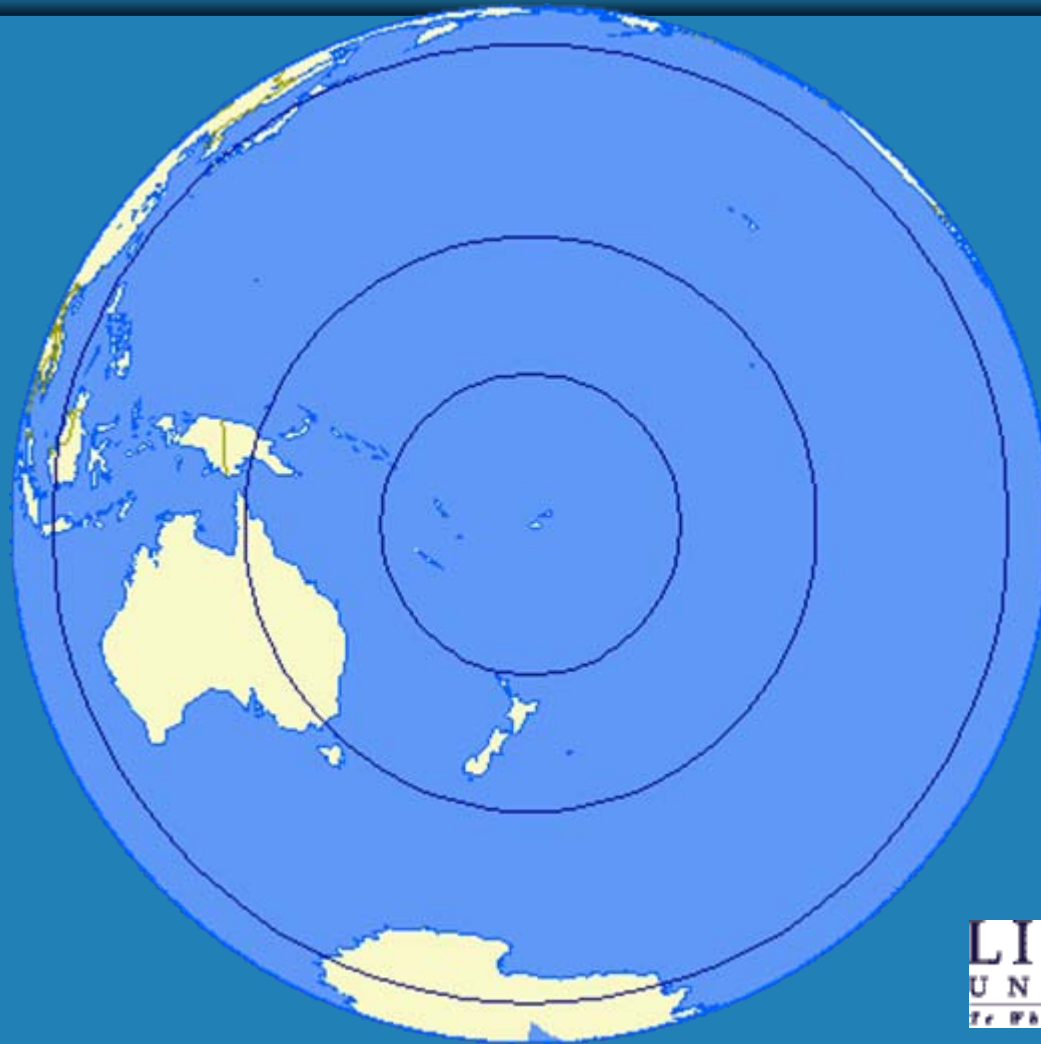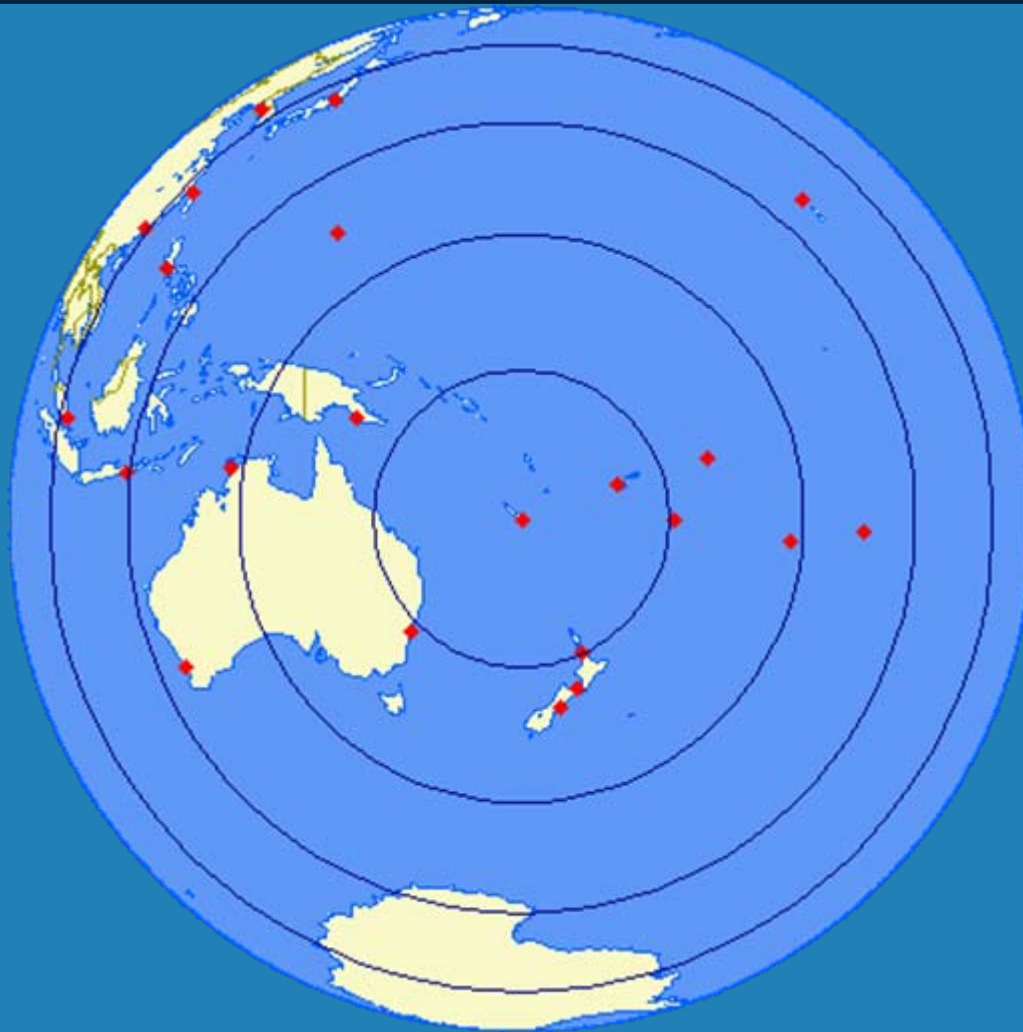# PACIFIC AIR TRAVEL CONNECTIVITY
1975 - 2002

Dr Christopher Kissling

Professor of Transport Studies

Lincoln University

New Zealand

DISTANCES FROM FIJI
1000nm, 2000nm, 4000nm

# ORTHOGRAPHIC PROJECTION
BASED ON NOUMEA in 1000km Rings

HISTORICAL BACKGROUND

- **1975-1985 Australian National University based Research Program**

- *Pacific Connectivity: Mapping Air Travel Accessibility* **- Manila, Pacific Science Association, Inter-Congress, February 1985.**

TABLE 1: QUICKEST CONNECTIONS APIA TO GUAM -1984

| May 1-7 1984	
Departing on	
TUESDAY	
APW	IUE
IUE	TBU
TBU	AKL
AKL	BNE
BNE	TYO
TYO	SPN
SPN	GUM
33hrs 36min	
WEDNESDAY	
APW	PPG
PPG	HNL
HNL	MNL
MNL	GUM
33hrs 30min	
THURSDAY	
APW	NAN
NAN	HNL
HNL	GUM
35hrs 10min	
FRIDAY	
APW	PPG
PPG	HNL
HNL	JON
JON	MAJ
MAJ	KWA
KWA	PNI
PNI	TKK
TKK	GUM
33hrs 15min	
SATURDAY	
APW	INU
INU	GUM
18hrs 55min	
SUNDAY	
APW	TBU
TBU	AKL
AKL	SYD
SYD	TYO
TYO	SPN
SPN	GUM
33hrs 36min	
MONDAY	
APW	NAN
NAN	TYO
TYO	SPN
SPN	GUM
27hrs 06min	
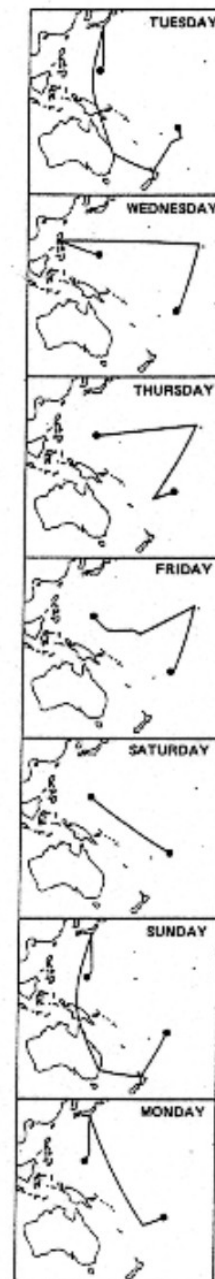
HISTORICAL BACKGROUND

