GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9
Fuel: HS; HJ PNR 2HR, HN PNR 3HR.
PCN: RWY 04/22: 57/F/B/W/T

Operation

RWY Restriction

180°-turn restricted to ACFT with MTOW 22t / 48502lbs.
180°-turn on east intermediate turning bay restricted to ACFT with ACN below 53 (A340 incl., B747 excl.).
180°-turn on west intermediate turning bay and on turn-around areas at the end of RWY are authorized to all ACFT.

TWY Restrictions

TWY North, L width 18m / 59ft.
TWY G, H width 15m / 49ft.
TWY M, W width 7.5m / 25ft.

TWY H AVBL up to code letter C ACFT and HJ only. Taxi with reduced speed.

TWY M AVBL to code letter A ACFT and HJ only. Taxi with reduced speed.

TWY North AVBL up to code letter D ACFT and gear width below 9m / 30ft.

Warnings

Solar panels located 2500m / 8200ft from the beginning of RWY 04 measured on axis and 1350m / 4430ft abeam south of RWY axis. Risk of dazzle for ACFT on final APCH RWY 04 every month of June at the beginning of the morning

Cross wind limitation

- 25KT dry RWY
- 20KT wet RWY
- 15KT contaminated

FA NDB usable day only.

TAF VOR/DME unusable between:

- R244-R279 from 0-4NM DME at or below 2000ft, from 4-10NM at or below 3000ft
- R244-R279 from 10-20NM at or below 5000ft
- R279-R359 from 0-4NM DME at or below 2000ft, from 4-10NM at or below 3000ft

Wildlife strike hazard.

ARRIVAL

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure

If STAR is not acknowledged:
Apply ILS x RWY 04/ LOC x RWY 04 procedure or NDB RWY 04 procedure eventually followed by a visual maneuver without prescribed track, if wind calculated by PIC indicates that RWY 22 is in use.

ARRIVAL

Arrival Procedure

VFR Traffic Pattern
RWY 22 right-hand circuit.

Reverse
Do not use more than idle reverse between 0500-1600 or for safety reasons only. If such an event occurs, the pilot could be asked to prove it.

DEPARTURE

Take-off Minima

RWY		04	
All ACFT	ft - m/km	0 - 550R/550V	-
		0 - 800R/800V	HN

RWY		22	
All ACFT	ft - m/km	0 - 550V	-
		0 - 800V	HN

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure
In VMC: Return back to AD.

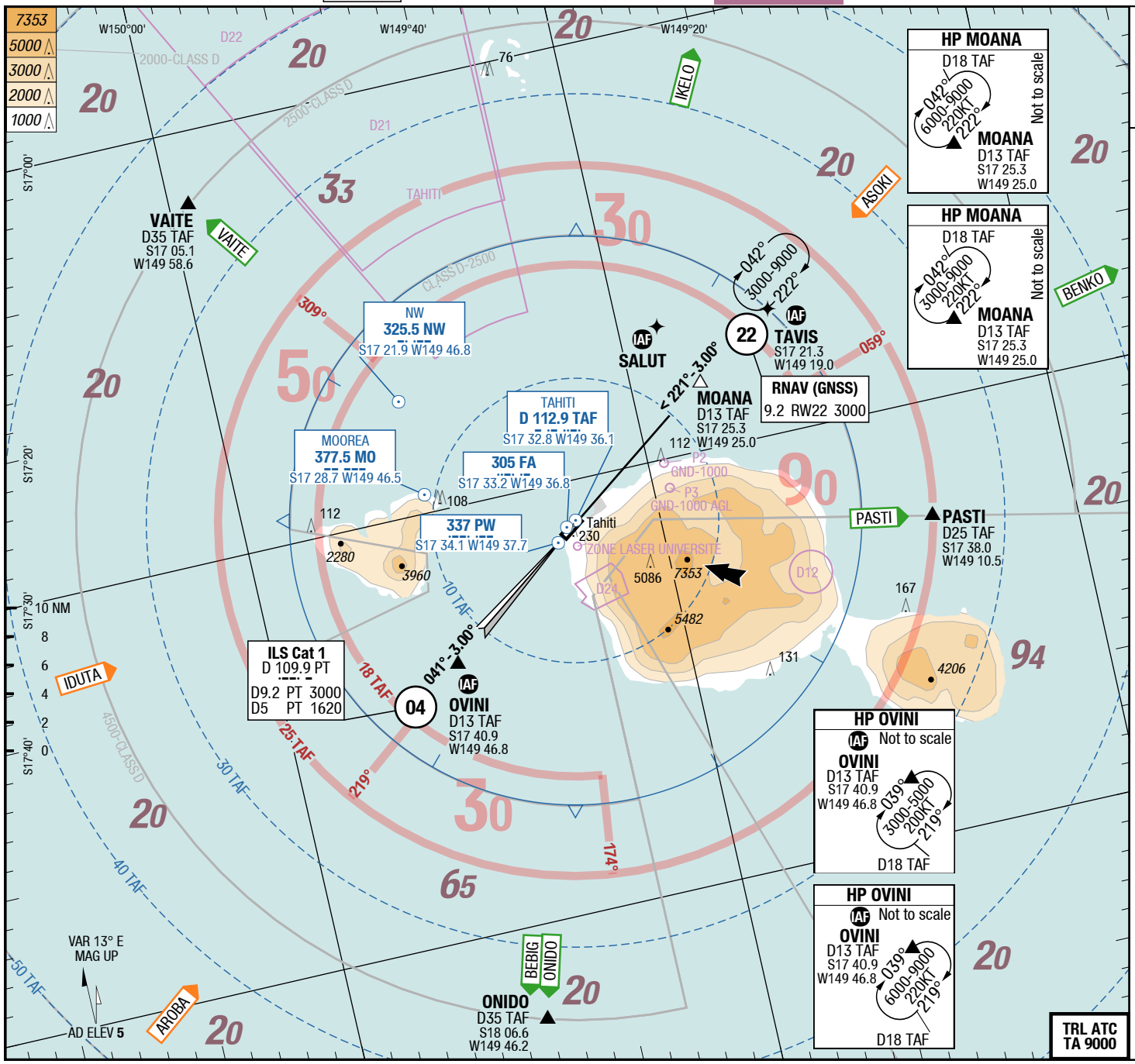
In IMC: Continue the flight up to the limits of TMA 1 Tahiti, at the last assigned FL or up to the MNM ALT published in compliance with the DEP sector. Then proceed climbing towards the FL as stipulated in the current FPL.

Departure Procedure

Start-up/Push-back
Due absence of TWY, start-up for heavy ACFT O/R only.

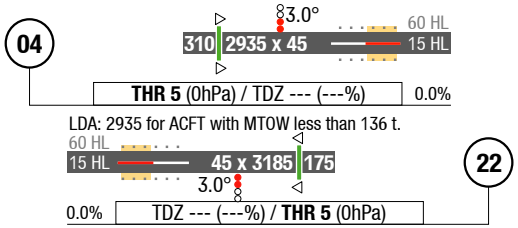
First contact on GND mandatory.

Push-back from stands P0-P3 compulsory.

