Australia
BRISBANE (YBBN):

- Two FBOs at opposite ends
- Customs and AQIS officers will come to both FBO’s to process arrivals and departures but may limit pax numbers and request processing through the international terminal.
Hawker Pacific operates the only FBO facility on this airport.

But the airport authority will not allow international arrivals or departures from their facility.

All international movements must take place at the International Terminal.

Re-positioning of aircraft to or from the international terminal is required for all international ops.

Parking space at the FBO can be tight so expect to be parked at the Terminal Ramp.

Major maintenance is available at the Hawker Pacific FBO Hangar facility.
COOLANGATTA /GOLD COAST (YBCG)

- Platinum Business Aviation Center is the only one full service FBO at YBCG.
- Hangar space for up to GLF4 and ramp space up to GLEX/GLF650
- CIQ clearance at the FBO is available upon prior notice but subject to Customs/AQIS and Immigration staff resources at time of proposed ops.
- Otherwise CIQ has to be completed in the Terminal Building with aircraft parking on BAY 16
- Customs, Immigration and Quarantine are available from 0600 am – 1900 pm local. Outside these hours prior notice and approval is required.
Aircraft must be towed to the ramp from this point.

Gate 16 where aircraft are parked for CIQ if clearance not available at the FBO.
SYDNEY (YSSY)

There are two full service FBO’s on Sydney Airport both located side by side utilizing the same ramp area.

Overnight parking for anything larger than a GLEX/G550 can be a major issue.

- Slots are required
- Only a few slots are reserved for non-scheduled flights at peak times of 0730 - 0900 am local
  and 16.00 - 18.00 pm local
MELBOURNE

Tullamarine (YMML)
- This is the main commercial airport in the Melbourne area.
- **Advantages:**
  - No Curfew at Melbourne/Tullamarine
  - CIQ available 24/7 at the FBO
  - No slots required
  - Contract fuel prices are a little better than at Essendon
- **Negatives:**
  - Australian Customs may require passengers in excess of 10 to be processed through the Terminal rather than FBO

Essendon (YMEN)
- This is the major corporate airport in Melbourne.
- **Advantages:**
  - Located a few miles closer to downtown
  - Three good FBO’s offering services to corporate aircraft.
- **Negatives:**
  - Not open 24H
  - After hours CIQ - The Officers travel from Melbourne/Tullamarine
  - CIQ for in excess of 10 pax may require ops through Terminal at YMML and then aircraft needs to re-position.
  - Slots are required when Melbourne area weather is bad.
PERTH (YPPH)

- Four very good FBO's on Perth Airport as result of the intensive mining activity in Western Australia.
- Perth Airport has a huge FLY IN /FLY OUT workforce and supporting aircraft operation.
- Major shortage of hotel rooms especially on Mondays and Wednesdays

OPERATING RESTRICTIONS

- All visiting crews should be aware of intense and diverse aircraft activity associated with the movement of personnel to and from the mines.
- SLOTS required. (Per advice earlier in this presentation)
- Then expect 15 minute minimum holding during the following hours
  - Monday – Thursday: 0100 - 0300 am local
  - Tuesday – Thursday: 0915 -1115 am local
  - Friday: 0800 – 1000 am local
South Pacific
Nandi (NFFN)

- Landing approval is required
- 24 hour ATC / ILS /Night lighting
- Land one way and take off in opposite direction
- Good handling but airport and CIQ charges are expensive
- Have no concerns about the effects of the military coup. “Not a coup as we know Jim”.
- No military presence at the airport.
- English speaking
- Smoke from cane fires can obscure visibility on approach
- ADS-B in operation
Rarotonga (NCRG)

- ATC / ILS / NIGHT LIGHTING
- Landing approval required
- Good handling via Air Rarotonga
- English speaking
- Cabin spray required on arrival
- New Zealand Dollar is the local currency
- Alternate airport for Tahiti
French Polynesia - Tahiti (NTAA)

- Landing approval required
- All international arrivals and departures must be through Tahiti (NTAA) unless 21 days notice is given to request arrival at Bora Bora, Rangiroa etc.
- TASCO operate a full service FBO at Tahiti and have just competed a
- Ramp parking is restricted at both Tahiti and Bora Bora during busy aircraft ops
- A French speaking translator must be on flight deck for all flights to Marquesas and islands other than Tahiti, Bora Bora and Rangiroa or one crew member must be fluent in French.
- A Translator is available in Tahiti with prior notice for operations to other French Polynesia airports US $300.00 plus expenses if over nighting.
- HF radio is mandatory still in Tahiti FIR
- You may be ramp checked particularly if charter ops are involved.
- Up to two GLF5 / GLEX aircraft types can be parked on a taxi on- taxi off ramp spot.
- Two other parking bays are available but require towing.
- Strict quarantine rules apply
French Polynesia – Bora Bora (NTTB)

- Located on a small island and serviced by small boats
- This airport has specific opening hours so always check when planning your trip
- Tower controllers are English speaking so no translator needed
- Parking is very restricted --- only 3 aircraft at a time.
- Limited JET A1 fuel uplifts are available with prior notice
  but isn’t cheap.