- Extremes in Airline Services

- Technical Limitations

- Sovereignty Issues & Traffic Rights

- Airline Management

BUILDING THE LINKS TO THE PACIFIC RIM

- Air Route developments 1985-1996
- Big increases in Rim-to-Rim air traffic
- Increase in number of Pacific Rim airports involved in direct flights to specific Island destinations
- *Pacific Connectivity Revisited* 1996 paper to Association of American Geographers
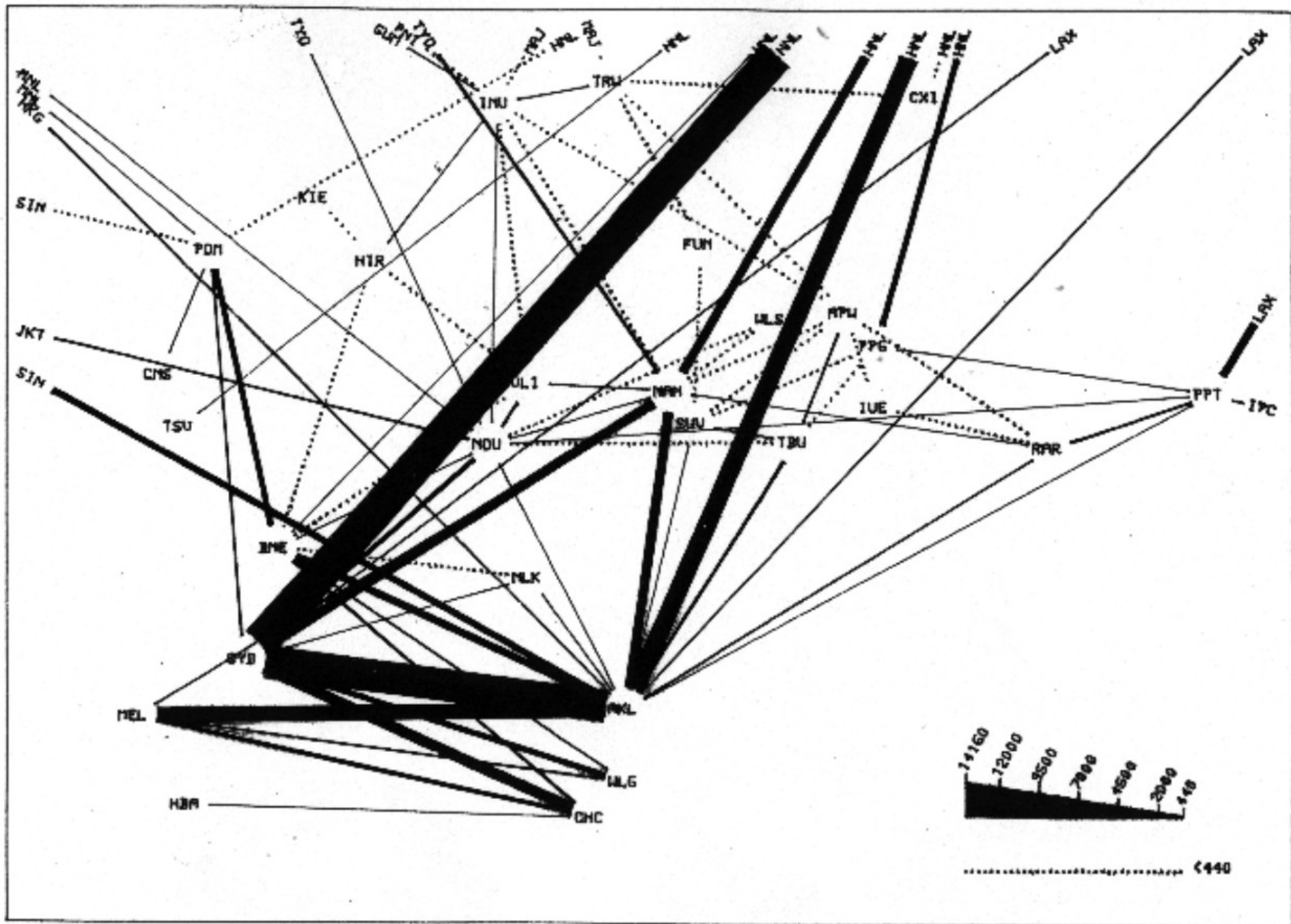
FIG. 1
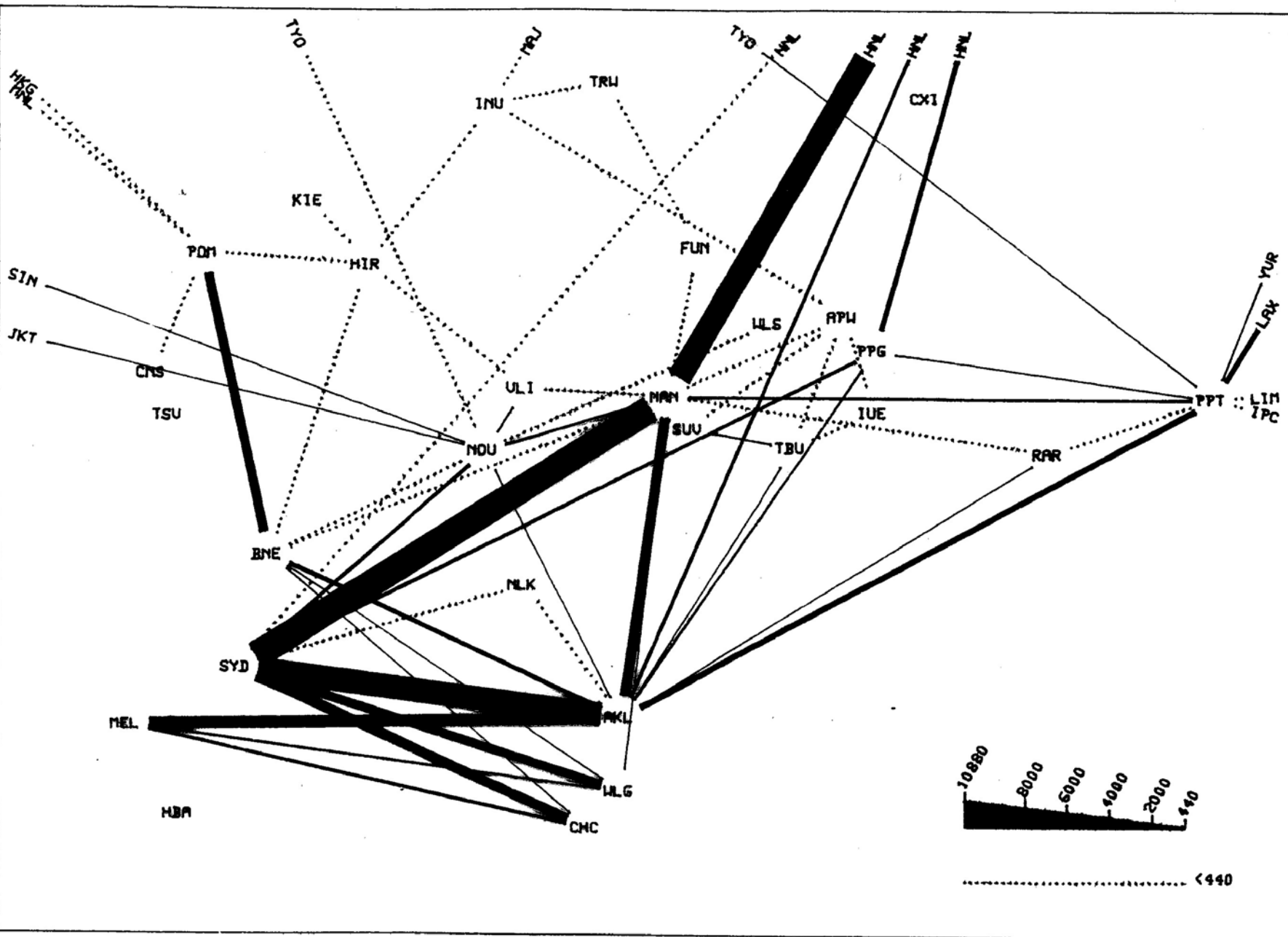
SECTOR SEAT CAPACITY ALL CARRIERS FIRST WEEK MAY 1975

