



āā
āāāā=
āāāāāā
āāāāāāāāāā

Pacific
Economic
Cooperation
Council

āāāāāāāāāā
āāāāāāāāāā
āāāāāāāāāā

French Pacific Islands

Jean-Claude FINOT





á â
ã ä å ã=
ä å ä å
k È Ì Ì Ì Ç Ç ä ä Ì

nb`
cēēāāūūmāāāā
fēāāÇē

qūi ēēÇ-ó
kçī ēā āēē=
Tī ūi-ēMMD

A specific context for air transport services

- Geographical constraints :
 - very distant ; small population
 - dependence on air transportation
- Economic feature of air transport :
 - last stop of route sector
 - limited schedule flexibility
 - handling facilities hard to adapt (peak hours)



ā ā
ā-ā-ā=
ā ī ū ē ā ó
k ē ī ÷ ā-ā-ā-ā

nb`
cē ē ā ā ū m ā ā ā
fē ā ā cē

q ū ī ē ē c-ó
k ç ī ē ā ā ē ē=
T ī ū ī-ē m m d

A specific context for air transport services

- Impact of liberalisation on such markets :
 - the « hub & spoke » strategy is hard to set up
 - major operators focus on the more significant flows of traffic
- Air services are very changeable :
 - in New Caledonia : Corsair, AOM, Continental Micronesia, Solomon Airline
 - in French Polynesia : Corsair and AOM.



á â
ã ä å æ ç è é
ê ë ì í î ï ð ñ
ò ó ô õ ö ø ù
ú û ü ý ÿ

nb`
cēĖāĀŪ-m-ĀāĀ
fēā-āÇē

qŪi ēēÇ-ó
kçĭ Ėā ĀĖē=
Tĭ Ūi-ŊMŪD

Local airlines : a key for air transportation

- The example of New Caledonia : Aircalin
 - Initially (1983), a regional network :
 - one Boeing 737 (Wallis, Papeete, Sydney, Brisbane, Auckland, Fiji)
 - Since 2000, development of long-haul destinations :
 - lease of one Airbus A 310 (Nouméa - Osaka)
 - 2003 : two A 330 (Nouméa - Tokyo)
 - 2004 : one A 320
- In French Polynesia : Air Tahiti Nui (Airbus A 340)



à á â ã
ä å æ ç
è é ê ë
k È Ì Ñ Ò Ó

nb
cēāāū-m-āāā
fēā-āÇē

qÜi ēēÇ-ó
kçī Éā ÄÉê=
Ti Üi-ØMMD

Local airlines : the necessary resources

- Financial means :
 - for initial investment and operating costs
- Regulation authority :
 - to insure safety and security according to ICAO standards
 - what structure ?
 - State-based authority : French DGAC in New Caledonia, W&F and French Polynesia
 - Regional cooperation : Pacific Aviation Safety Office (PASO)



á â
ã ä å æ ç è é
ê ë ì í î ï ð ñ
ò ó ô õ ö ø ù
ú û ü ý ÿ

ñ ò
ó ô õ ö ø ù
ú û ü ý ÿ

q ũ ſ ſ ſ
k ç i É ã Ä Ê Ë
T i Ũ I - Ø M V D

Other solutions

- Cooperation for the creation of a common airline ...
- Subsidies for a local or foreign airline, with public service duties : the case of Wallis & Futuna



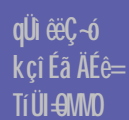
á â
ã ä å æ ç è é
ê ë ì í î ï ð ñ
ò ó ô õ ö ø ù
ú û ü ý ÿ

ñ ò
ó ô õ ö ø ù
ú û ü ý ÿ

q ū ū ū ū ū
k ç i é ã ä å æ ç
t i ū ū ū ū ū

The need for an adequate traffic rights policy

- Liberalism / protectionism, a difficult balance
 - Too much protectionism is prejudicial to development
 - Liberalisation doesn't stimulate small potential markets :
 - it's always done on the most profitable markets
 - it must be supported by the creation of new markets, based on adequate accommodation structures



- A balance that marks the traffic right policy :
 - Pacific French islands have to arbitrate between their will to protect “their” airline, and the promotion of their markets
 - Their traffic right policy relies mainly on airlines’ commercial agreements : eg. Qantas and Air New Zealand code-share with Aircalin.



á â
ã ä å ã=
ä å ç å ö
k È Ì Ñ Ñ Ç ç á á

nb`
cēĖāĀŪ-m-ĀāĀ
fēā-āÇē

qŪi ēēÇ-ó
k ç i Ė ā Ā Ė ē=
T i Ū i -Ō M V D

Conclusion

- Whatever the solution, the development of air transportation in these territories must take into account the local constraints without any dogmatism...

qŪi-āâ-ēçì ⇒