**New Development !!!!!:**

**New FBO AT Bora Bora (NTTB)**

With prior approval, Aircraft can arrive and depart internationally from Bora Bora (allow 21 days for approval)
Rangiroa (NTTG)

- This airport has specific opening hours. Check with handler
- Handler can arrange direct international arrivals but need 21 days prior notice.
- Tower Controllers are English speaking
- 24 hours notice required. Parking limited to two corporate jets at a time. Prior request essential.
- Small uplifts of JET A1 available with prior notice.
New Caledonia (NWWWW)

- Prior notification recommended.
- Long way to Noumea and hotels.
- Operations to Ile des Pines must have French speaking crew member aboard or else operate outside hours of Airline Ops.
- International arrivals must be made at Tontouta but with prior notice to Customs, departures maybe approved from Magenta. (NWWM)
- French is main language but there are good English speaking Ramp Co-ordinators
Pago Pago (NSTU)

- Unattended / non controlled airport
- Landing approval/Prior notice required
- Faleolo Tower at NSFA control ops down to 5000 feet.
- Pilot controlled lighting. No approach lights.
- Comms with Faleolo Tower can be difficult on the ground
- Usually OK for arrival report but then difficult to establish comms, particularly at night
- Phone number for Faleolo Tower is (+684) 23-201
- Try calling Auckland Radio on HF if VHF comms difficult or phone Oceanic Controller on (+64-9) 275-9817.
- Important to ensure the refueler is aware of any ETA changes especially for night ops.

- ENSURE YOU HAVE COPIES OF YOUR GEN DEC STAMPED BY CUSTOMS AT THE AIRPORT PRIOR TO ARRIVAL IN PAGO PAGO.

NOTE: Usually a line of weather north of both Samoa and Pago Pago in the late afternoon and at night
Faleolo (NSFA)

- 24 hour ATC / ILS / Night lighting with approach lights
- Landing approval required with a list of additional documentation now being required. This has made many operators use Pago Pago instead for tech stops.
- Runway 08 slopes down hill. 60 foot difference between threshold of 08 and threshold of RWY 26. Monitor taxi speeds at night.
- Served daily by Air NZ, Air Pacific and Virgin
- Limited hangar space
- Good for overnight stops but other hotels are a long drive into Apia
- Cabin Spray required on arrival

Watch for:
Approaches from airport workers requesting landing fee payments in cash.
Recommended not to let anyone other than Customs on your aircraft.
Tonga (NFTF)

This is a good alternative for technical stops on the route from Hawaii to Australia and New Zealand

- Landing approval required but promptly given.
- A manned Control Tower and Crash Fire facilities.
- ILS approaches and no terrain issues.
- Air BP fuel
- Reasonable ground handling fee’s and airport charges compared to Nandi, Fiji
- International arrivals and departure now permitted at Vava’u (NFTV).
- English speaking country

NEGATIVES

No OPS permitted on Sundays

Hotels in Nuku’alofa not that good for overnight stops
Christmas Island Kiribati (PLCH)

This is an bolt hole for ETOPS or an emergency stop.

- Landing approval required but usually no problems if you just turn up
- No Control Tower
- Very very basic FSS and crash fire facilities
- Fuel transported from other end of island
- English speaking country

NEGATIVES

- Very basic facilities
- Night lighting is unreliable suggest daylight ops unless emergenc
- No ground support equipment
- Hotel is essentially a basic fishing lodge, not great for overnight stops for pax.
Majuro (PKMJ)

- Good tech stop but prior approval required
- Check fuel and night lighting available prior to departure
- No tower but Crash Fire available for scheduled and notified movements
- Good HF comms required – through san Francisco ARINC
- Caution: Ocean on either side of runway. No outside cues for night ops
- Pilot controlled night lighting
HANDLERS AND FBO’s
An Overview of the Region

Full service FBO facilities are only available at selected airports in Australia and New Zealand. AUSTRALIA FBO’s are located at:

- Brisbane x 2 • Sydney x 2
- Canberra x 11 • Melbourne / Tullamarine x 1
- Melbourne/ Essendon x 3 • Perth x 4
- Darwin x 1

NEW ZEALAND FBO’s are located at:

- Auckland x 2 • Wellington x 1
- Taupo x 1
- Napier x 1 • Queenstown x 1

PACIFIC ISLANDS TASCO operate the only full service FBO in Tahiti and Bora Bora. There are no full service FBO’s at any of the Pacific Island airports.
For more information

**Air Center One** is New Zealand’s oldest FBO Network.


Common Network VHF Frequency: 131.7mHz throughout New Zealand with associate FBO Capital Jet services

**NEW ZEALAND CREW HOTEL RATES**
Maree Tollenaar, ACO Concierge Service Manager has negotiated very competitive FBO crew rates at all the best Auckland Hotels and lodges in other NZ locations.

Email: Maree Tollenaar at: customerservice@aircenterone.co.nz
with names, date of flight and airline Flight Number
or;
Gordon Birrell, FBO Manager, Air Center One
at: gordonb@aircenterone.co.nz
DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.