SECTOR SEAT CAPACITY ALL CARRIERS FIRST WEEK MAY 1981

FIGURE 3

Seat capacity 1996

----- Less than 500

A. FISHER
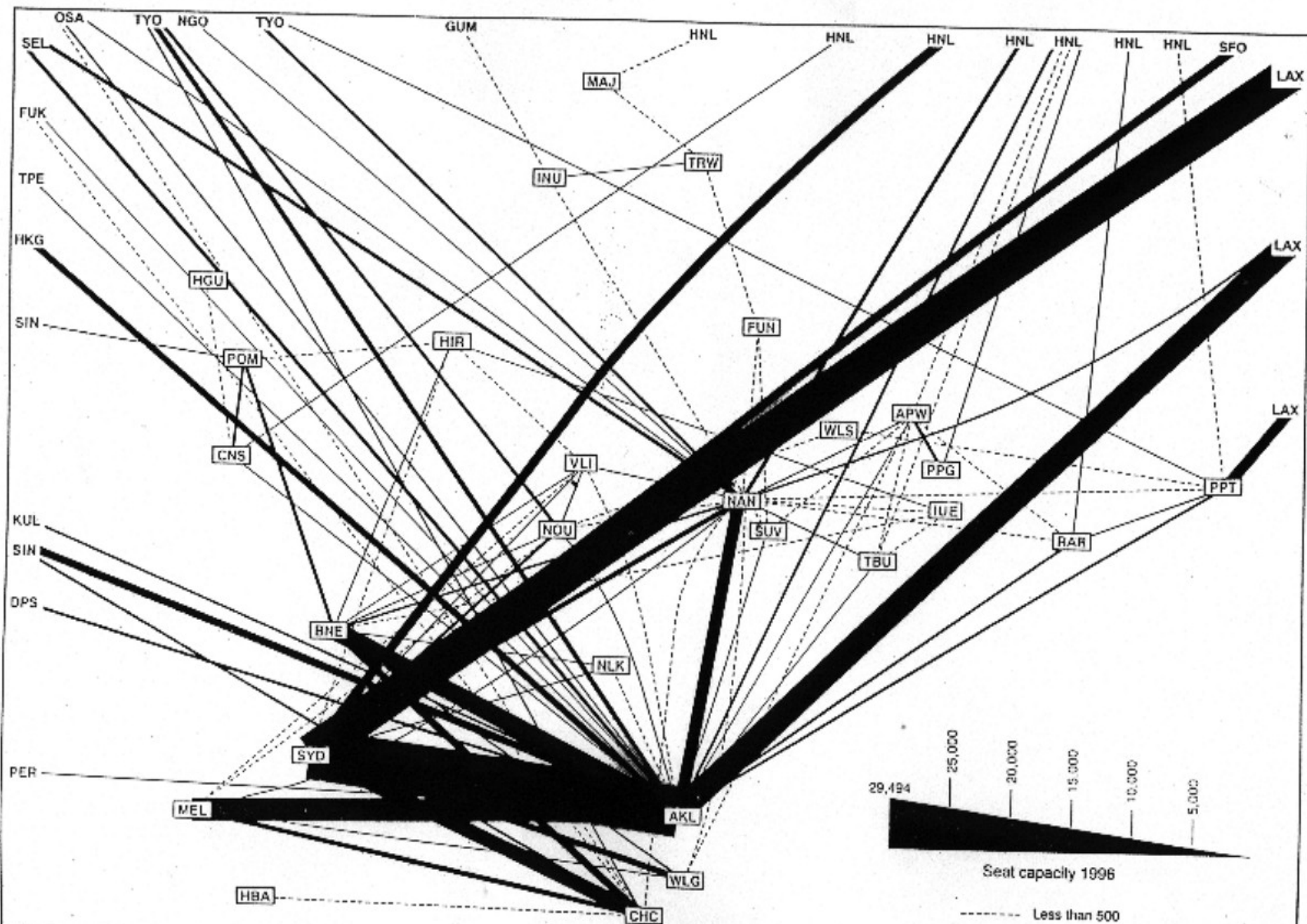
INTRA-PACIFIC ISLAND AIR LINKS JULY 2002
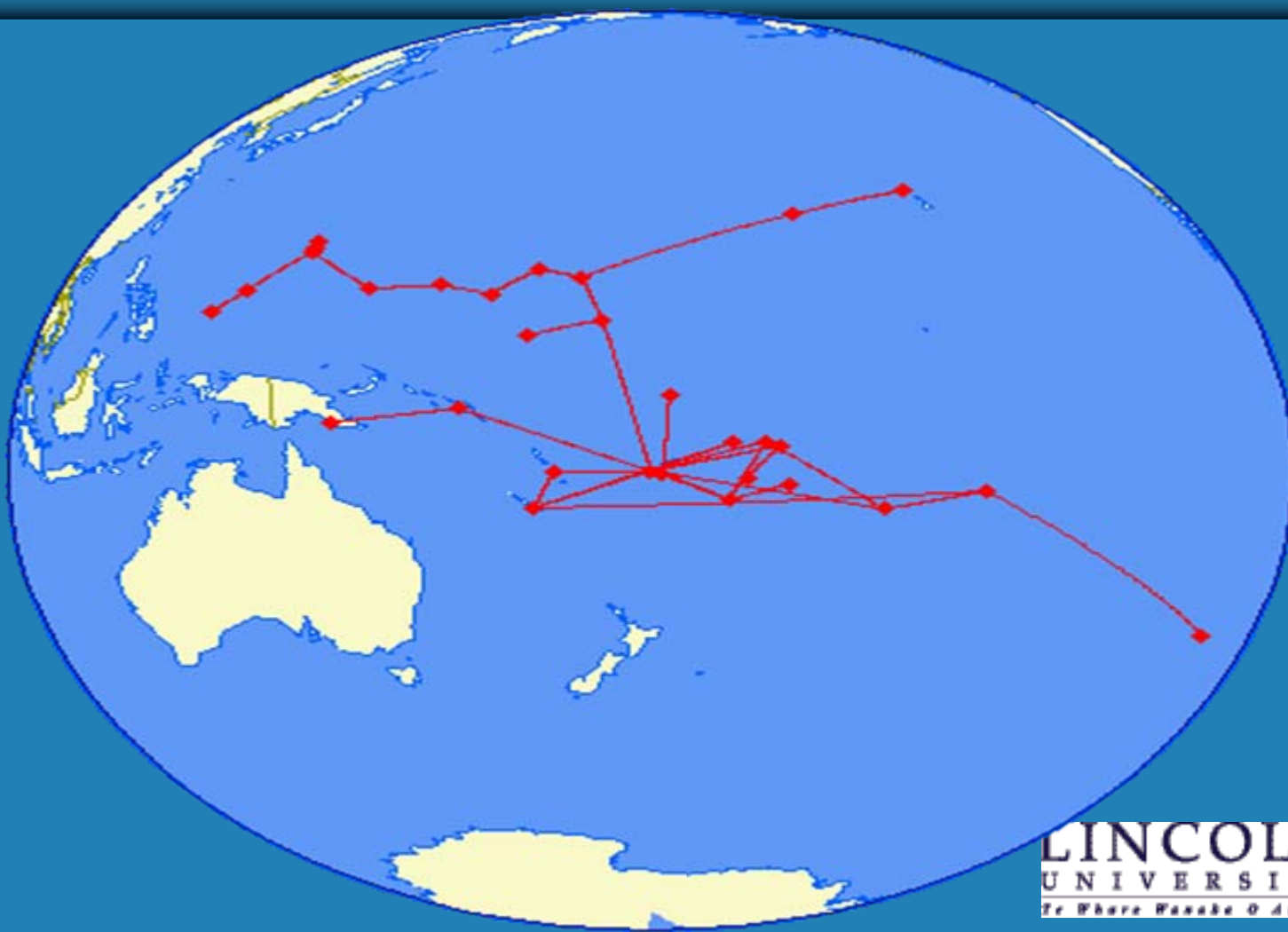
ASIAN GATEWAYS TO PACIFIC ISLANDS - JULY 2002
