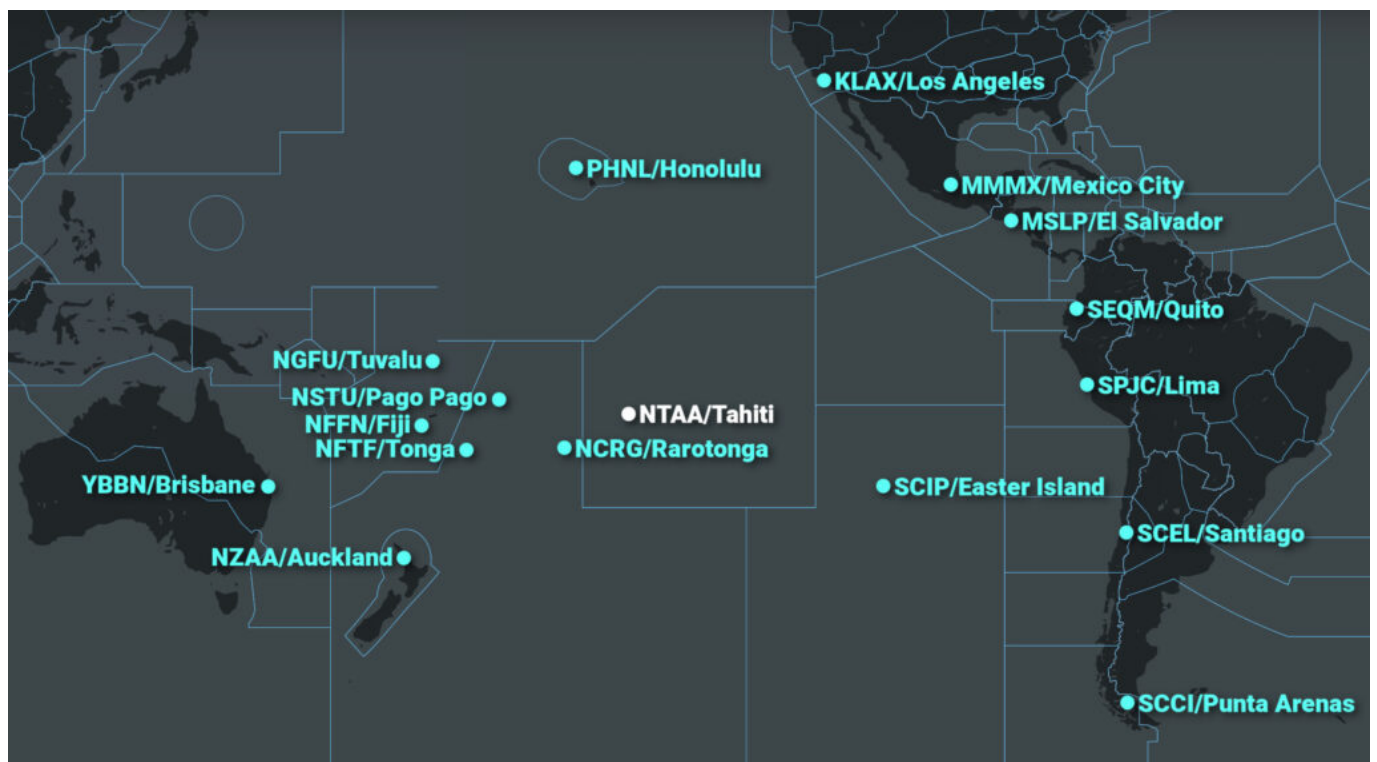


Tahiti BizAv Restrictions: Peak-Time Bans and Alternate Rules

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19 November, 2025



If you are planning a long hop across the South Pacific, **NTAA/Tahiti is the obvious dot in the middle of the map**. It is the only international airport in French Polynesia, the main South Pacific stop.



Right now though, it is **not quite the simple H24 option it appears to be** on paper. Airport and ATC capacity are stretched, airlines get priority, and BizAv has to fit around some fairly tight restrictions.

This is a quick guide to what is going on, and how to make NTAA/Tahiti work for you without nasty surprises.

The Not-So-Simple BizAv Reality at NTAA

For non-based BizAv, Tahiti comes with a set of very specific **“please avoid these hours” rules**.

The airport may be H24 on paper, but **several daily blackout windows line up with the airline rushes**, and during those periods visiting charter and private flights are effectively kept out unless the airport manager agrees otherwise. These limits are not linked to Tahiti’s tourist high season and seem to come from local capacity pressure during the busiest airline banks.

No one has given a clear explanation so far and handlers say the squeeze on BizAv was already noticeable back in June 2025.

The measures run until early Feb 2026, and **during the busiest morning and evening peaks the airport blocks out time where visiting BizAv cannot operate**. Those windows look like this:

- **Monday:** 0400-1000 LT (1400-2000 UTC)
- **Tuesday:** 1900-0000 LT (Wednesday 0500-1000 UTC)
- **Wednesday:** 0400-1000 LT (Wednesday 1400-2000 UTC)
- **Thursday:** 0400-0900 LT (1400-1900 UTC)
- **Friday:** NIL
- **Saturday:** 0400-1000 LT (1400-2000 UTC) and 2000-0000 LT (Sunday 0600-1000 UTC)
- **Sunday:** 0500-0900 LT (Sunday 1500-1900 UTC)

Outside these blocks, BizAv can operate normally with the usual permits and handling. Around the peak periods it helps to keep your schedule flexible because even a small shift in timing can decide whether you are welcomed in or asked to wait until the rush clears. Local FBOs spot these conflicts quickly, so sending them your draft timings early usually prevents last-minute surprises.

