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other ATR42 and plans to replace its Twin Otter with a Dormer 228. Passenger projec-tions for 1990/91 are 223,000, and revenue last year was $9.45 million.
Polynesian Airlines of Western Samoa is entirely Government owned and has a management contract with Ansett. It re-cently expanded its routes around the Pacific connecting Rarotonga with Sydney, Brisbane, Nadi, Apia, Pago Pago, Tonga and Auckland. Current equipment is a Twin Otter, an Islander and a Boeing 727-200 leased from Ansett. The carrier has recently considered a 757 and "is still pursuing the proposal" — Samoa having "demanded" that Polynesian operates to Honolulu.
In Fiji, Air Pacific operates ATR42s be-tween Nadi and Suva and to neighbouring island nations. Internationally the carrier operates a Boeing 747-200, leased from Qantas, to Tokyo, Auckland, Sydney and Melbourne. Last July its Boeing 737 was replaced with a 767-200ER on lease from ILFC. An order for a further 767-300ER, for delivery in June 1994, has been confirmed. Air Pacific's long association with Qantas has lately diminished with a reduction in Qantas equity from 19.6% to 10%. The Fijian government now owns 76% of Air Pacific and Cicom, a subsidiary of the Japanese corporation EIE, owns 7.6%.

LOCAL COMPETITIO N

Two small Fijian regionals .are in compe-tition locally. While privately owned Sun-flower's basic aircraft is the Rilatus Britten-Norman Islander, managing director David Collingwood finds it necessary to operate seven different types in his diverse fleet of eleven aircraft. Sunflower is also consider-ing another Twin Otter.
Fiji Air, partly Government owned, oper-ates two Islanders, two Twin Otters, two Herons and a Baron, and conducts crew training for Air Pacific.
Solomon Island Airlines, based at Honiara, was taken over from Talair's Den-nis Buchanan in 1986 by the Solomon Islands Government as a third-level carrier supplying local inter-island flights and serv-icing the region's small but growing tourism market. The carrier has recently acquired a Boeing 737 and is vigorously seeking new routes to add to its Port Moresby, Honiara, Port Vila and Nadi services.

The State of Vanuatu fully owns its domestic operator Vanair, providing inter-island services with Twin Otter, Bandeirante and Islander aircraft. Flag-carrier Air Vanu-atu, independent but still government owned, operates a Boeing 727-200 it pur-chased from Australian Airlines and which it leases back to Australian four days a week. Air Vanuatu employs its own crews, servicing Melbourne, Brisbane, Sydney and Auckland from Port Vila. An additional service is planned in January. Projected international passenger numbers are 45,000, for a revenue of $10.5 million.

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Islanders are a familiar island sight

Tonga, too, is trying for the big league and will want to trade reciprocal rights with its regular visitors, Air New Zealand, Poly-nesian, Hawaiian and Air Pacific, all of which fly into Nuku'alofa. Friendly Islands Airways general manager Dennis Hoski

says the Tongan Government is still considering a proposal to operate a leased DC
to Australia, New Zealand and Honolulu o pre-agreed routes and frequencies.

The carrier, owned by the Tongan Government, also plans to add an ATR42 o
similar type to its current fleet of two Twin

Otters. The airline holds a licence to neighbouring Niue, to which it operates with an
ATR42 on charter from Air Pacific, and is renewing its licence to American Samoa. Papua New Guinea flag-carrier Air Niu-gini flies seven F.28s, two Dash 7s and a

A310 on a complex domestic and international network. A second A310 will arrive in December but because of business dowturns, the first aircraft will be leased to an
operator yet to be named. Privatisation o the carrier is foreshadowed, the timing likely to coincide with replacement of the F.28s with five new aircraft. Types unde consideration are Fokker 100, BAe 146 o Boeing 737-500.
Although scaling down, PNGs Talair still flies 38 aircraft, from Islanders to Dash 8s to 24 domestic ports. Chairman Denni Buchanan has fought a long battle again political and bureaucratic obstructions, hi most serious problems being a five-yea air-fare freeze and difficulties with work permits for essential foreign specialist staf Buchanan still controls Talair, Papua Guinea's last surviving major third-leve carrier. Douglas Airways recently failed following Air Niugini's acquisition of a controlling interest about three years ago

Talair has also gradually withdrawn services. Local services mostly serviced b
Islanders have passed to individual loca buyers of Talair aircraft.
The ultimate in international "long thin routes" has been flown for years by Norfolk Airlines. The world's highest-time^ Beech Super King Airs, along with a recently acquired Dash 8, connect tiny Norfolk and Lord Howe islands with Eastern Australia. Norfolk has acquired several Australian third-level carriers with varying fortunes, now consolidated under Norfolk's flag. •

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