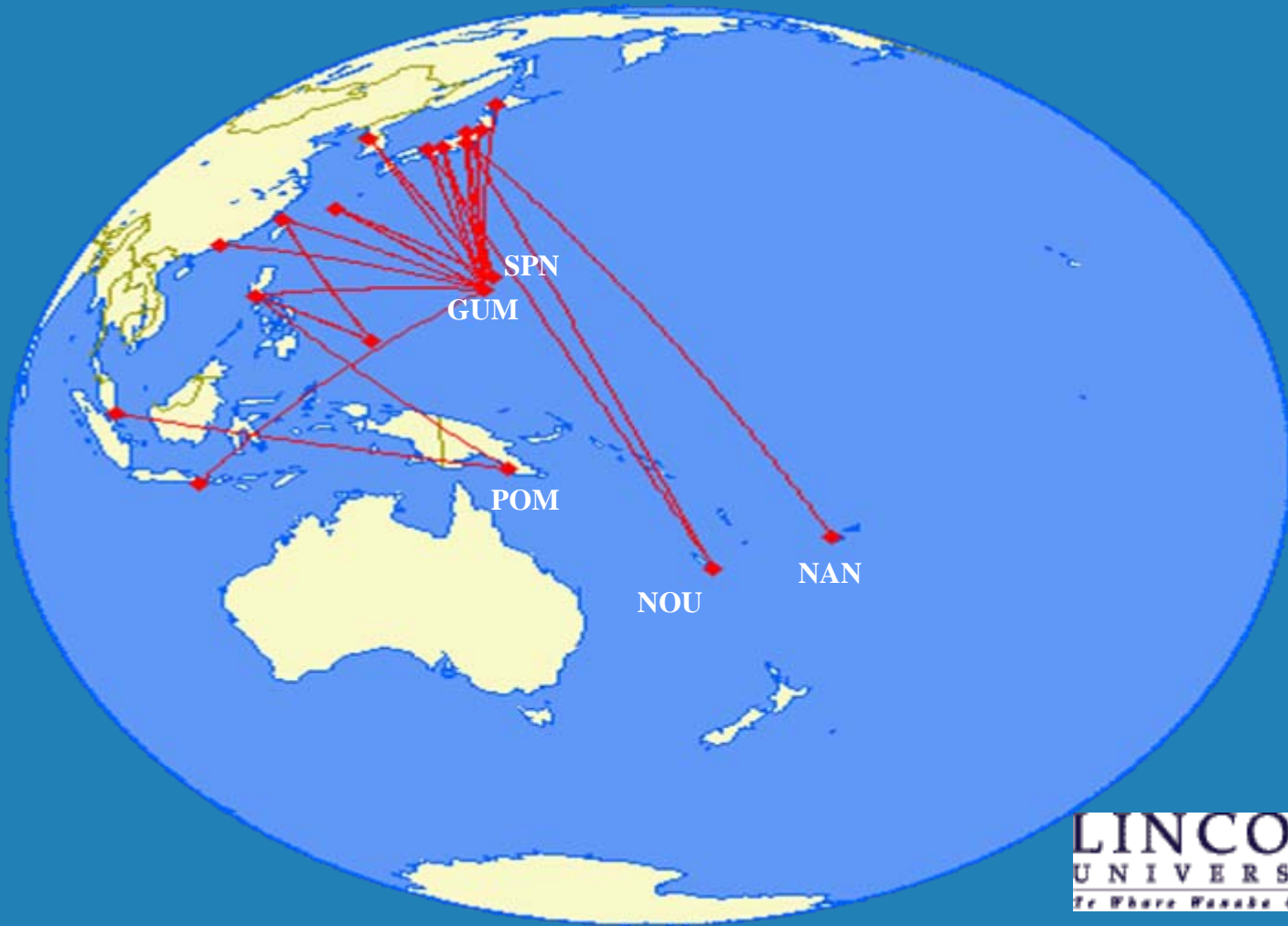
AUSTRALIAN LINKS TO PACIFIC ISLANDS JULY 2002
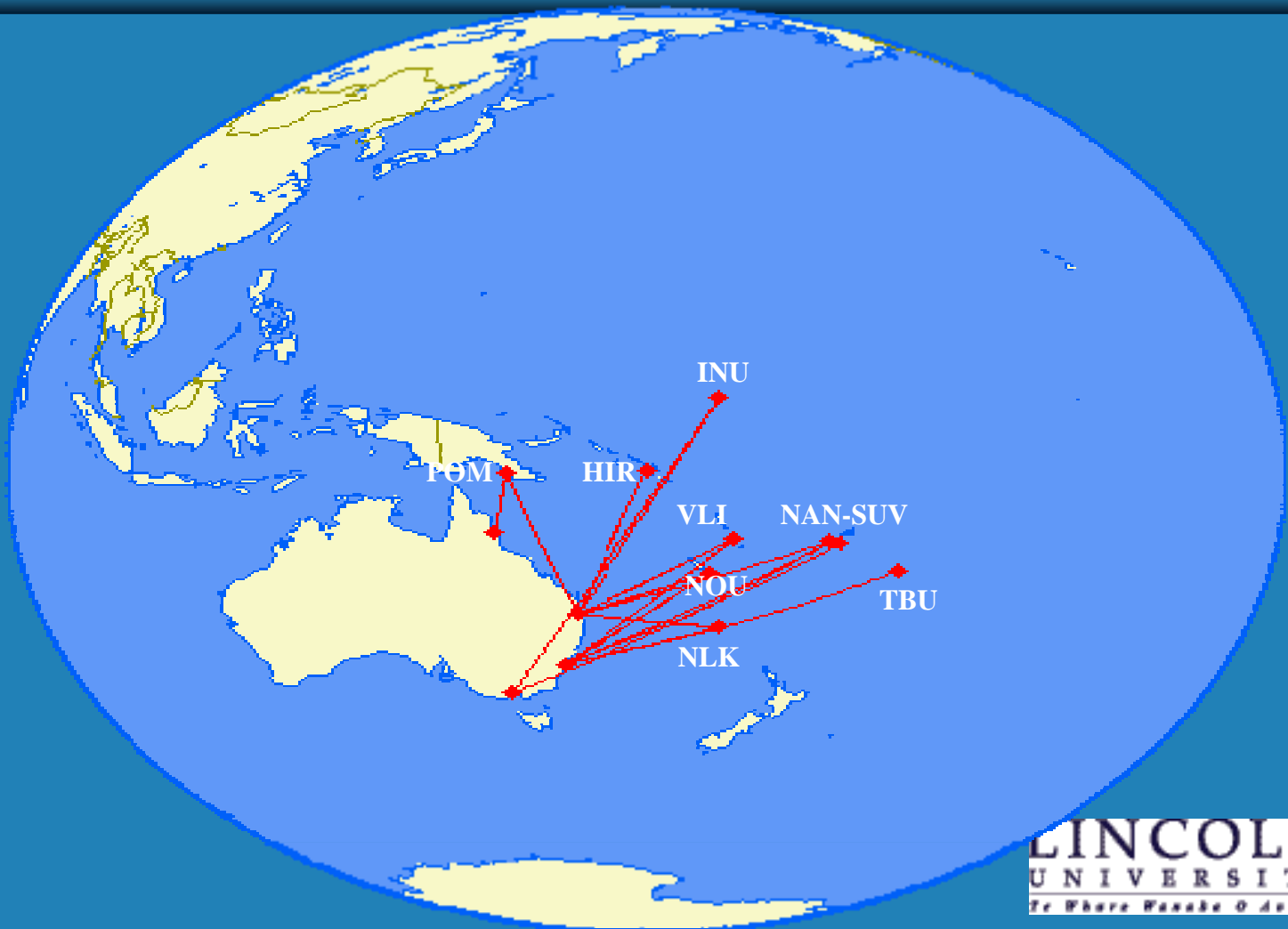
NEW ZEALAND LINKS TO PACIFIC ISLANDS JULY 2002
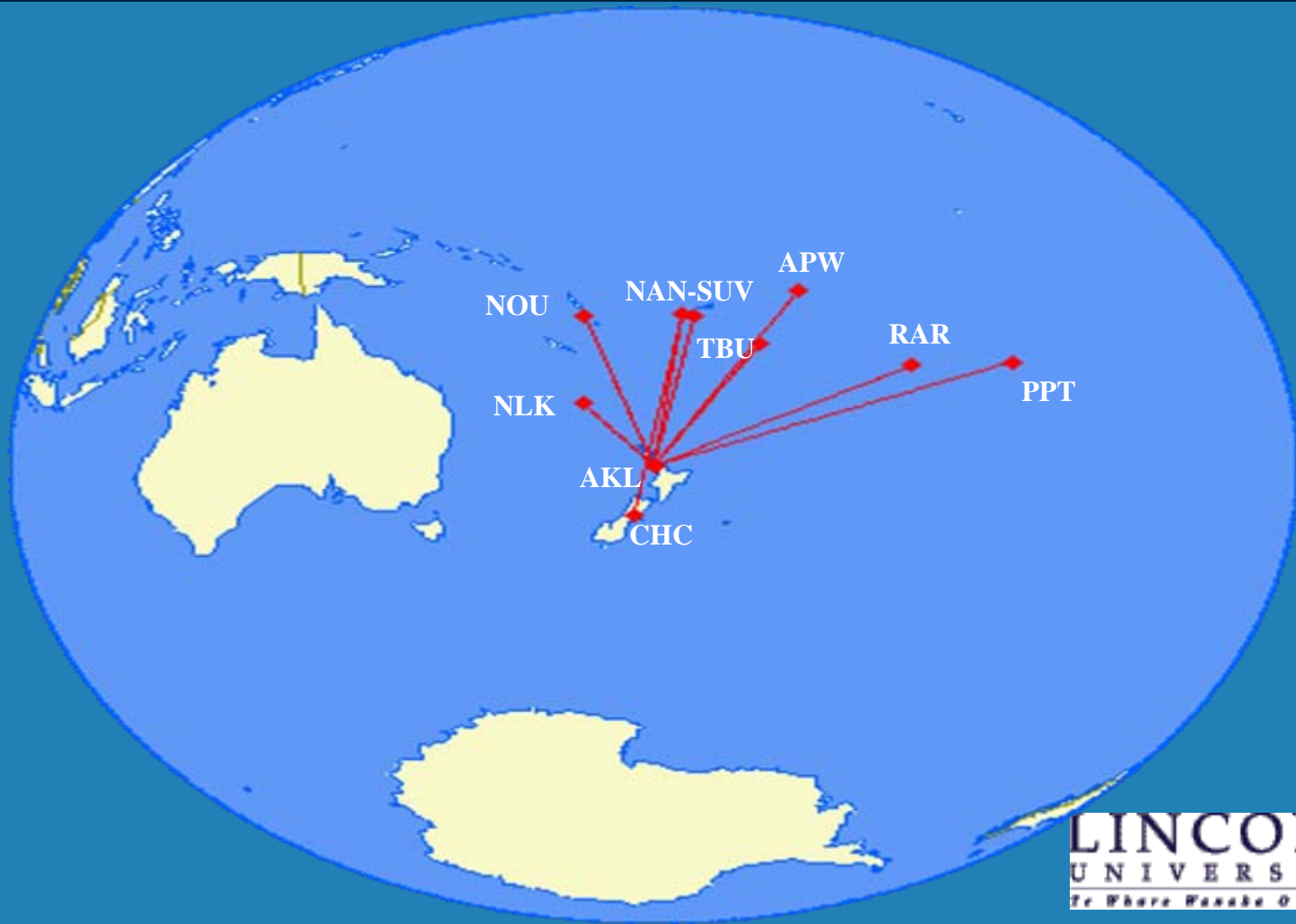
HONOLULU LINKS TO PACIFIC ISLAND JULY 2002

