available in the CASH tab of the pilot aera of the SEAC website via the following link : [click here \(in French\)](#).

Emergency flights to Papeete's hospital (Taone)



- Presence of the CHPF (Papeete Hospital) in the immediate vicinity of the runway circuit.
- High-priority helicopter traffic.

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Traffic with very different technical performance levels

- Heterogeneous aircraft types and nature:
 - ◊ J3, ULAC, C172, ATR, FA20/50, Be20, DHC6, business jets, B789, A359, R22, AS35, EC35 ;
- Military aviation (GAM), commercial aviation (domestic and international), and recreational aviation (1 flight school and 1 flying club, aerobatics and skydiving activities);
- IFR and VFR training. Aerial work.

Access to military parking subject to PPR procedure

- Access to MIL apron strictly limited for French or foreign state aircraft.
- Stopover requests must be sent to the operations department 72 hours before the DOF.
- Contact: gam-faaa.cops.fct@intra.def.gouv.fr

Possible drone activity

- As part of the defense of the military site located on the airport, C1 category drones may be deployed at short notice.

Recurring presence of unauthorized kites near the airfield

- More specifically during school holidays, unauthorized kites have been observed at heights that could potentially interfere with air traffic operations.



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Particularities of RNP22, PAPI22, GPWS alert on final approach 22, presence of cranes

- The RNP RWY 22 instrument approach procedure in Tahiti overflies Papeete harbor. The presence of cranes (256 ft max AMSL) imposes a descent gradient on the final segment of 3.2° (5.6%). , GPWS alarms may be triggered depending on the approach speeds of the aircraft types.
- The PAPI 22 is set to give a slope of 3.2° (5.6%).

Crossings of boats with high air draft at thresholds

- Despite the coordination requirement for boats with an air draft of more than 6 meters (boats with a air draft of 60 meters (approximately 200 ft) may navigate in this area) in order to cross the runway axes at threshold 04 and threshold 22, frequent uncoordinated crossings are reported. These boats infringe the aeronautical easements of the final approach paths.



Consequence: plan a possible go around.

Please note: in the event of low-altitude circuit, special vigilance is required due to the large number of sailboats anchored in the downwind leg.

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Vehicles may be present 70m from the axis

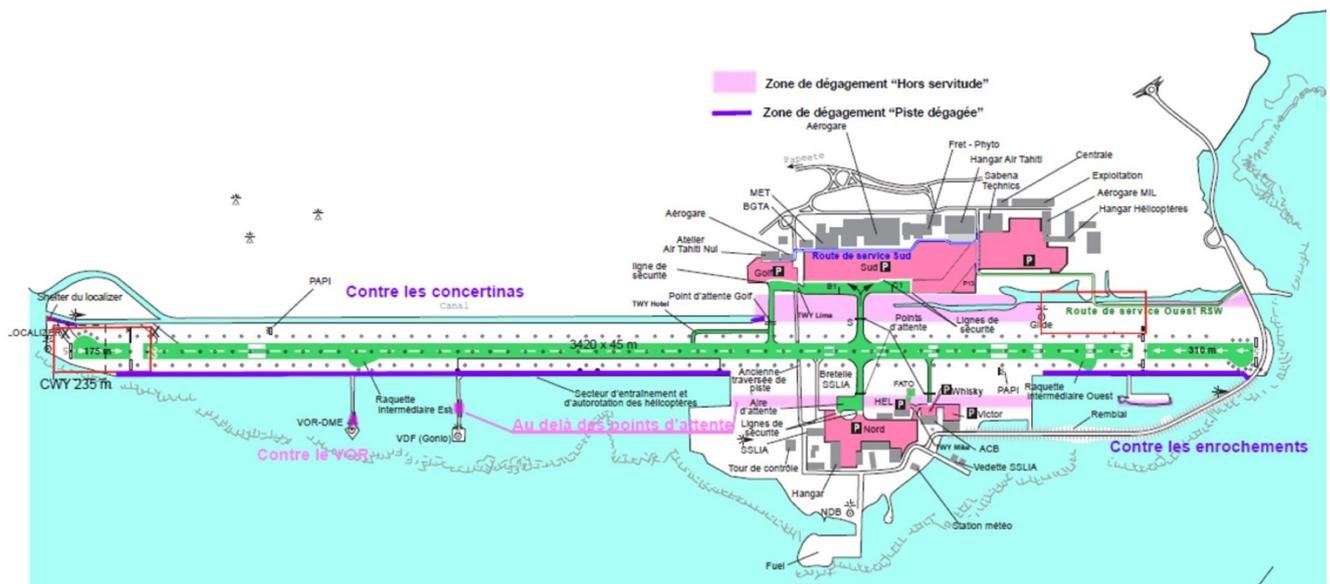
- The runway strip is reduced at NTAA. It is bordered by canals on one side and the lagoon on the other.