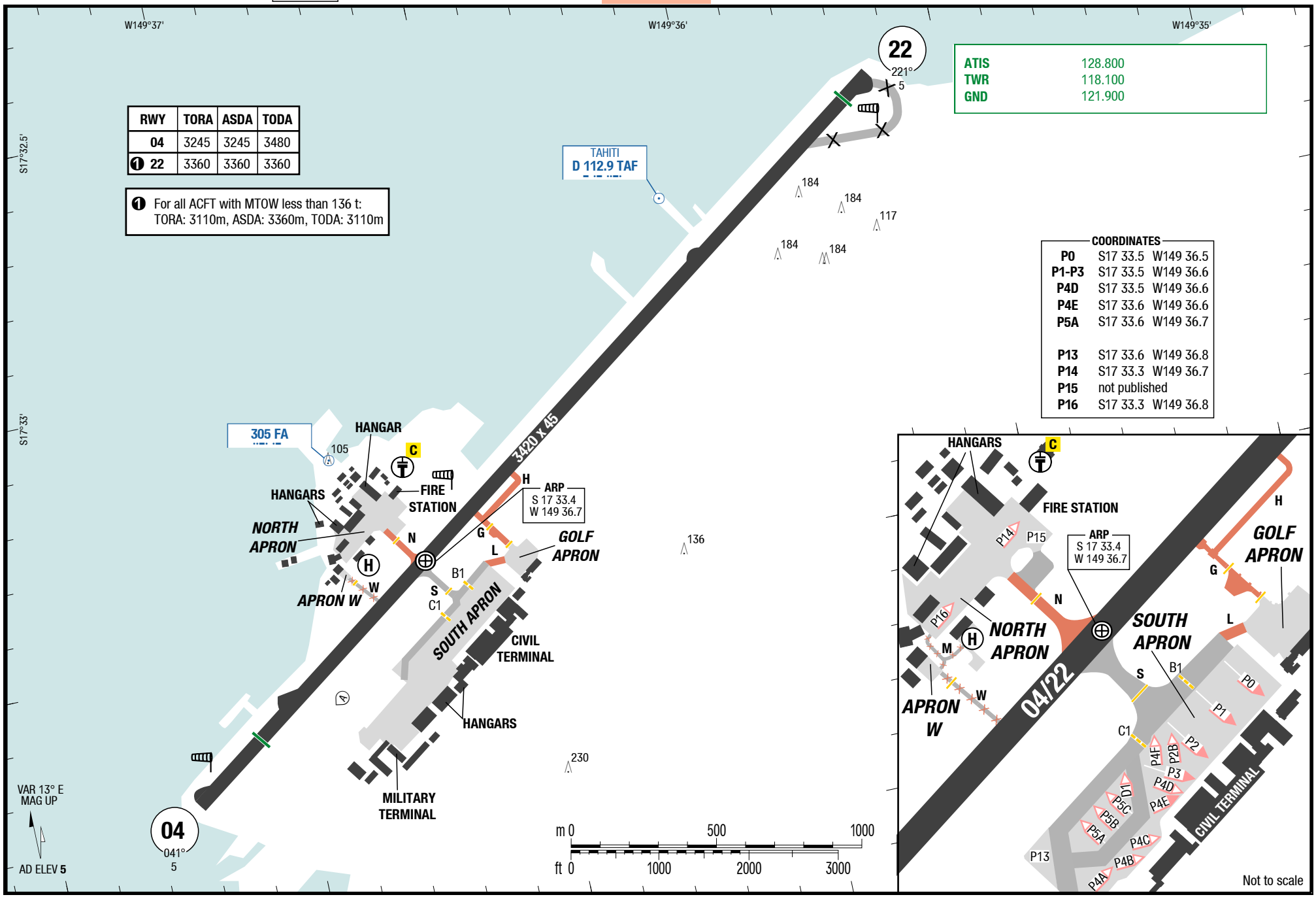


ATIS	128.800
APP	121.300 118.100
TWR	118.100
GND	121.900

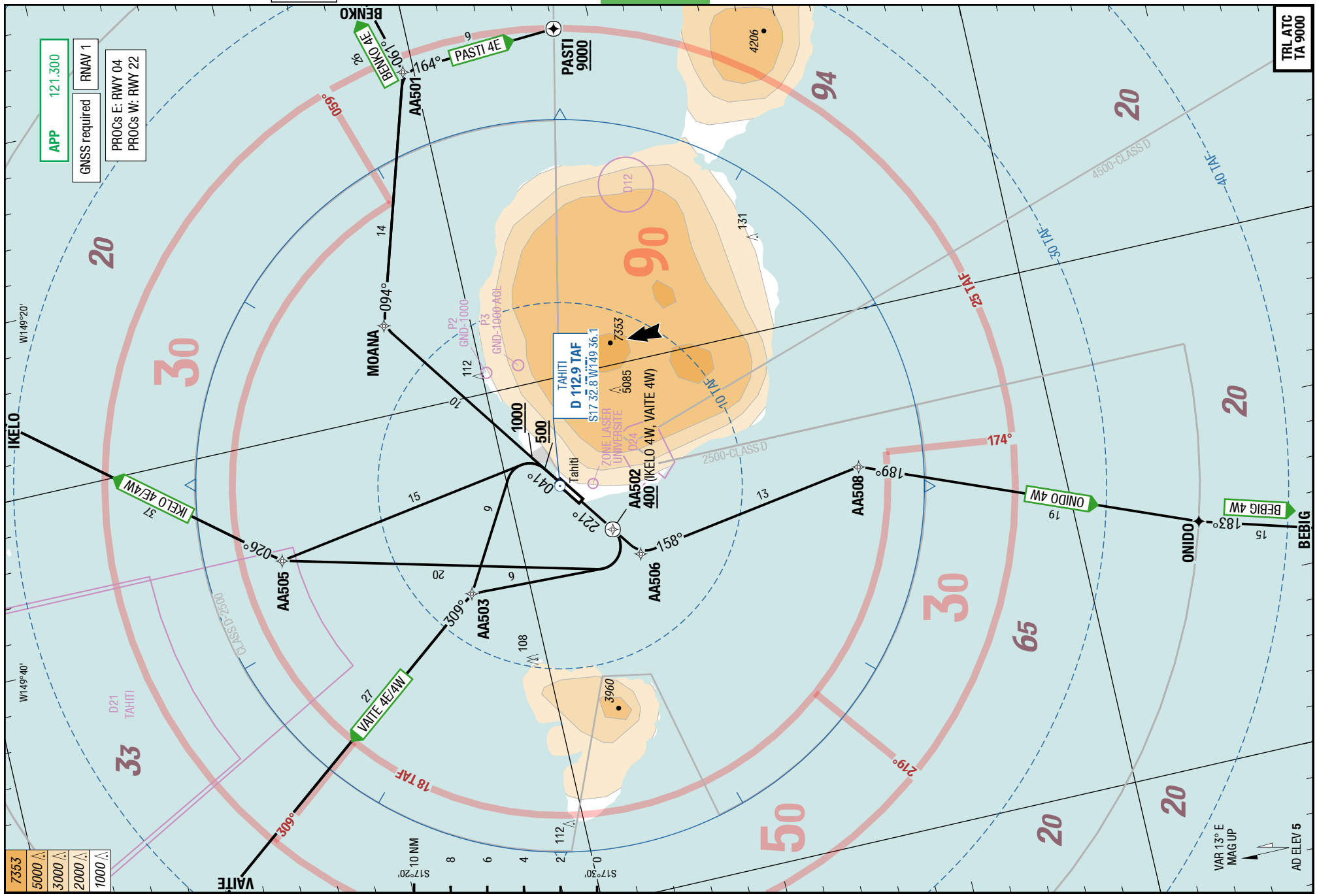
Landing RWY system:



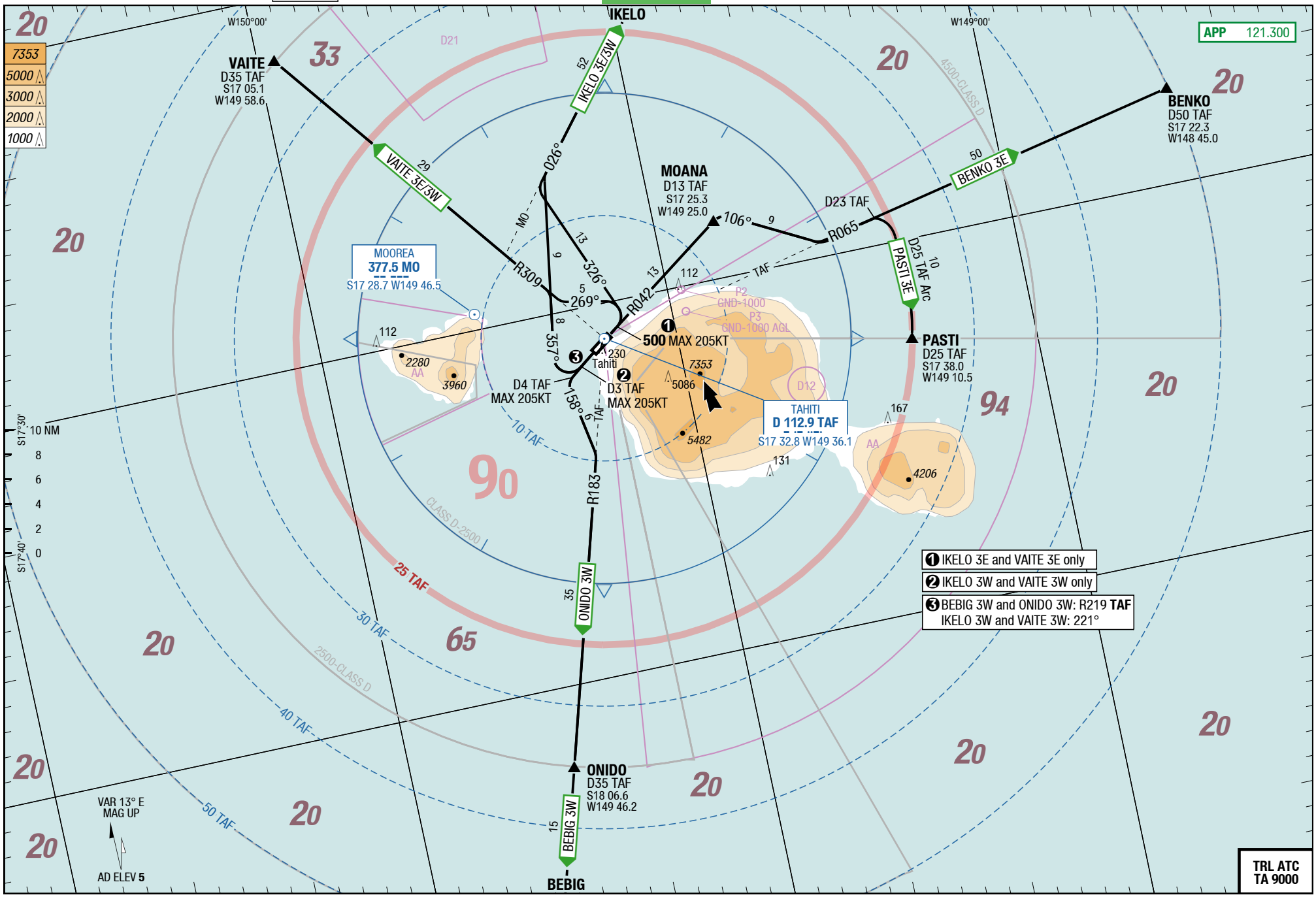
Changes: APL



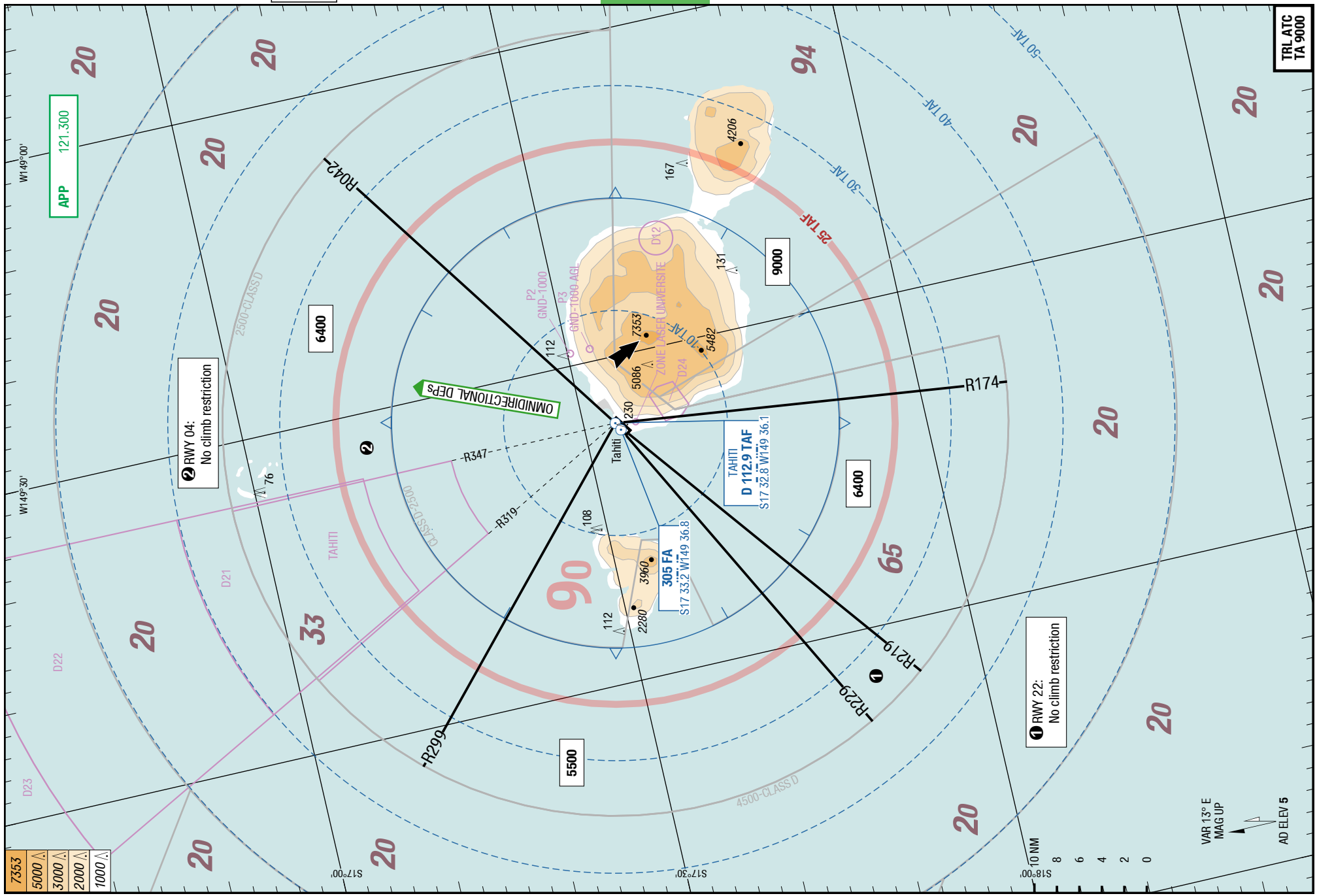
Changes: TWY M, APN, RVR, Note, BLDG, WDI