LAX-RAR

Dep LAX
Days 2, 6
+Day 3
via PPT
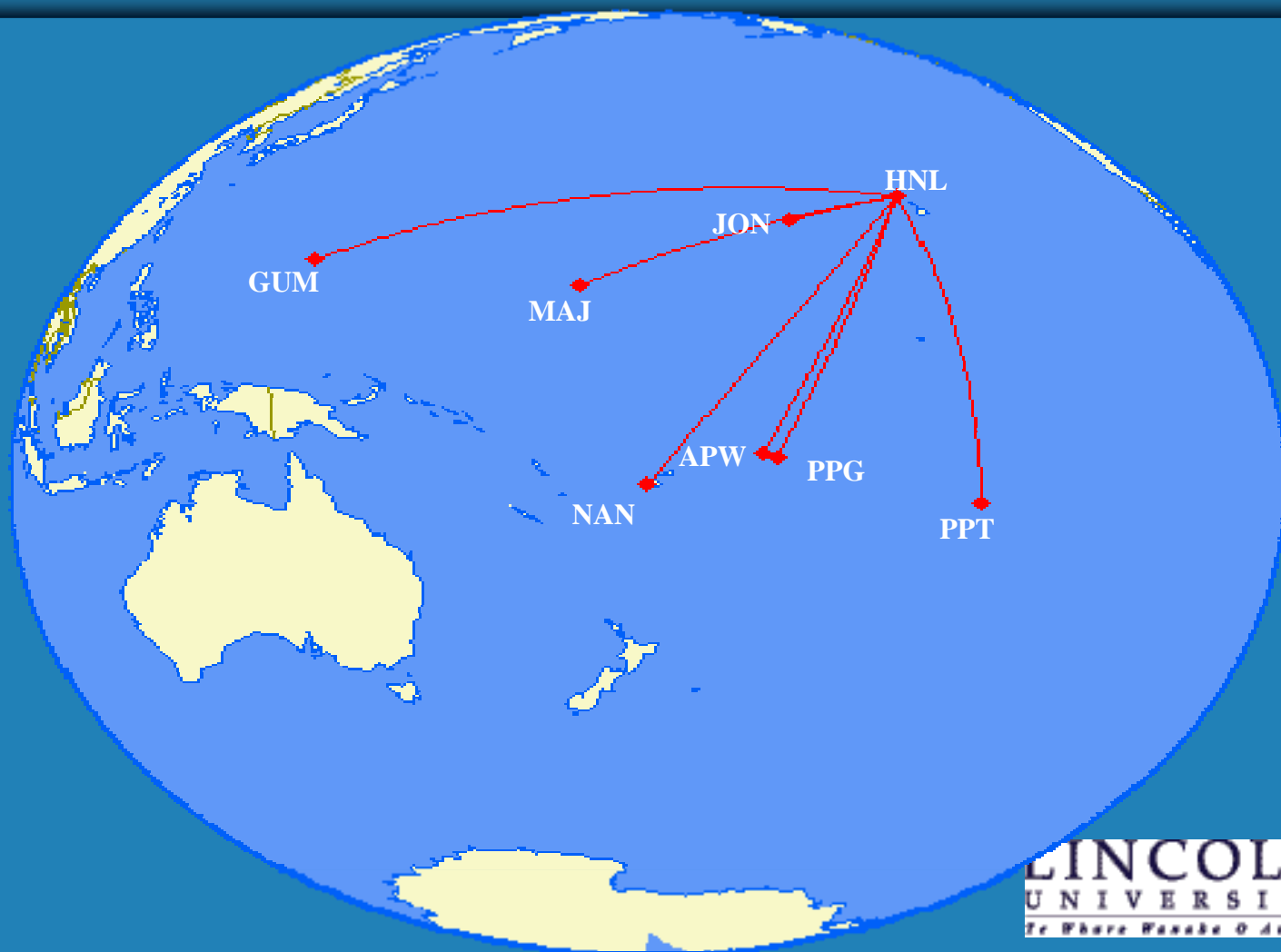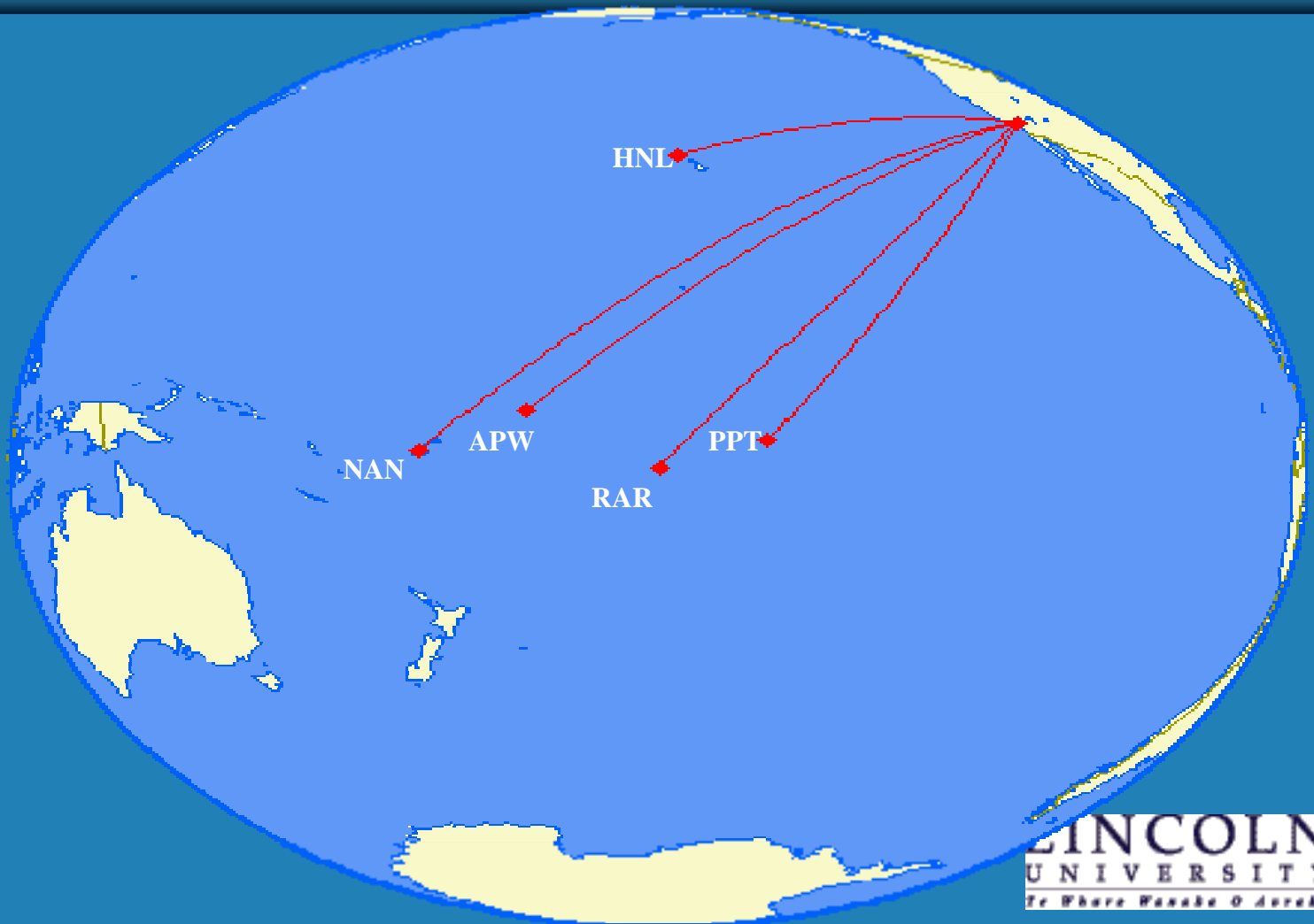
RAR