Consequences: in order to facilitate works in the vicinity of the runway, an exemption has been granted to authorise vehicle traffic 70 meters of the runway axis when aircraft are landing or taking off, under certain conditions:

- ◇ Day time VMC conditions (good weather);
- ◇ Based aircraft with a wingspan \leq ATR72 (e.g., Gardian, Casa235);
- ◇ The driver announces: « runway clear ».

In all other cases:

- ◇ The vehicle must be positioned outside the designated area, beyond the holding points defined as « outside the restricted area »;
- ◇ The driver announces: « outside the restricted area ».



Canals cleaning operation

- The maintenance of the canals on the airport involves the recurrent use of cleaning equipments (dredges). Information published by NOTAM. These works have an impact on animal hazard.

Installation of temporary displaced thresholds

- Due to work on the runway or its easements, the operator may have to install temporary displaced-thresholds, reducing the declared distances published in the AIP. Information given by NOTAM, on the ATIS, and on control frequencies.

Special lighting (no approach ramp)

- The position of the runway in the immediate vicinity of the lagoon does not allow the installation of approach ramps in the 2 QFUs.

Please note: the best performance procedure is a CAT I ILS approach. However, the runway is equipped with centerline lighting.

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Animal hazard

- Animals may be present everywhere on the platform.

Examples:

- ◇ Birds (Gould harrier, frigatebird, and various seabirds and land birds of varying sizes) ;
- ◇ Stray dogs ;
- ◇ Crabs ;
- ◇ Turtles.

Turn-around pads

- Use of intermediate EAST et WEST turn-around pads: limited to code A, B, C D a/c (including all versions of the B767) ;
- Use of runway end turn-around pads : no restrictions ;
- Half-trun on runway : possible for a/c with MTOW \leq 23 tons (including ATR72-600).



Crosswind limitations

- In addition to the limitations imposed by aircraft manufacturers and operators, the following crosswind limitations apply in Tahiti for:

- ◇ Based aircraft with MTOW \geq 30 tonnes ;
- ◇ Non-based aircraft with MTOW \geq 20 tonnes.
 - ◆ Dry runway : 25 kt
 - ◆ Wet runway : 20 kt
 - ◆ Slippery and wet, or contaminated runway : 15 kt

Explanation:

Given the presence of obstacles in the instrument runway strip and in the lateral aircraft clearance areas, crosswind limitations are published via aeronautical information in order to reduce risks.

Counter QFU practice

- For reasons related to the local aerology (possible opposite winds at both thresholds) or to fluidify and to accelerate traffic, the QFU opposite to the one in use (QFU announced on the ATIS) may be used. Increased vigilance in the vicinity of the aerodrome (due to more complex air traffic) is necessary.

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Very short taxiways providing access to runway holding points

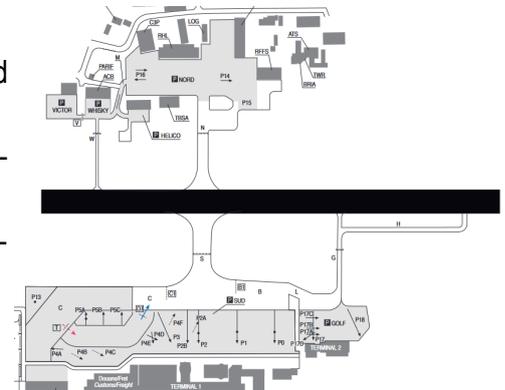
- The taxiways N, S, G, and W to access runway 04/22 are very short.
- Increased vigilance is required when taxiing in order to prevent runway incursions.



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Restrictions on certain taxiways

- Taxiway N : use restricted to code A, B, C, D aircraft and towed code E aircraft;
- Taxiway M : day time use restricted to code A aircraft at reduced speed and towed code B aircraft;
- Taxiway H : day time use restricted to based code A, B, C aircraft at reduced speed;
- Taxiway G : use restricted to based code A, B, C aircraft;
- Taxiway W : use restricted to aircraft with MTOW ≤ 5.7 tons.



Engine tests in holding area N

- Given the airport infrastructure, it is strongly recommended to use holding area N to allow arriving a/c to vacate the runway.
 - Two branches in the holding area involving engine tests with tailwind for some aircraft.
 - During engine tests, particular vigilance is required when two aircraft are on the same branch:
 - ◇ Risk of collision between No. 1 and No. 2;
 - ◇ Risk of blast from No. 1 affecting No. 2.

Please note: risk of blast by an aircraft in the holding area (particularly with twin-engine turboprop aircraft: Be20 and B190) for an aircraft vacating the runway.

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Crossing of boats with high air draft at thresholds

- Despite the coordination requirement for boats with a draft of more than 6 meters to cross the runway axes at threshold 04 and threshold 22, frequent uncoordinated crossings are reported. These boats infringe the takeoff easements.

Consequence: departure may be delayed for a few minutes.



Presence of cranes

- The presence of cranes in Papeete harbor constituting obstacles during departures from runway 04 (256 ft AMSL), particular attention needs to be paid to takeoff performance.