Changes: ALT, Note, OBST, TOPO



Changes: Nil


TRL ATC
TA 9000
APP 121.300
W149°00'
W149°30'
S17°00'
S17°30'
S18°00'
R042
R174
R219
R229
R299
R347
R319
OMNIDIRECTIONAL DEPs
❷ RWY 04:
No climb restriction
❶ RWY 22:
No climb restriction
Tahiti
TAHITI
D 112.9 TAF
S17 32.8 W149 36.1
305 FA
S17 33.2 W149 36.8
ZONE LASER UNIVERSITE
25 TAF
40 TAF
50 TAF
6400
9000
5500
2500-CLASS D
4500-CLASS D
CLASS D-2500
P2 GND-1000
R3 GND-1000 AGL
D12
D21
D22
D23
D24
4206
7353
5482
5086
3960
2280
VAR 13° E
MAG UP
AD ELEV 5
10 NM
7353
5000
3000
2000
1000

BENKO 4E / IKELO 4E / PASTI 4E / VAITE 4E

RWY 04 (041°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
BENKO 4E 4.8% to 400 **121.300** ①	041° [A1000+] - DCT MOANA - AA501 - BENKO	initial climb **5000**
IKELO 4E 4.8% to 400 **121.300** ①	041° [A500+ ;L] - DCT AA505 - IKELO	initial climb **5000**
PASTI 4E 4.8% to 400 5.0% to 9000 **121.300** ①	041° [A1000+] - DCT MOANA - AA501 - PASTI	PASTI MNM **9000** initial climb **9000**
VAITE 4E 4.8% to 400 5.5% to 2100 **121.300** ①	041° [A500+ ;L] - DCT AA503 - VAITE	initial climb **5000**

① Theoretical climb gradient 4.8% to 400 is based on obstacles (cranes in the harbour) elevation MAX 256ft, from 1800m/5906ft from DER, 500m/1640ft right of centreline until 2200m/7218ft from DER, 390m/1980ft on RWY centreline.

Changes: Editorial

BEBIG 4W / IKELO 4W / ONIDO 4W / VAITE 4W

RWY 22 (221°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
BEBIG 4W **121.300**	DCT AA506 - AA508 - ONIDO - BEBIG	Initial climb **5000**
IKELO 4W 4.0% to AA502 7.0% to 2100 **121.300**	DCT AA502 [R] - DCT AA505 - IKELO	AA502 MNM **400** Initial climb **5000**
ONIDO 4W 4.5% to 9000 **121.300**	DCT AA506 - AA508 - ONIDO	Initial climb **9000**
VAITE 4W 4.0% to AA502 7.0% to 2100 **121.300**	DCT AA502 [R] - DCT AA503 - VAITE	AA502 MNM **400** Initial climb **5000**

Changes: ALT, Editorial

BENKO 3E / IKELO 3E / PASTI 3E / VAITE 3E / BEBIG 3W

RWYs 04 (041°) / 22 (221°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
BENKO 3E 4.8% to 400 **121.300** ①	intercept R042 **TAF** - at MOANA (D13 **TAF**) **RT** 106° - intercept R065 **TAF** to BENKO	initial climb **5000**
IKELO 3E 4.8% to 400 5.5% to 2100 **121.300** ①②	at **500 LT** (MAX 205KT) 326° - intercept QDR 026 **MO** to IKELO	initial climb **5000**
PASTI 3E 4.8% to 400 5.0% to 9000 **121.300** ①③	intercept R042 **TAF** - at MOANA (D13 **TAF**) **RT** 106° - intercept R065 **TAF** - at D23 **TAF RT** follow D25 arc **TAF** to PASTI	initial climb **9000**
VAITE 3E 4.8% to 400 5.5% to 2100 **121.300** ①②	at **500 LT** (MAX 205KT) 269° - intercept R309 **TAF** to VAITE	initial climb **5000**
	Runway 22	
BEBIG 3W **121.300**	intercept R219 **TAF** - at D4 **TAF LT** (MAX 205KT) 158° - intercept R183 **TAF** to BEBIG	initial climb **5000**

① Theoretical climb gradient 4.8% to 400 is based on obstacles (cranes in the harbour) elevation max 256, from 1800m/5906ft from DER, 500m/1640ft right of centreline until 2200m/7218ft from DER, 390m/1980ft on RWY centreline.

② ATC climb gradient 5.5% to 2100.

③ ATC climb gradient 5.0% to 9000.

IKELO 3W / ONIDO 3W / VAITE 3W

RWY 22 (221°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
IKELO 3W 4.0% 7.0% to 2100 **121.300** ①②	at D3 **TAF RT** (MAX 205KT) 357° - intercept QDR 026 **MO** to IKELO	initial climb **5000**
ONIDO 3W 4.5% to 9000 **121.300** ③	intercept R219 **TAF** - at D4 **TAF LT** (MAX 205KT) 158° - intercept R183 **TAF** to ONIDO	initial climb **9000**
VAITE 3W 4.0% 7.0% to 2100 **121.300** ①②	at D3 **TAF RT** (MAX 205KT) 357° - intercept R309 **TAF** to VAITE	initial climb **5000**

① Theoretical climb gradient 4.0%.
② ATC climb gradient 7.0% to 2100.
③ ATC climb gradient 4.5% to 9000.

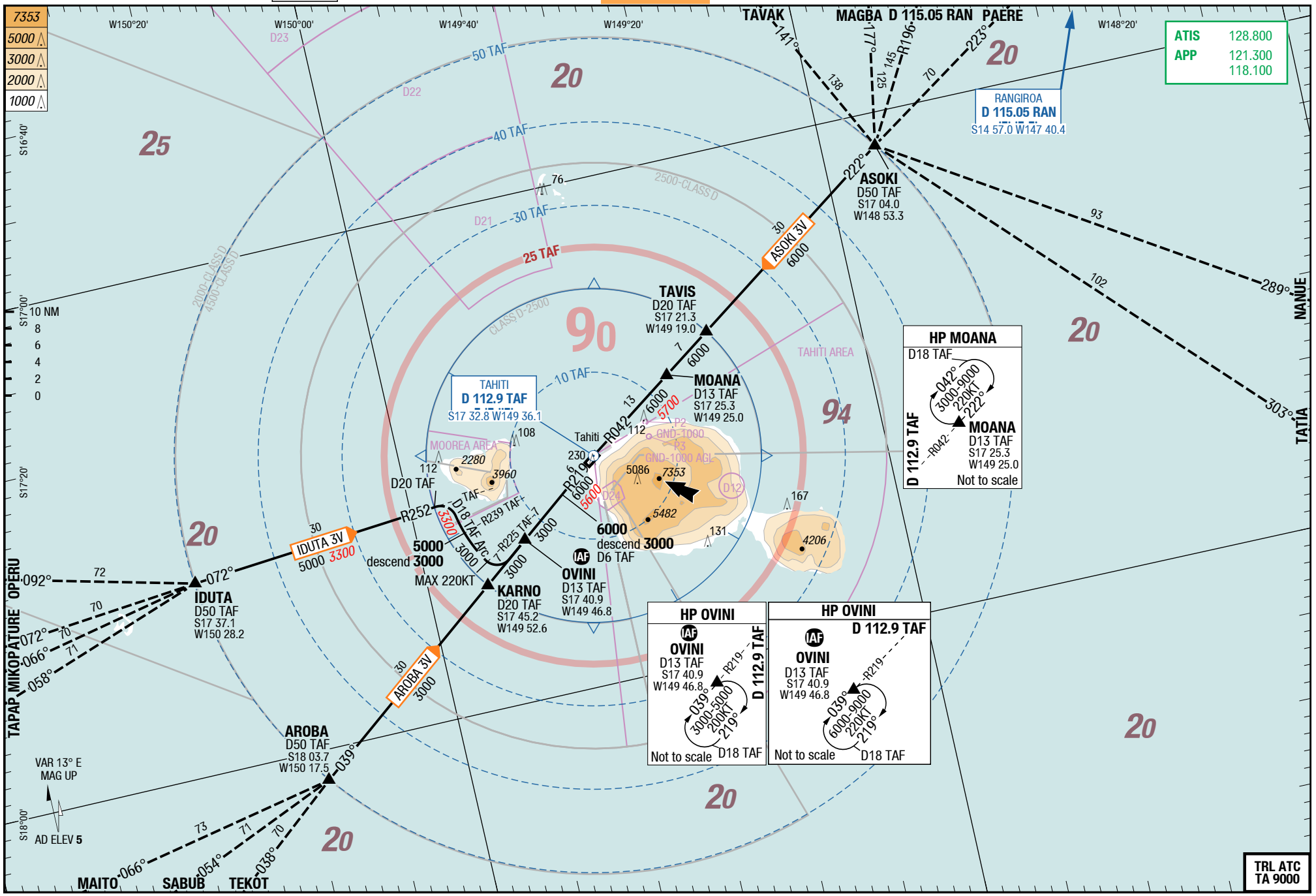
OMNIDIRECTIONAL RWY 04 / OMNIDIRECTIONAL RWY 22

RWYs 04 (041°) / 22 (221°)