LAX-RAR-NAN

LAX-RAR-NAN-AKL

LAX

Dep NAN
Daily

RAR

AKL

LAX-RAR-NAN-AKL-APW

LAX

APW

NAN

RAR

Dep AKL
Days 2, 3, 6, 7

LAX-RAR-NAN-AKL-APW-LAX

LAX-RAR-NAN-AKL-APW-LAX

INTRA-PACIFIC ISLAND AIR LINKS JULY 2002

MAJ/TRW 19 seat D28 non-pressurised

(2) FLIGHTS PER WEEK
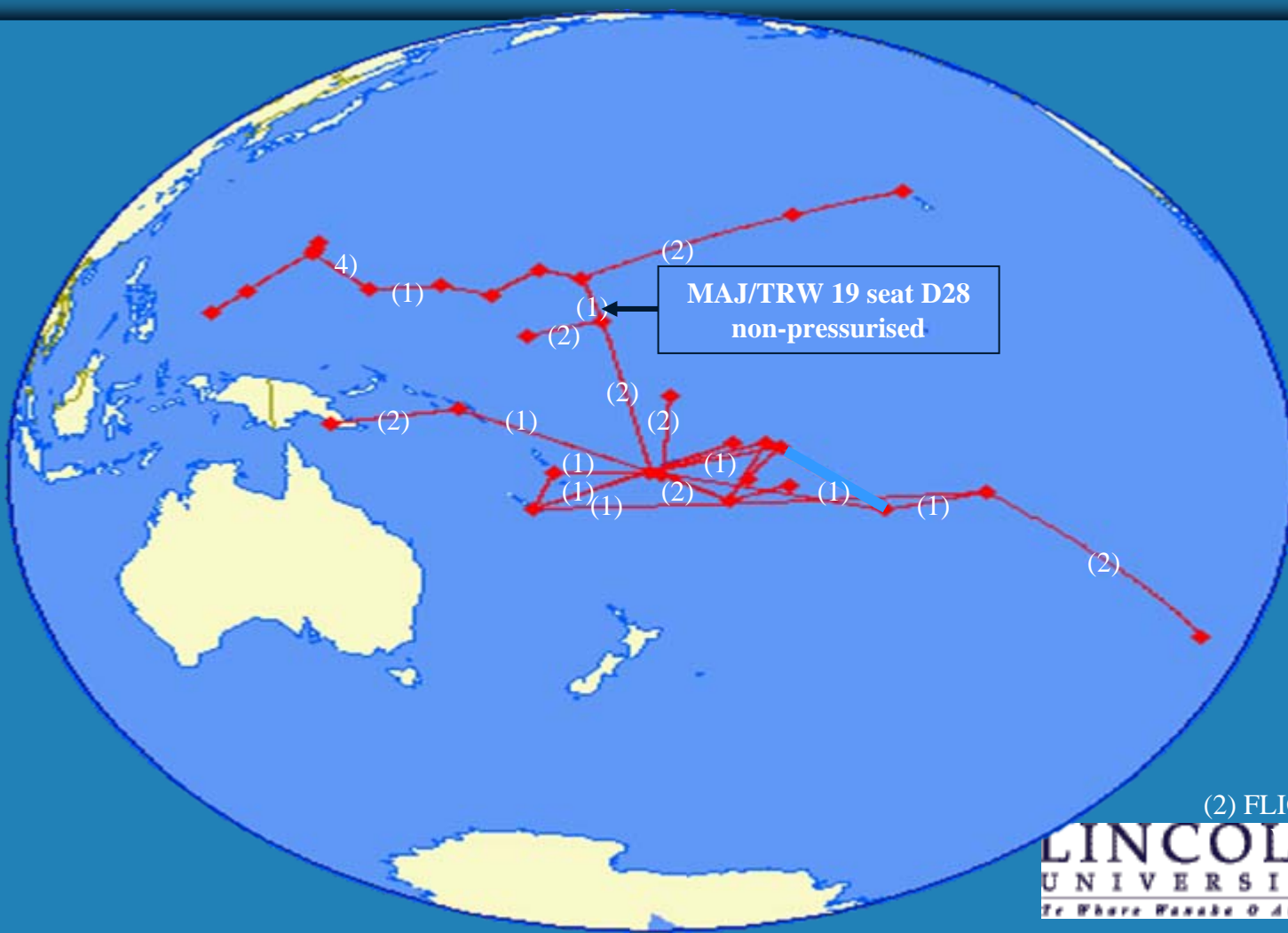
TOURISM CIRCUITS

Ꭷ **TOURISM & FLIGHT FREQUENCIES**

TOURISM CIRCUITS

- ℧ TOURISM & FLIGHT FREQUENCIES

- ℧ INTRA-ISLAND SERVICES REMAIN SPARSE

TOURISM CIRCUITS

- **TOURISM & FLIGHT FREQUENCIES**

- **INTRA-ISLAND SERVICES REMAIN SPARSE**

- **THIN SECTOR PROBLEMS**

CODE SHARES & ALLIANCES JULY 2002

- AIR NEW ZEALAND & STAR ALLIANCE

- QANTAS & ONE-WORLD ALLIANCE

- CODE SHARES ON INTRA-ISLAND SECTORS

CODE SHARES ON ISLAND SECTORS (1)
JULY 2002

AKL/APW	PH/QF	NZ/UA	
AKL/NAN	FJ/QF	NZ/UA	
AKL/NOU		NZ/SB	
AKL/PPT	TN/QF	NZ/UA	
AKL/RAR		NZ/UA	
AKL/TBU		NZ/WR	PH/WR
APW/LAX		NZ/UA	
APW/NAN			FJ/PH
APW/TBU			PH/WR

CODE SHARES ON ISLAND SECTORS (2)
JULY 2002

BNE/NAN	FJ/QF	
BNE/NOU	SB/QF	
BNE/VLI	NF/QF	
CNS/POM	PX/QF	
HIR/NAN		IE/FJ
HNL/NAN	FJ/QF	
LAX/NAN	FJ/QF/AA	NZ/UA
LAX/PPT	TN/QF	NZ/UA
LAX/RAR		NZ/UA

CODE SHARES ON ISLAND SECTORS (3)
JULY 2002

MEL/NAN	FJ/QF	
NAN/SYD	FJ/QF	
NAN/TBU		FJ/WR
NAN/VLI		NF/FJ
NOU/SYD	SB/QF	
NOU/VLI		SB/NF
NOU/TYO	JL/AF	
SUV/SYD	FJ/QF	
SYD/VLI	NF/QF	

BRIDGING THE DIVIDE BETWEEN MICRONESIA AND THE SOUTH PACIFIC

ℒ **GUAM IS A GATEWAY TO/FROM ASIA FOR MICRONESIA**

GATEWAY TO EASTERN ASIA

TABLE 3: Weekly Flights to Guam from East Asia Last Week July 2002		
AIRPORT	**FLIGHTS**	
CNS	2	
DPS	4	
FUK	7	
HKG	4	
KIJ	2	
MNL	13	
NGO	16	
OKA	21	
OSA	21	
SDJ	7	
SEL	14	
SPK	2	
TPE	5	
TYO	38	

BRIDGING THE DIVIDE BETWEEN MICRONESIA AND THE SOUTH PACIFIC

- ♌ GUAM IS A GATEWAY TO/FROM ASIA FOR MICRONESIA
- ♌ VERY POOR LINKS BETWEEN MICRONESIA AND POLYNESIA

INTRA-PACIFIC ISLAND AIR LINKS JULY 2002

MAJ/TRW 19 seat D28 non-pressurised

(2) FLIGHTS PER

BRIDGING THE DIVIDE BETWEEN MICRONESIA AND THE SOUTH PACIFIC

- ᘓ **GUAM IS A GATEWAY TO/FROM ASIA FOR MICRONESIA**

- ᘓ **VERY POOR LINKS BETWEEN MICRONESIA AND POLYNESIA**

- ᘓ **POSSIBLY ADD TRAFFIC RIGHTS TO INCLUDE GUAM AS WAY POINT ON EXISTING JAPAN - SOUTH PACIFIC LINKS WITH:**
  Fiji (Nadi), New Caledonia (Noumea) eg TYO-GUM-NAN, TYO-GUM-NOU etc.