There is also a second twist. **Tahiti is not always available as a diversion**. A separate set of rules limits who can list NTAA as an alternate during many of the same busy hours. If you are not based in French Polynesia or already operating at NTAA that day, you cannot file it as an alternate without prior approval. Medevac flights are the only automatic exception.

The no-alternate windows fall into a mix of early-morning and evening peaks and are currently published as valid until early January 2026:

- **Monday:** 0400-0800 LT (1400-1800 UTC) and 2100-0000 LT (Tuesday 0700-1000 UTC)
- **Tuesday :** 1800-0000 LT (Wednesday 0400-1000 UTC)
- **Wednesday:** 0500-0800 LT (1500-1800 UTC)
- **Thursday:** NIL
- **Friday:** NIL
- **Saturday:** 0500-0800 LT (1500-1800 UTC) and 2100-0000 LT (Sunday 0700-1000 UTC)

For operators crossing the South Pacific this matters more than it might seem. With very few alternates in range, an airport that is only available at certain hours behaves more like one with defined office times. **If NTAA is part of your contingency planning, you need to check the Notams** for the precise hours you will be nearby, both in local time and UTC.

Alongside the BizAv restrictions, **a few practical quirks also shape how smoothly things run**. Apron space is limited and the turn-around areas are restricted to aircraft up to Code D, which means parking flexibility drops sharply when the airlines are active. ATC staffing limits can lead to evening departure delays.

When the ARO is not operating normally, you can **submit your flight plan by email** and wait for acknowledgement. The published address is SEAC-PF-BRIA-BF@aviation-civile.gouv.fr. Submissions by phone remain possible at +689 40 86 11 51, but the Notams state clearly that these are not guaranteed, so relying on a quick call is risky.

What Local Handlers Say

Local handlers in Tahiti gave us a very helpful look at how things work in practice, and their insight fills in a lot of the gaps that the Notams leave out.

NTAA is H24 and fully equipped for any bizjet, but its daily rhythm follows the airline peaks. Outside the restricted hours you still get full international services, including fuel, CIQ and parking support.

Nearby **NTTB/Bora Bora** and **NTTR/Raiatea** are domestic only, with shorter hours, no CIQ and limited fuel at NTTB. They are not suitable as international alternates and cannot replace NTAA if you need a reliable option in the middle of the Pacific.

CIQ pre-clearance: TASC FBO told us they can arrange full CIQ pre-clearance before arrival. The process is simple. You send inbound and outbound GENDECs together with passport scans for all crew and passengers, and everyone fills out an immigration card in advance. Immigration then pre-clears the names and meets the aircraft on arrival for a quick visual check and passport stamp. When the paperwork is sent early enough, the entire process can be as fast as loading the bags into the car. For tight turnarounds this is a major time-saver.

Biosecurity rules: French Polynesia is strict on biosecurity, similar to Australia or New Zealand. Cabin disinsection with an approved spray is mandatory at top of descent. Plant and animal products and any live animals need prior approval. Weapons and ammunition require separate permission. Cash over 10,000 EUR equivalent must be declared. In short, paperwork matters here.

Fuel: NTAA has unlimited Jet A1 for normal bizjet demand. Fuel is supplied through different arrangements depending on the handler. For example, TASC FBO provides fueling exclusively under the Petropol (ExxonMobil) brand, which means the fuel release must be issued under Petropol for them to accept it. Releases from other suppliers cannot be used with this setup. If you arrive without a release, major credit cards such as Amex, Visa or MasterCard are accepted. Because Tahiti is such an important mid-Pacific fuel stop, sending the correct fuel release ahead of time is very helpful.

Permits: Landing permits must be requested directly by the operator through the French Polynesia CAA portal. Private flights should apply at least 72 hours ahead. Commercial and charter flights need at least 14 days. Handlers cannot apply on your behalf, but they can guide you through the process. In the portal you can nominate your preferred handling agent so everyone sees the same set of documents.

If the portal is unavailable for any reason, requests can also be submitted by email. Include:

- Full schedule

- Tail number
- Aircraft type
- MTOW
- Company name and address
- GENDEC
- Name of your handling agent

Send email requests to seac-pf-sna-preflight-ld@aviation-civile.gouv.fr, ideally copying your handler so they can follow and support the request.

FBO contacts:

- **TASC FBO Tahiti:** nuutea@tascfbo.com, info@tascfbo.com
- **Air Tahiti FBO:** ulric.allard@airtahiti.pf, ops.ei@airtahiti.pf

Tahiti is still the key South Pacific stop for long-range BizAv, but it is a “plan it properly or it will not work” kind of place. If you plan around the peak-time restrictions and sort permits and fuel early, NTAA works smoothly. Treat it like a simple H24 diversion and it may catch you out.

If you have recent experience here, please send us an Airport Spy Report. A short postcard-style note is enough and it helps everyone flying the same route.



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