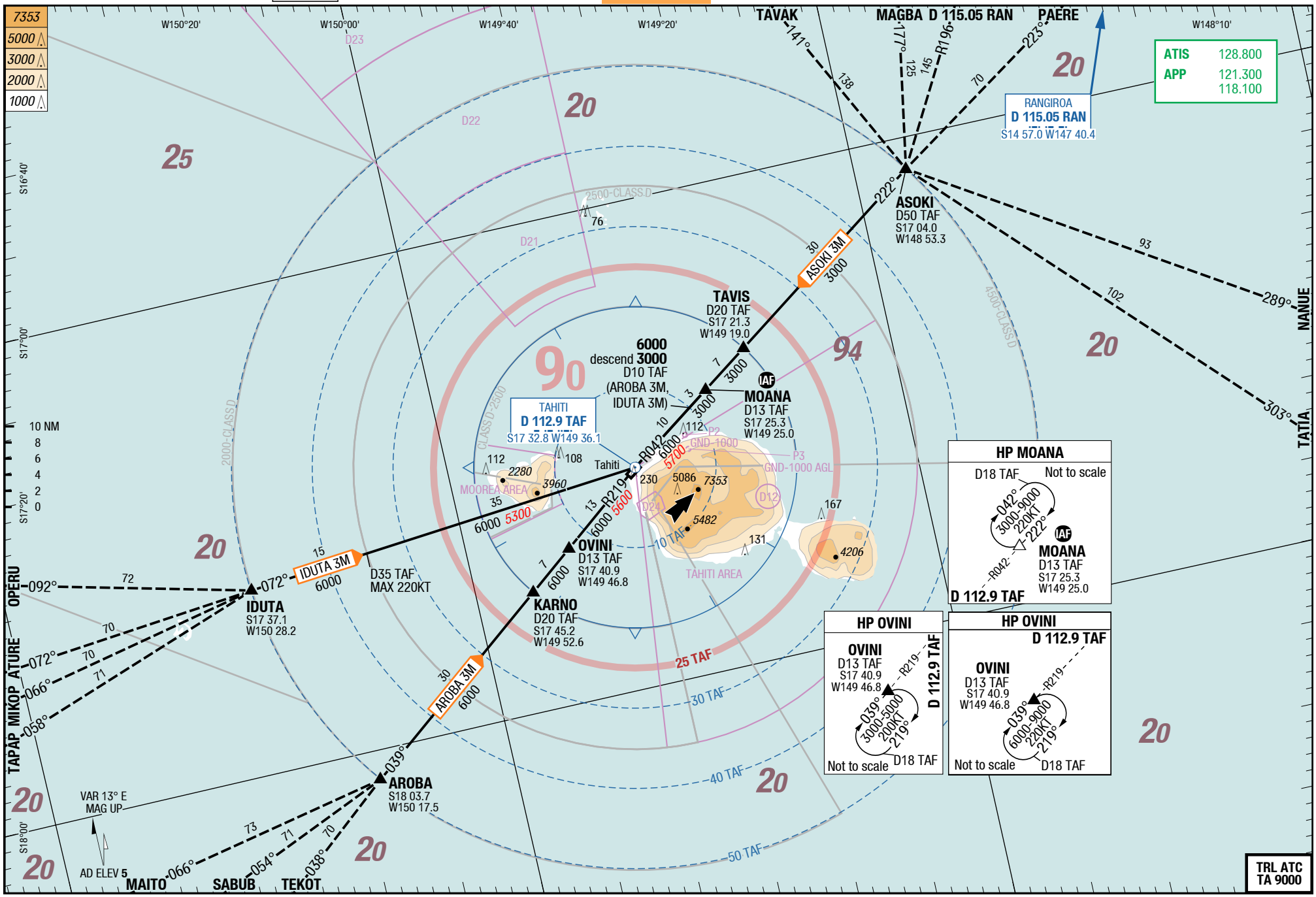
	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
OMNIDIRECTIONAL RWY 04 ①	The initial climb gradient in R299-R042 **TAF/FA** up to MNM required ALT for the following sector, when changing sectors: - Direct departures on R299-R042 **TAF/FA** without restrictions as far as ensuring safety with regard to OBST is concerned. - Direct departures on R229-R299 **TAF/FA** possible if pilot can maintain MNM climb gradient 8.0% up to **5500** (overflying Mt. Tohivea 1207m). - Direct departures to the other sectors are not possible with regard to climb gradients. This type of DEP should adhere to the rules relative to MNM ALT of published sectors.	
	Runway 22	
OMNIDIRECTIONAL RWY 22	The initial climb gradient in R219-R229 **TAF/FA** up to MNM required ALT for the following sector, when changing sectors: - Direct departures on R219-R229 **TAF/FA** without restrictions as far as ensuring safety with regard to OBST is concerned. - Direct departures on R229-R299 **TAF/FA** possible if pilot can maintain MNM climb gradient 8.0% up to **5500** (overflying Mt. Tohivea 1207m). - Direct departures to the other sectors are not possible with regard to climb gradients. This type of DEP should adhere to the rules relative to MNM ALT of published sectors.	

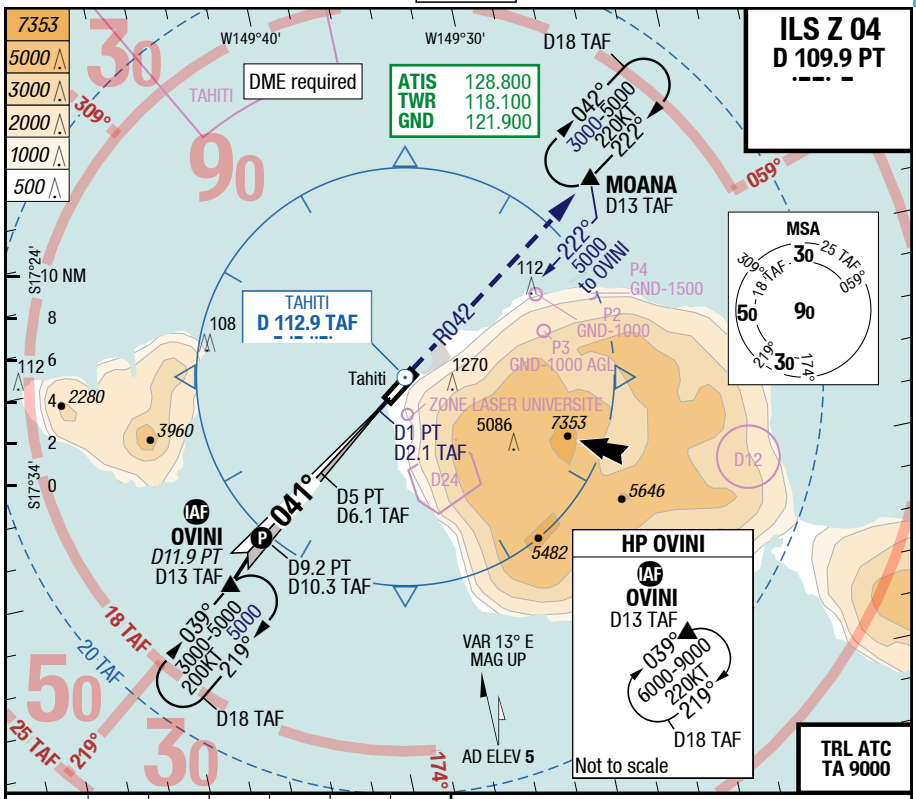
① Theoretical climb gradient 4.8% to maintain up to 400ft, is determined by obstacles (cranes in the harbour), elevation MAX 256ft, located as close as 1800m from DER and at 550m to the right of runway centre line until 2200m from the DER and 390m of runway centre line. If these obstructions are not taken into account, the theoretical climb gradient is 3.3%.



Changes: Navaid RAN, OBST, SUAs



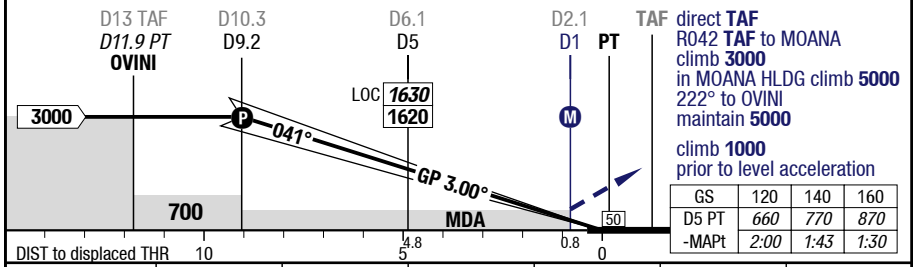
Changes: Navaid RAN, OBST, SUAs



LOC 3.09° D PT	9.2	8	6	4	3	2
	3000	2630	1970	1320	990	660

04

3.0°
60 HL
310 2935 x 45
15 HL
THR 5 (0hPa) / TDZ --- (---%) 0.0%



direct **TAF**
R042 **TAF** to MOANA
climb **3000**
in MOANA HLDG climb **5000**
222° to OVINI
maintain **5000**

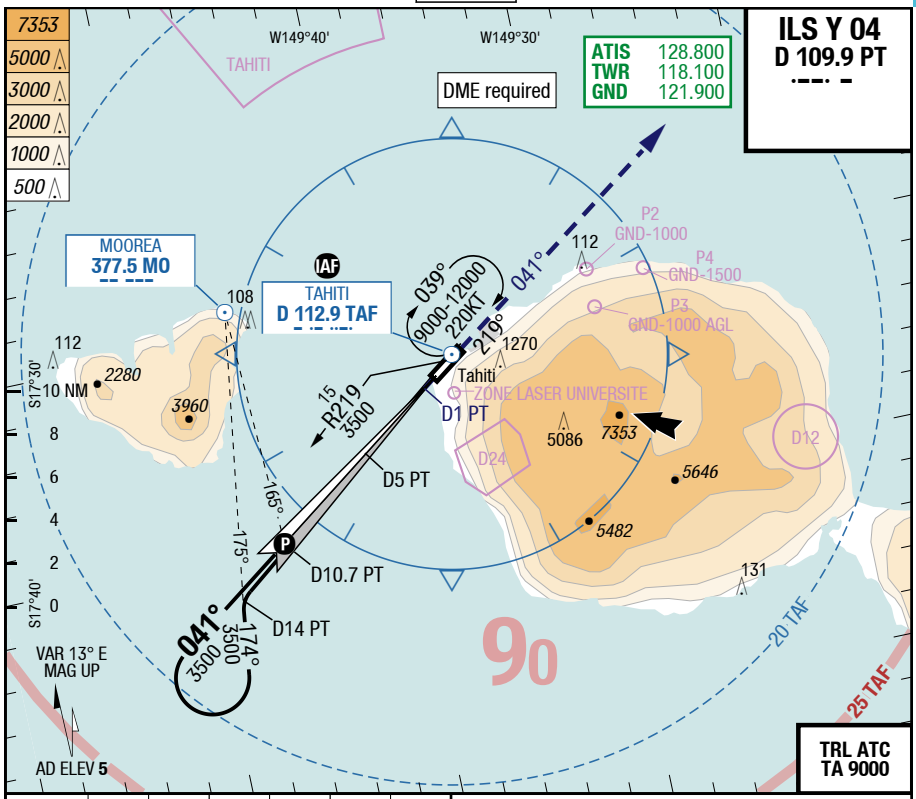
climb **1000**
prior to level acceleration

GS	120	140	160
D5 PT	*660*	*770*	*870*
-MAPt	*2:00*	*1:43*	*1:30*

04		Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	250 - 1.8 **260** 1)	420 - 1.9 **420**				Not published
D	ft - m/km ft	250 - 2.0 **260** 2)	420 - 2.0 **420**				Not published