LINCOLN UNIVERSITY
Te Whare Wanaka O Aoraki

AND LINKS WITH GUAM
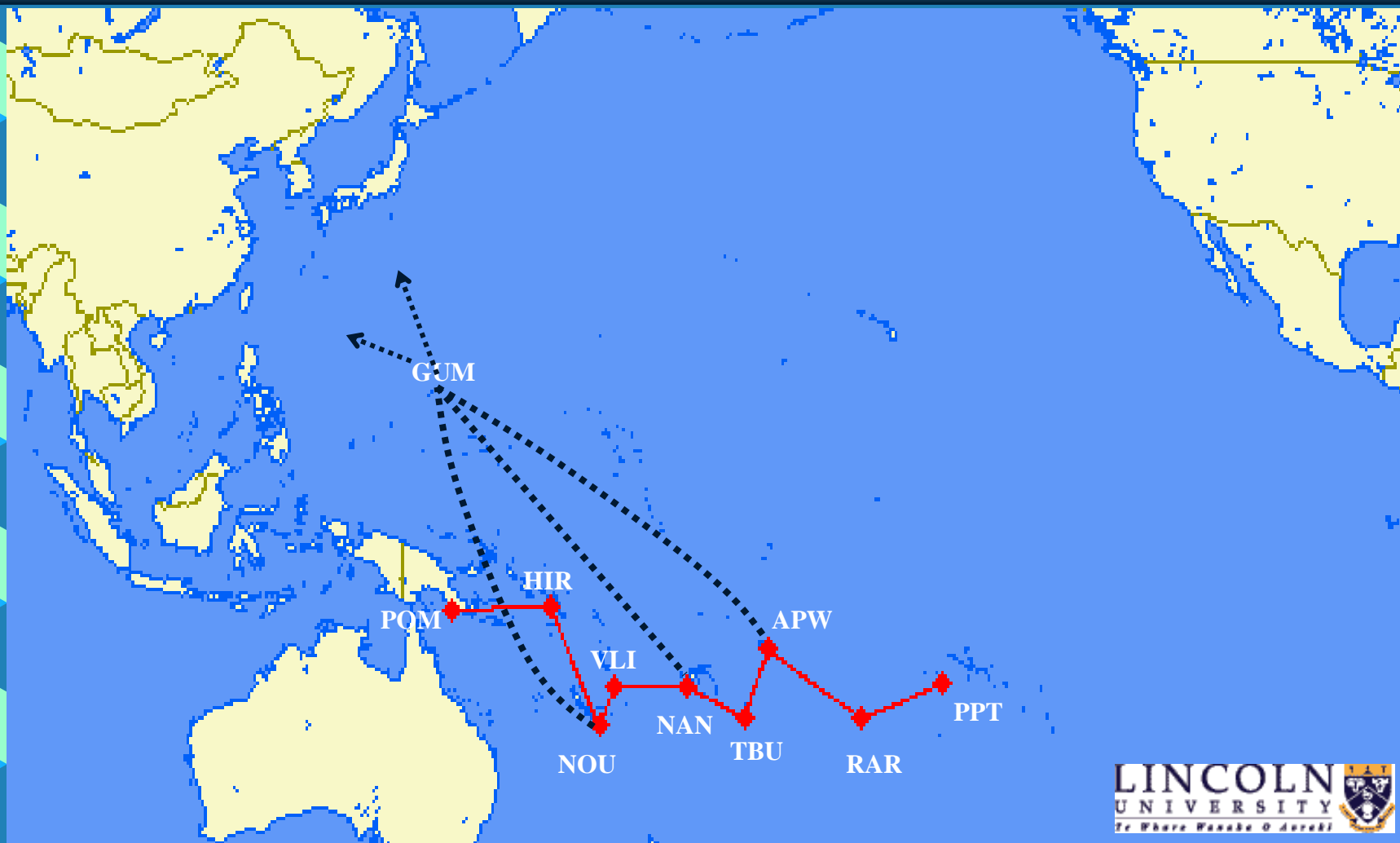
FRENCH PACIFIC-EUROPE LINKS
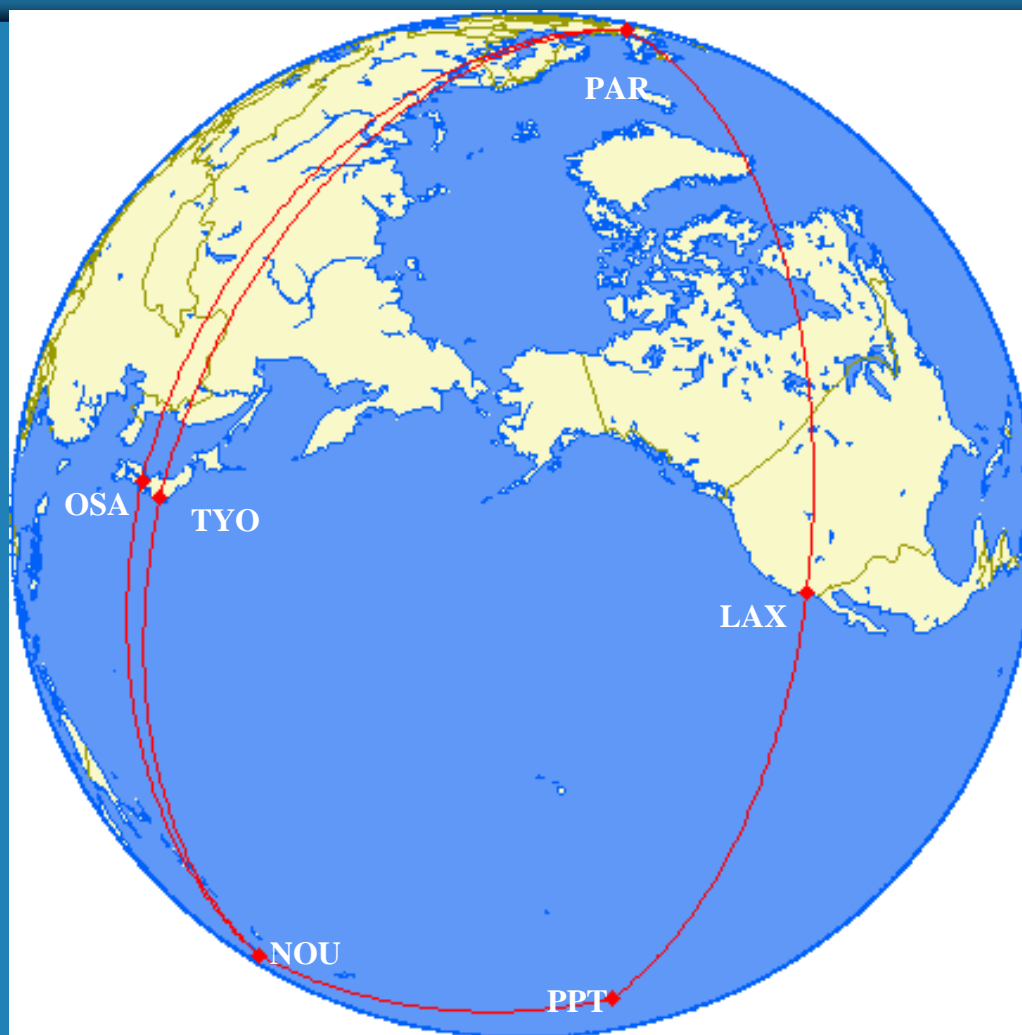
GREAT CIRCLES

PAR-NOU 9021nm

PAR-TYO-NOU 9023nm

PAR-OSA-NOU 9031nm

NOU-PPT 3762nm

PPT-LAX 3557nm

LAX-PAR 4928nm

PPT-PAR 8485nm

FRENCH PACIFIC TERRITORIES / EUROPE
Add New Route Alternatives to Boost Tourism?

New Route

- Paris (PAR)

- Osaka (OSA)

- **Guam** (GUM)

- Noumea (NOU)

Use **GUAM** to tap East Asian markets per major airport gateways such as Hong Kong, Taipei and Seoul via a new GUM - NOU link with New Caledonia

New Route

- Papeete (PPT)

- **Miami** (MIA)

- Paris (PAR)

Use **MIAMI** to tap the large, wealthy superannuated Florida market & also link better the island regions of the Carribean and South Pacific via Tahiti

PAR

OSA
TYO

GUM

NOU

PPT

MIA

LAX

LINCOLN UNIVERSITY
Te Whare Wanaka O Aoraki

DISTANCE COMPARISONS

GREAT CIRCLES

PAR-NOU 9021nm

PAR-TYO-NOU 9023nm +2nm

PAR-OSA-NOU 9031nm +10nm

PAR-OSA-GUM-NOU 9049nm +28nm

NOU-PPT 3762nm

PPT-PAR 8485nm

PPT-LAX-PAR 8485nm +0nm

PPT-MIA-PAR 8787nm +302nm

POSSIBLE AIR SHUTTLE SECTORS
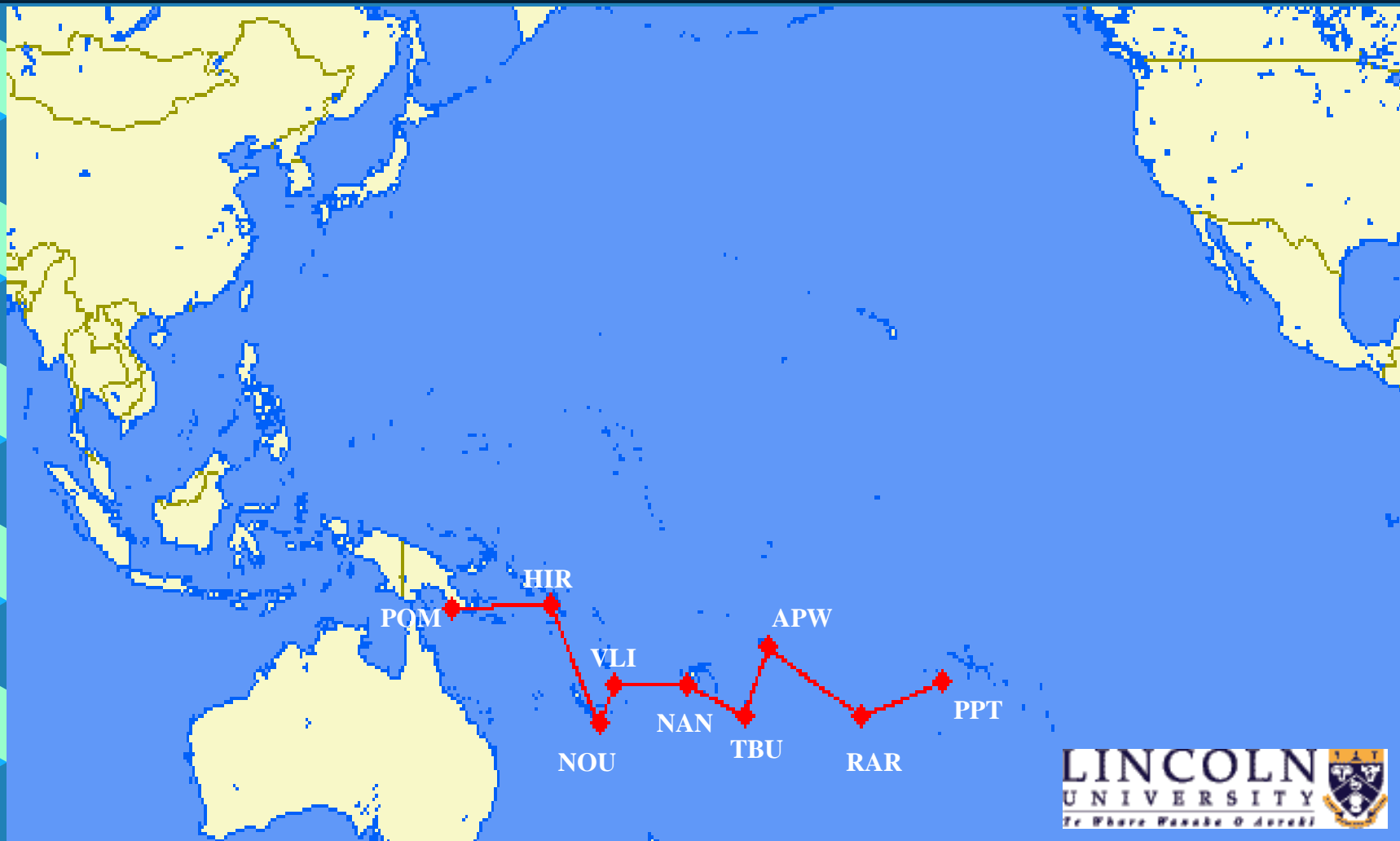
MAYBE MODIFY EXISTING SERVICES

BETTER INTEGRATION THROUGH COOPERATIVE SCHEDULING IS FEASIBLE

IT NEEDS TO BE LONG-LASTING TO BUILD CONFIDENCE IN TOURIST AGENDAS

EXAMPLE FOLLOWS FOR PAPUA NEW GUINEA - FIJI AXIS

MELANESIAN CONNECTIONS

SUNDAYS

Chart axes: Time 5:00–22:00 (horizontal); Routes POM, HIR, VLI, NOU, NAN, WLS (vertical). Labels on lines: PX, SB, FJ or IE.