1) With EVS 1.2km
2) With EVS 1.3km

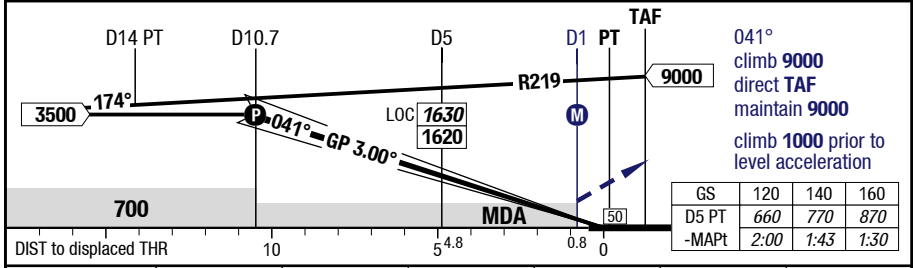
Changes: APL



LOC 3.09° D PT	10.7	8	6	4	3	2
	3500	2630	1970	1320	990	660

04

3.0°
60 HL
310 2935 x 45
15 HL
THR 5 (0hPa) / TDZ --- (---%) 0.0%

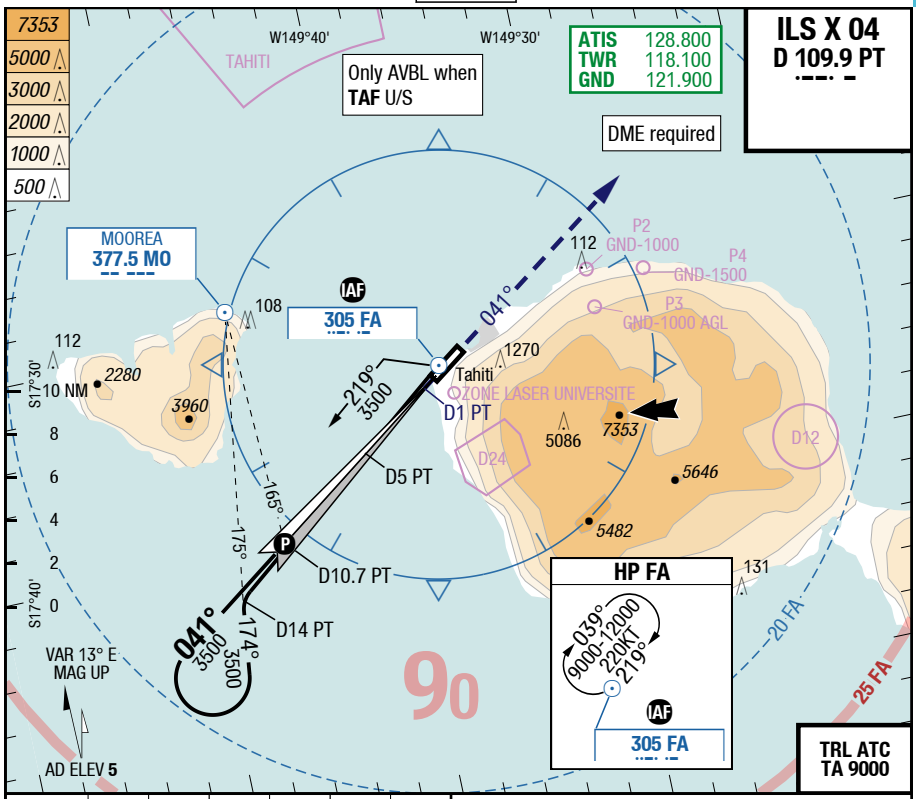


GS	120	140	160
D5 PT	660	770	870
-MAPt	2:00	1:43	1:30

04		Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	250 - 1.8 **260** 1)	420 - 1.9 **420**				Not published
D	ft - m/km ft	250 - 2.0 **260** 2)	420 - 2.0 **420**				Not published

1) With EVS 1.2km
2) With EVS 1.3km

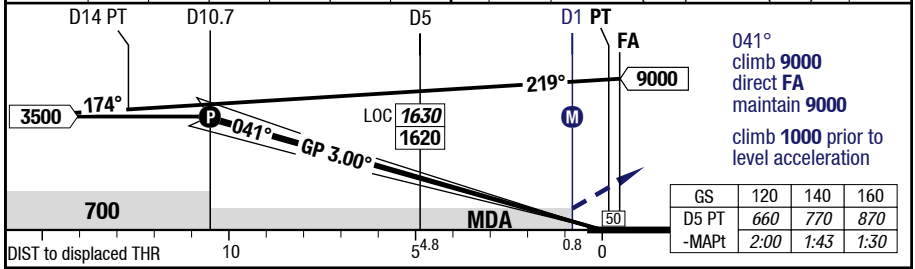
Changes: APL



LOC 3.09° D PT	10.7	8	6	4	3	2
	3500	2630	1970	1320	990	660

04

3.0°
60 HL
310 2935 x 45
15 HL
THR 5 (0hPa) / TDZ --- (---%) 0.0%



GS	120	140	160
D5 PT	660	770	870
-MAPt	2:00	1:43	1:30

04		Cat 1 DME	LOC DME				Circling 1) 2)
C	ft - m/km ft	250 - 1.8 **260** 3)	420 - 1.9 **420**				1030 - 2.4V **1030**
D	ft - m/km ft	250 - 2.0 **260** 4)	420 - 2.0 **420**				1030 - 3.6V **1030**

1) Usable only when VOR TAF U/S
2) N of AD only
3) With EVS 1.2km
4) With EVS 1.3km

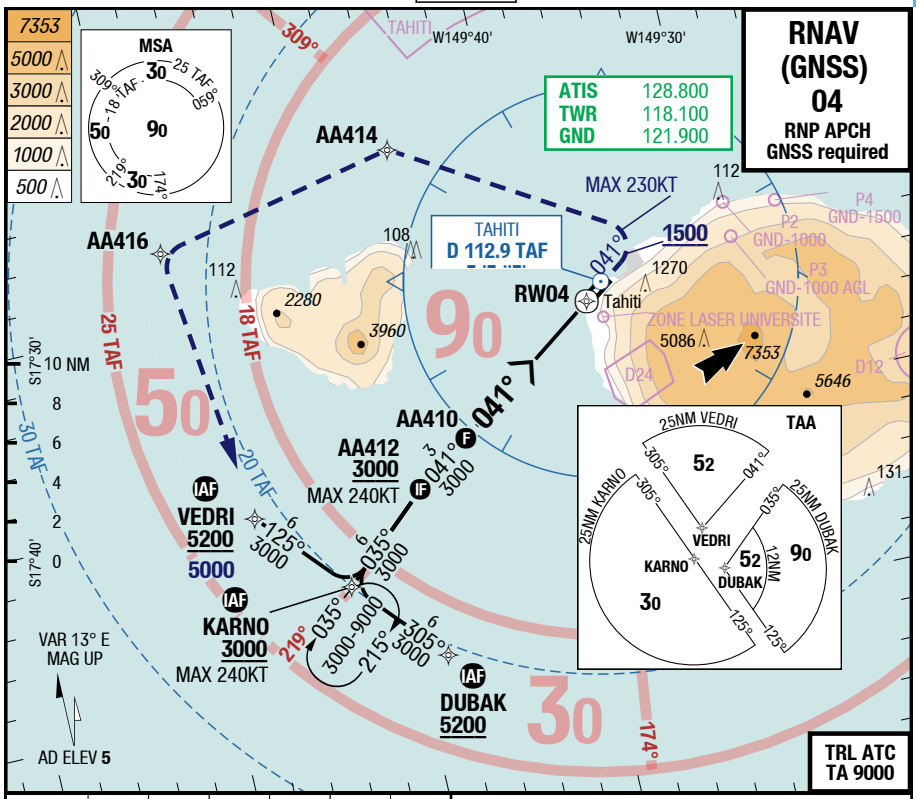
Changes: APL

01-MAR-2018

PPT-NTAA

7-50

RNAV (GNSS) 04

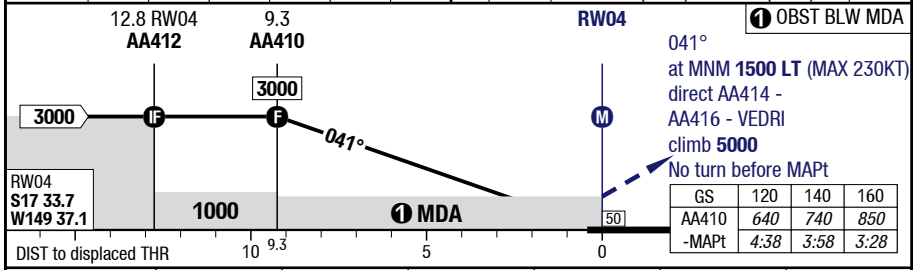


3.00° RW04	9.3	8	6	5	4	3
	3000	2610	1970	1650	1330	1010

04

3.0°
310 2935 x 45
60 HL
15 HL

THR 5 (0hPa) / TDZ --- (---%) 0.0%



RW04

OBST BLW MDA

041°
at MNM **1500 LT** (MAX 230KT)
direct AA414 -
AA416 - VEDRI
climb **5000**
No turn before MAPt

GS	120	140	160
AA410	*640*	*740*	*850*
-MAPt	*4:38*	*3:58*	*3:28*

04		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 3)				Circling 4)
C	ft - m/km ft	630 - 2.4 **630**	890 - 2.4 **890**				1050 - 2.4V **1050**
D	ft - m/km ft	640 - 2.4 **640**	890 - 2.4 **890**				1050 - 3.6V **1050**

1) Uncompensated BARO VNAV NA below 5°C (41°F)
2) With EVS 1.6km
3) Timing to determine MAPt NA
4) N of AD only

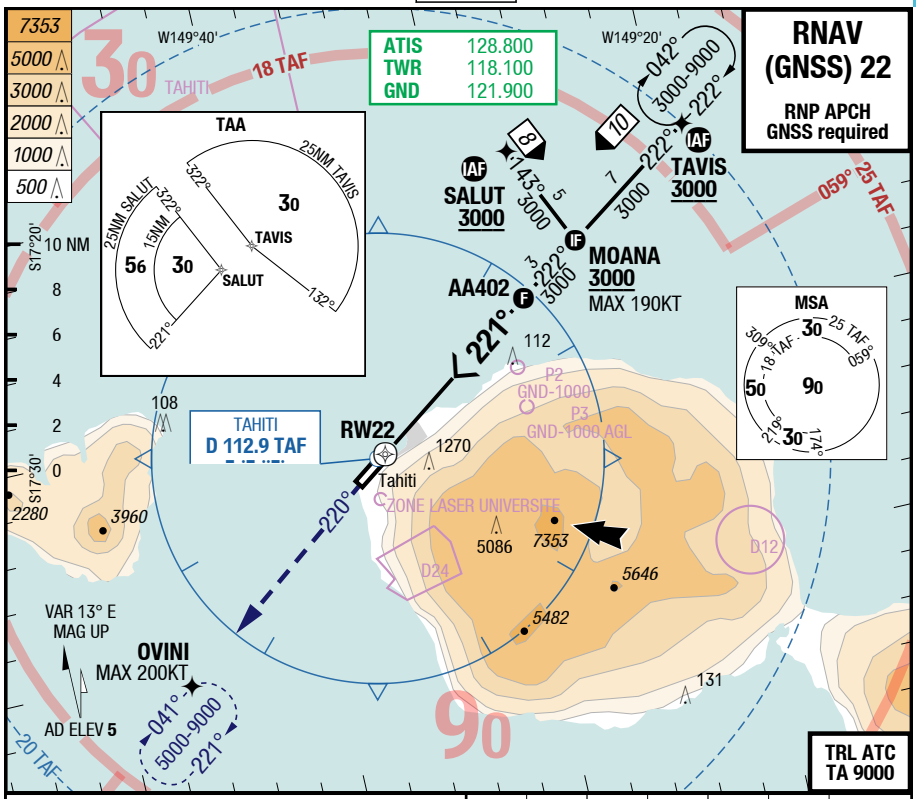
Changes: Note

01-MAR-2018

PPT-NTAA

7-60

RNAV (GNSS) 22



LDA: 2935 for ACFT with MTOW less than 136 t.

60 HL

15 HL — 45 x 3185 — 175

3.0°

0.0% TDZ --- (---%) / **THR 5** (0hPa)

22

3	4	5	6	7	9.2	3.00° RW22
1010	*1330*	*1650*	*1970*	*2290*	3000	

❶ OBST BLW MDA

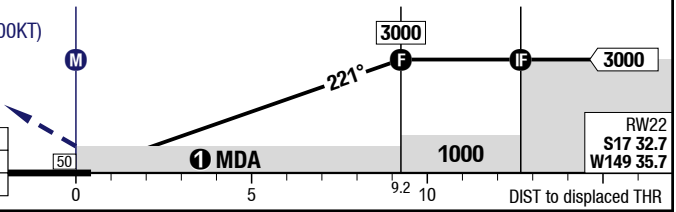
RW22

9.2 AA402

12.7 RW22 MOANA

220° direct OVINI (MAX 200KT)
in OVINI HLDG
climb **5000**

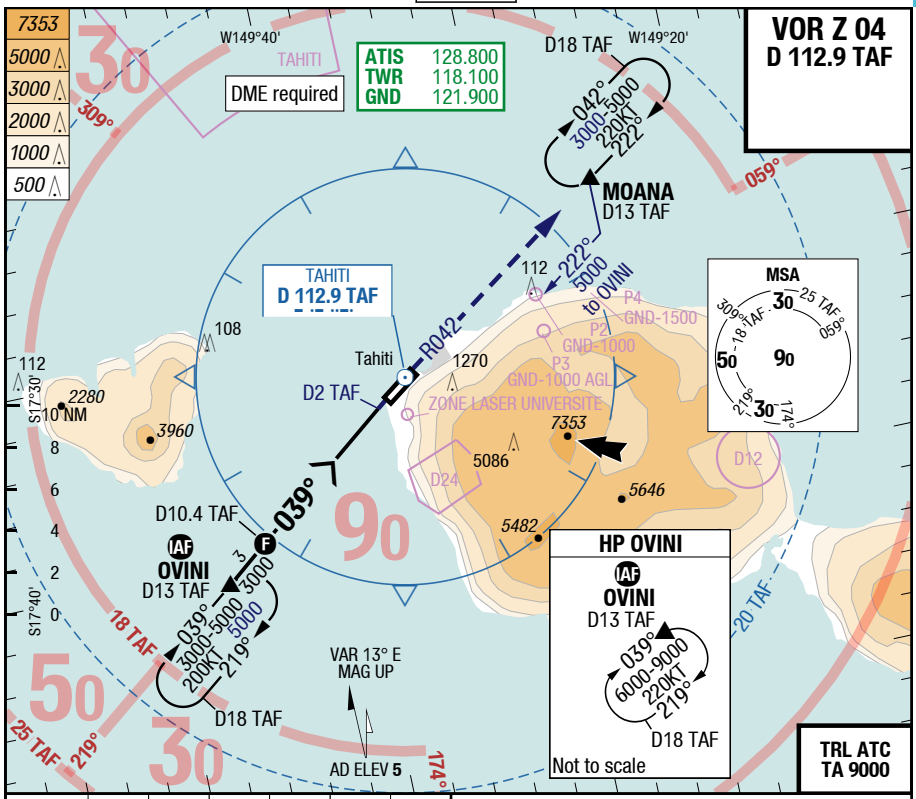
GS	120	140	160
AA402	*640*	*740*	*850*
-MAPt	*4:37*	*3:58*	*3:28*



22		RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV 4)				Circling N of AD only
C	ft - m/km ft	580 - 2.4 **580**	710 - 2.4 **710**				1110 - 2.4V **1110**
D	ft - m/km ft	610 - 2.4 **610**	710 - 2.4 **710**				1110 - 3.6V **1110**

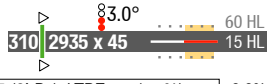
1) Uncompensated BARO VNAV NA below 5°C (41°F)
2) SBAS-VNAV not authorized
3) With EVS 1.6km
4) Timing to determine MAPt NA

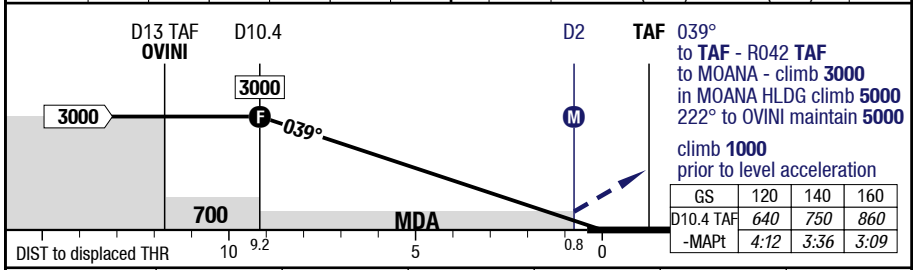
Changes: Note



3.03°	10.4	9	7	5	4	3
D TAF 039°	3000	2550	1910	1270	940	620
RWY 041°						

04





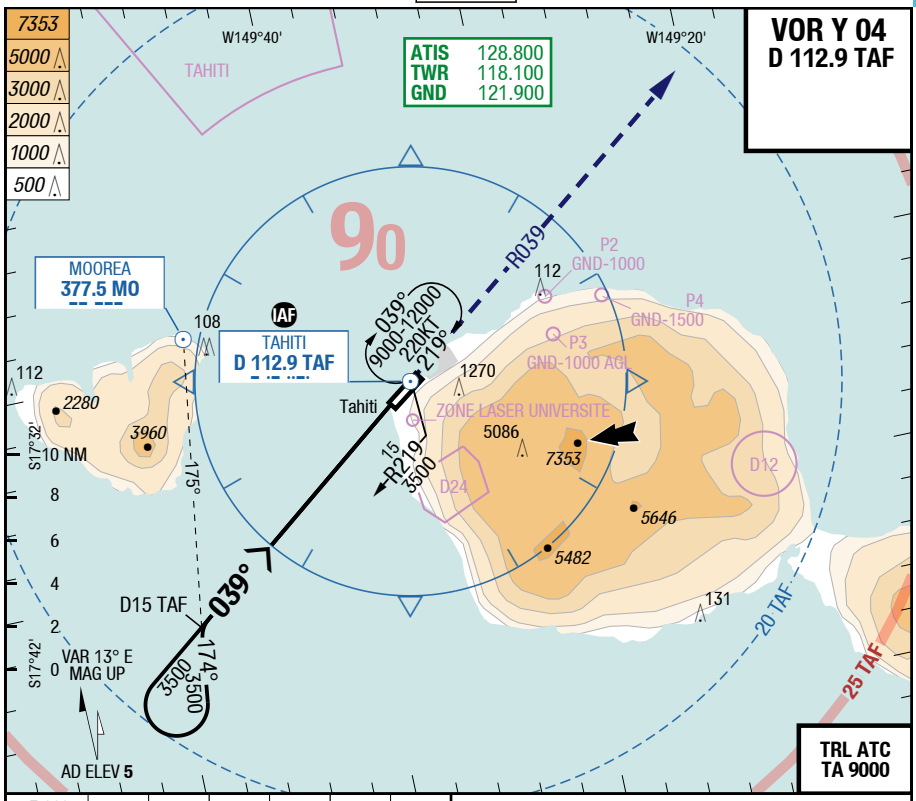
039°
to **TAF** - R042 **TAF**
to MOANA - climb **3000**
in MOANA HLDG climb **5000**
222° to OVINI maintain **5000**

climb **1000**
prior to level acceleration

GS	120	140	160
D10.4 TAF -MAPt	640 4:12	750 3:36	860 3:09

04		VOR DME					Circling
C	ft - m/km ft	490 - 2.3 **490**					Not published
D	ft - m/km ft	490 - 2.3 **490**					Not published

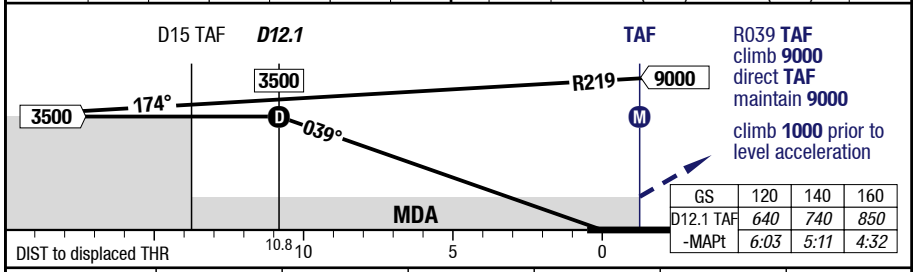
Changes: APL



3.00°	12.1	10	8	6	5	4
D TAF 039° RWY 041°	3500	2850	2210	1570	1250	940

04

3.0° 60 HL
310 2935 x 45 15 HL
THR 5 (0hPa) / TDZ --- (---%) 0.0%

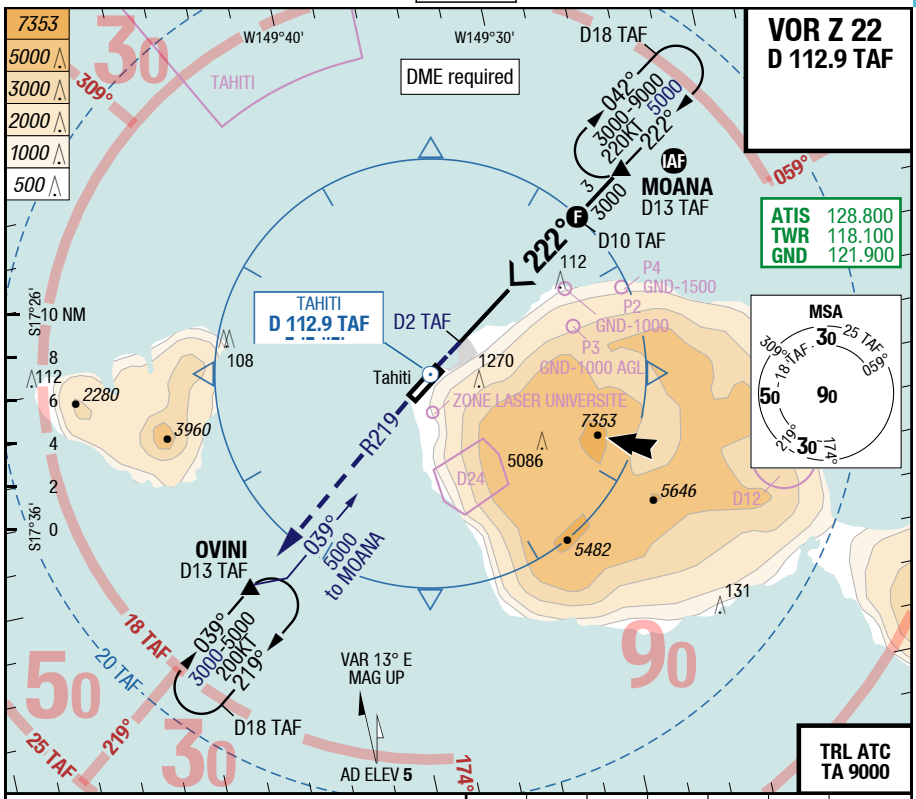


GS	120	140	160
D12.1 TAF -MAPt	6:03	5:11	4:32

04		VOR 1)					Circling
C	ft - m/km ft	620 - 2.4 **620**					Not published
D	ft - m/km ft	620 - 2.4 **620**					Not published