SAME DAY CONNECTIONS

	POM	HIR	VLI	NOU	NAN	WLS
POM	X	yes	yes	yes	yes	no
HIR	yes	X	yes	yes	yes	no
VLI	yes	yes	X	yes	yes	yes
NOU	yes	yes	yes	X	yes	yes
NAN	yes	yes	yes	yes	X	no
WLS	no	no	no	yes	yes	X
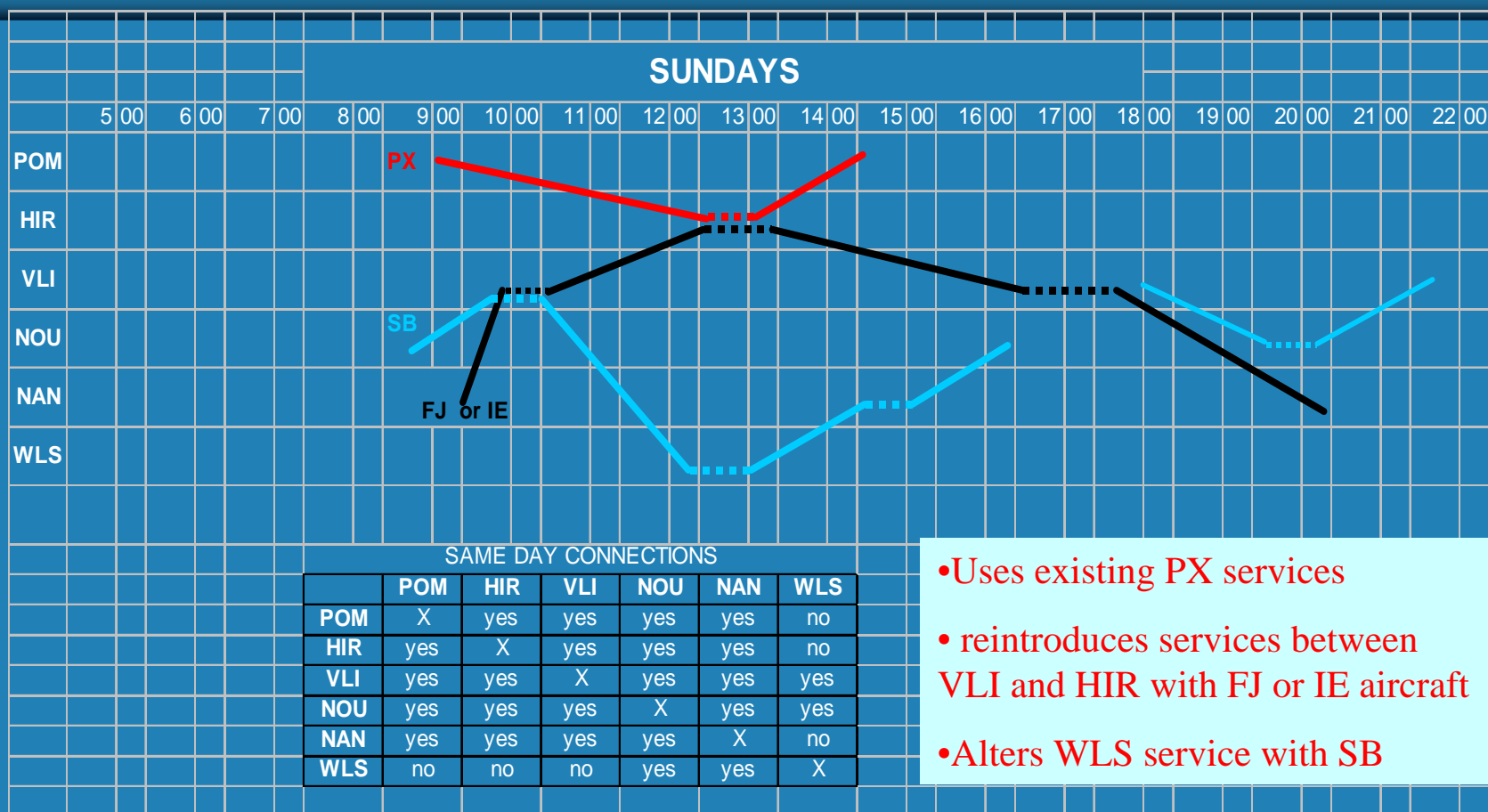
- Uses existing PX services
- reintroduces services between VLI and HIR with FJ or IE aircraft
- Alters WLS service with SB

THROUGH CONNECTIONS

								Dep	Arr			Flights		Comments
Polynesian Airlines rotation sequence for their B738 aircraft July 2002														

From	To							Dep	Arr	±	Type	Flights		Comments
SYD	AKL			3				0945	1430		738	PH818/TN411		
AKL	PPT		3/'2					1530	2300	-1	738	PH818/QF317/TN411		
PPT	AKL		3/4					0015	0425	+1	738	PH819/TN412/QF318		
MEL	AKL		3/4					1925	0050	+1		QF39/PH833	QF Aircraft	alternative
AKL	TBU				4			0615	0955		738	PH746/WR246		
TBU	APW				4/3			1055	1210	-1	738	PH746/WR313		
APW	HNL			3				1340	2000		738	PH362/WR313		
HNL	APW			3/4				2130	0155	+1	738	PH363/WR312		
APW	TBU				4/5			0330	0450	+1	738	PH855/WR312		
TBU	AKL					5		0550	0730		738	PH855/WR245		
AKL	SYD					5		0900	1000		738	PH855		
SYD	**TBU**						6	1330	2040		738	PH854/WR203/QF323	NAN -TBU (FJ/WR) 1015-1235 OK	
TBU	**APW**					6/5		2140	2255	-1	738	PH854		
					Add Rarotonga Service									
APW	RAR				5/6			2340	0310		738	PH???	connect with PPT/RAR/PPT (TN)	
RAR	APW					6		0400	0510		738	PH???	connect with APW-NAN (FJ) ?	
APW	AKL					6/7		0600	0905	+1	738	PH731/QF3324		re-timed
AKL	SYD						7	1005	1105		738	PH731/QF3324	Use PH	re-timed
~~APW~~	~~AKL~~					~~6/7~~		~~0045~~	~~0350~~	~~+1~~	~~738~~	~~PH731/QF3324~~		delete
				Gap at AKL for 12 hours and 55 minutes										
~~AKL~~	~~SYD~~						~~7~~	~~0615~~	~~0740~~		~~743~~	~~QF322/PH816~~	~~Qantas Aircraft~~	delete
~~SYD~~	~~AKL~~						~~7~~	~~1045~~	~~1540~~		~~763~~	~~PH843~~	~~Qantas Aircraft~~	delete
				PH's B738 comes back on line at AKL										
SYD	AKL						7	1205	1650		738	PH732/QF3323	Use PH	re-timed
AKL	APW					7/6		1730	2220	-1	738	PH732/QF3323		re-timed
					Resume old rotation sequence									
APW	TBU						7/1	0015	0130	+1	738	PH853		
TBU	AKL	1						0215	0355		738	PH853		
AKL	MEL	1						0625	0820		763	QF34/PH834	Qantas Aircraft	
AKL	SYD	1						0525	0625		738	PH853		
SYD	AKL	1						0940	1425		738	PH818/TN411		
AKL	PPT	1/7						1605	2335	-1	738	PH818/QF317/TN411		
PPT	AKL	1/2						0040	0450	+1	738	PH819/TN412/QF318		
AKL	APW		2/1					0630	1120	-1	738	PH732/QF3323		
APW	AKL	1/2						1230	1535	+1	738	PH875/QF324		
AKL	SYD		2					1645	1745		738	PH875		
				Gap at SYD of 16 hours (Maintenance ?)										
					Recycle rotations from the top									
NAN	APW		2					2155	0045		738	FJ253/PH566	Air Pacific Aircraft	
APW	NAN		2/3					0145	0245	+1	738	FJ252/PH565	Air Pacific Aircraft	
~~MEL~~	~~AKL~~						~~7~~	~~0935~~	~~1500~~		~~763~~	~~QF33/PH833~~	~~Qantas Aircraft~~	delete

Sequence enabled :-

SYD-TBU-APW-RAR-(PPT)
(PPT)-RAR-APW-AKL-SYD
but
needs connection APW-NAN

NOTE:
(NAN-TBU) on FJ / WR connects with
TBU-APW-RAR-(PPT)

TN to provide the
PPT-RAR-PPT connection

POSSIBLE AIR SHUTTLE

- WHAT BENEFIT WOULD IT BRING ?
- COULD IT PAY ITS WAY ?
- WHO WOULD OPERATE IT ?
- IS THERE THE POLITICAL WILL TO FACILITATE SUCH A SERVICE ?
- HOW MIGHT THE SERVICE INTEGRATE WITH EXISTING SERVICES TO BUILD TRAFFIC ?

FUTURE OUTLOOK

- THE CLIMATE OF COOPERATION IS BETTER

- THE GLOBALISATION PROCESSES ARE REQUIRING A RESPONSE FROM SMALL CARRIERS AND THEIR COUNTRIES

I was in Hong Kong recently and said Why not come and visit ? But What Route?

HKG/SYD/NAN
NAN/HIR/POM/MNL/HKG

THANK YOU

ANY QUESTIONS ?