1) Timing to determine MAPt NA

Changes: APL



LDA: 2935 for ACFT with MTOW less than 136 t.
60 HL
15 HL
45 x 3185
175
3.0°
0.0%
TDZ --- (---%) / **THR 5** (0hPa)

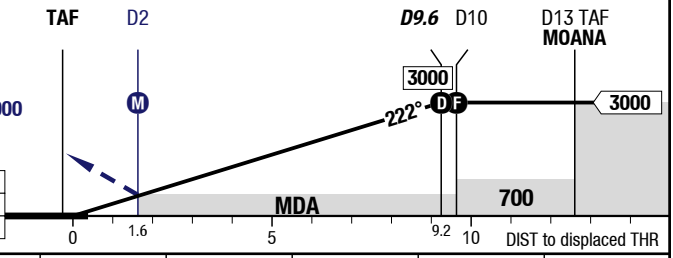
22

3	4	5	6	8	9.6
900	*1210*	*1530*	*1850*	*2490*	3000

3.00°
D TAF
222°
RWY 221°

222° to **TAF**
R219 **TAF** to OVINI
climb **3000**
in OVINI HLDG climb **5000**
039° to MOANA maintain **5000**
climb **1000**
prior to level acceleration

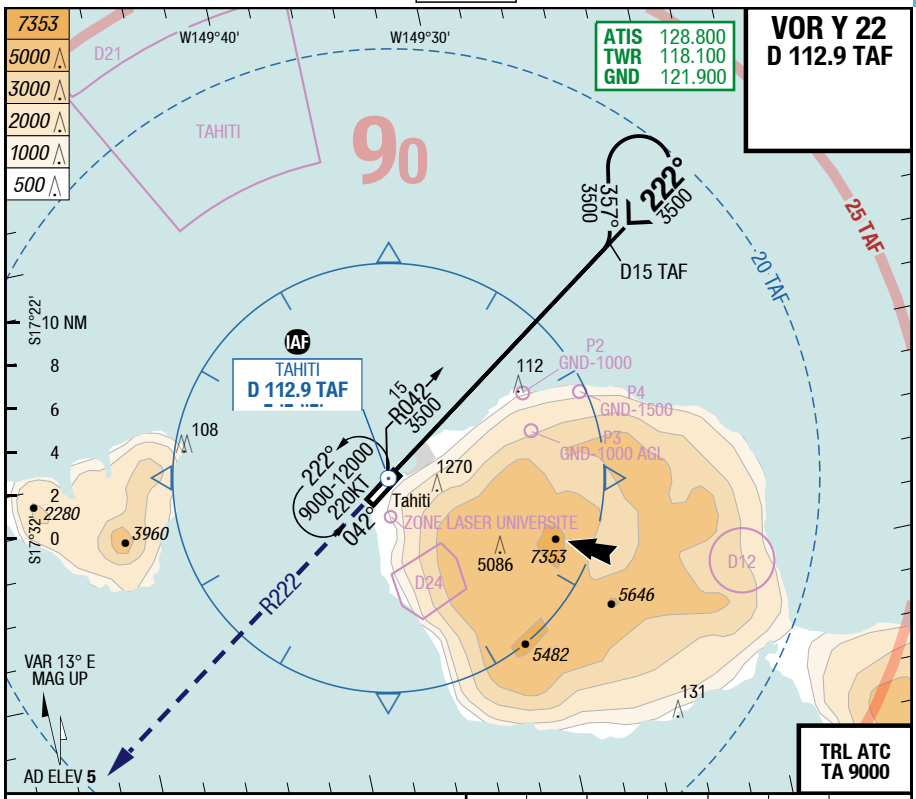
GS	120	140	160
D9.6 TAF	*640*	*740*	*850*
-MAPt	*3:49*	*3:16*	*2:51*



22		VOR DME 1)					Circling
C	ft - m/km ft	560 - 2.4 **560**					Not published
D	ft - m/km ft	560 - 2.4 **560**					Not published

1) Timing to determine MAPt NA

Changes: APL



LDA: 2935 for ACFT with MTOW less than 136 t.
60 HL
15 HL — 45 x 3185 — 175
3.0°
0.0% TDZ --- (---%) / **THR 5** (0hPa)

22

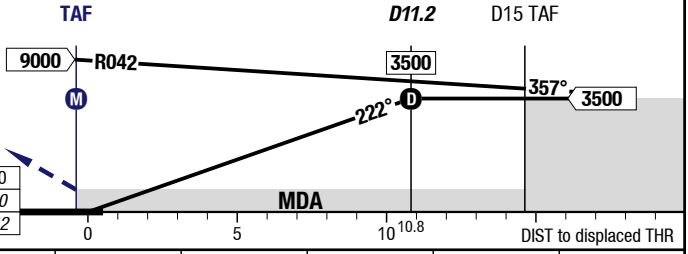
3	4	5	7	9	11.2
900	1210	1530	2170	2810	3500

3.00°
D TAF
222°
RWY 221°

R222 **TAF**
climb **9000**
direct **TAF**
maintain **9000**

climb **1000**
prior to level acceleration

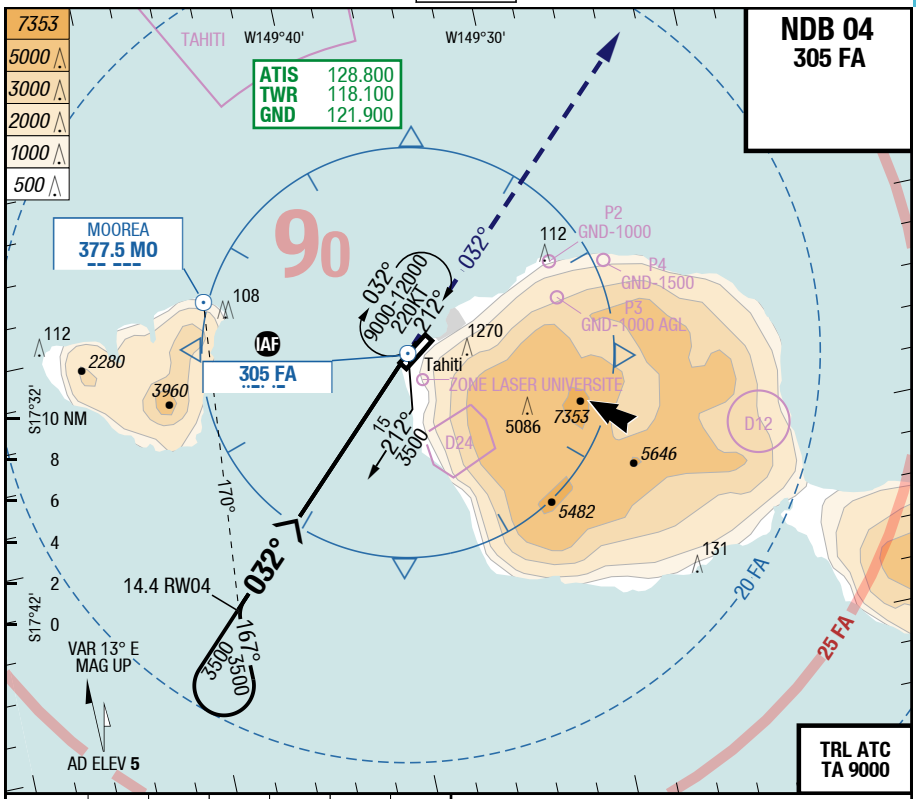
GS	120	140	160
D11.2 TAF	*640*	*740*	*850*
-MAPt	*5:36*	*4:48*	*4:12*



22		VOR 1)					Circling
C	ft - m/km ft	690 - 2.4 **690**					Not published
D	ft - m/km ft	690 - 2.4 **690**					Not published

1) Timing to determine MAPt NA

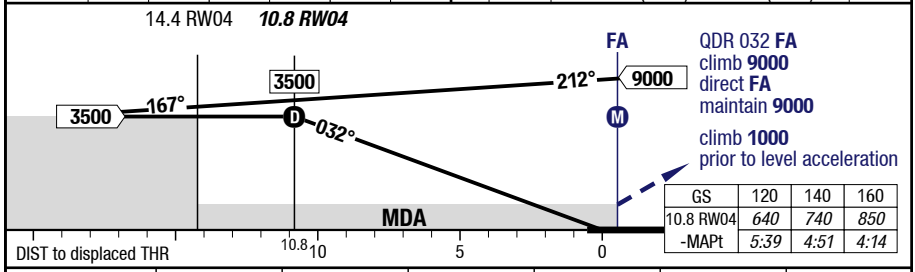
Changes: APL



3.00° RW04 032° RWY 041°	10.8	9	7	5	3	2
	3500	2920	2290	1650	1010	690

04

3.0°
310 2935 x 45
60 HL
15 HL
THR 5 (OhPa) / TDZ --- (---%) 0.0%



GS	120	140	160
10.8 RW04 -MAPt	640 5:39	740 4:51	850 4:14

04		NDB					Circling N of AD only 1)
C	ft - m/km ft	620 - 2.8 **620**					1030 - 2.8V **1030**
D	ft - m/km ft	620 - 2.8 **620**					1030 - 3.6V **1030**

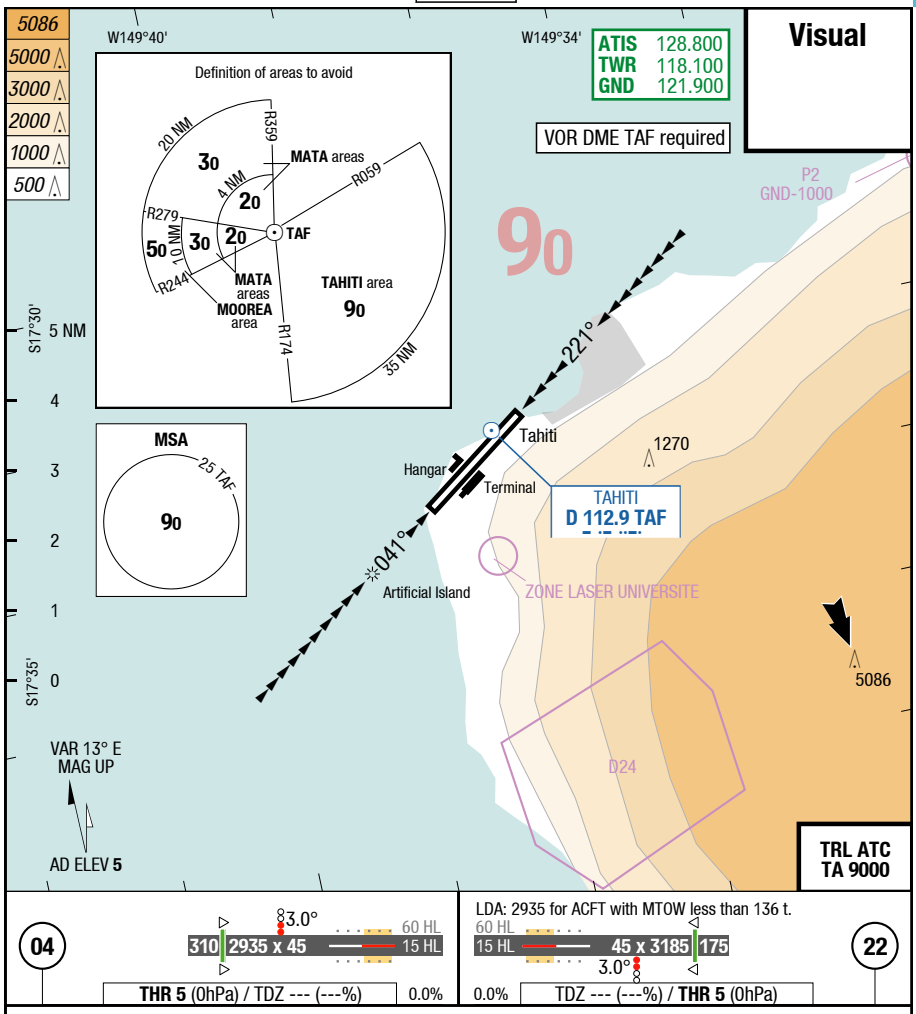
1) Usable only when VOR TAF U/S

Changes: APL

PPT-NTAA

French Polynesia **Tahiti** Faa'a

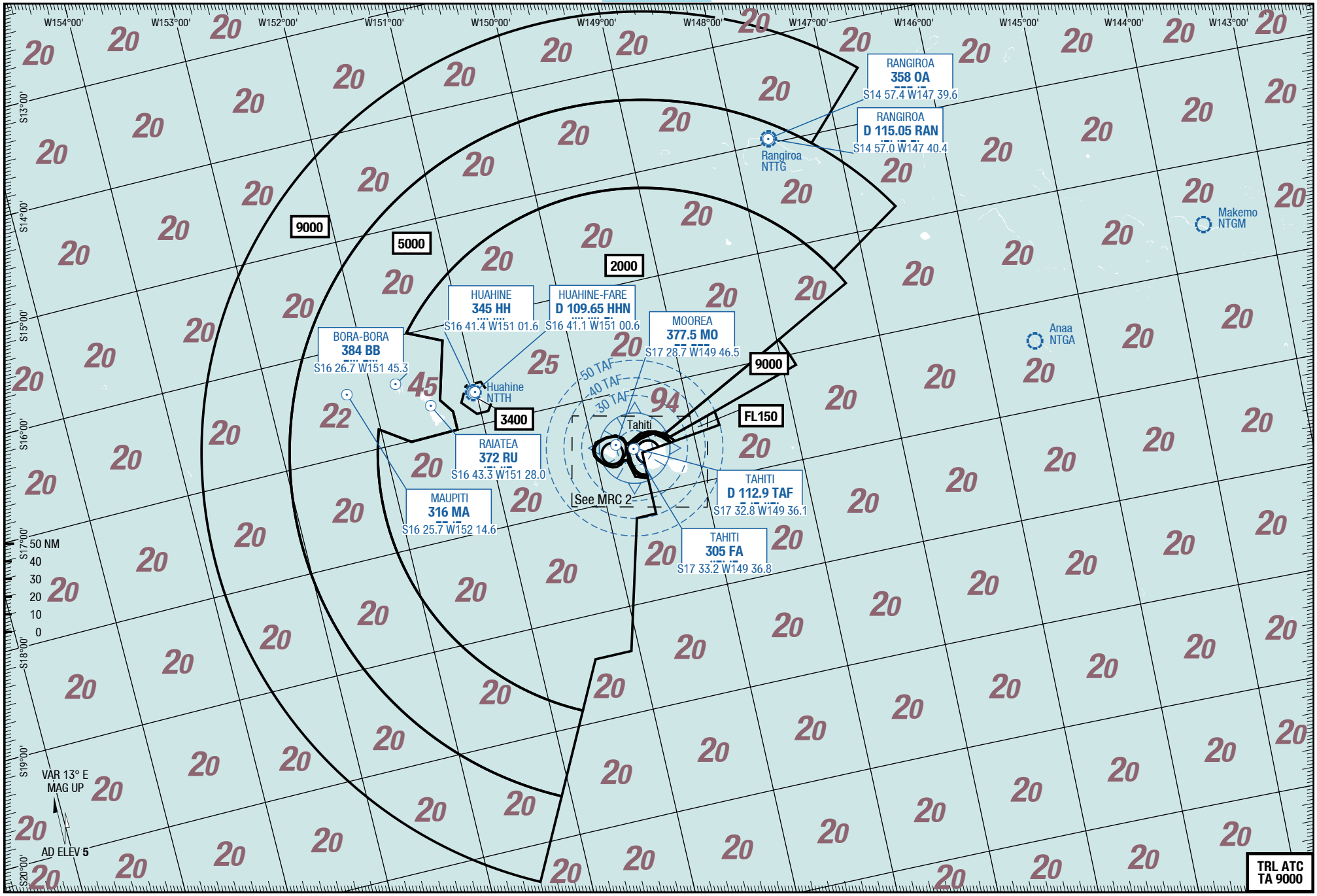
Visual



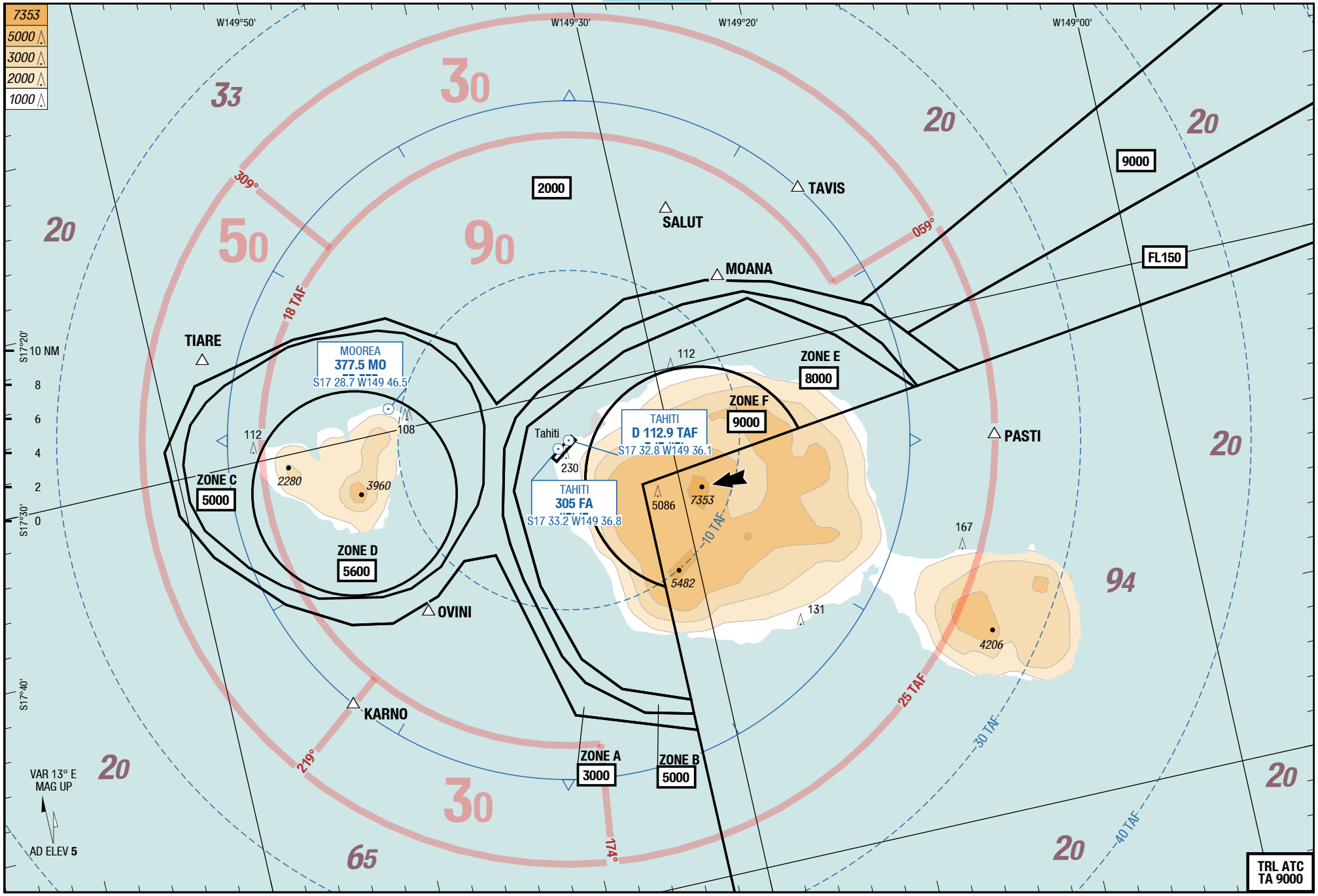
CARRYING OUT THE VISUAL APPROACH

As soon as the pilot has received clearance to make a visual approach, he must do it by avoiding areas, either by bypassing or overflying. Clearance for entry into areas can only be given by the aerodrome control after transfering to 118.1. During day, this clearance cannot be used to contravene minimum heights rules to fly over obstacles. By night, entry into MOOREA and TAHITI areas is forbidden. In order to join aerodrome circuit, pilots who have been cleared for a visual approach are recommended to join the final approach of the RWY in use at a distance of at least 4 NM from the THR (D5 TAF for RWY04 - D4 TAF for RWY22).

Changes: APL



Changes: new



Changes: RADAR SECT, MGA, Page Number, OBST