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**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C.**

**SERVED: March 12, 2002**

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**2002 China Code-Share Points Case**

**Docket OST-2002-11808 - /**

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**NOTICE**

The U.S.-China air transport agreement, as amended, provides that, effective April 1, 2002, U.S. carriers may code share with any designated Chinese carriers to five additional points in China (for a total of 20 points) in addition to those Chinese points served on a gateway-to-gateway basis. Once the points are selected, all U.S. carriers with a Chinese code-share partner can serve them. To date, the United States has selected the following 15 code-share-only points: Chengdu, Nanjing, Qingdao, Shenyang, Xiamen, Xian, Wuhan, Fuzhou, Guilin, Kunming, Changsha, Dalian, Chongqing, Shenzhen, and Nanning.<sup>1</sup>

By this Notice, we request that interested U.S. carriers with a Chinese carrier code-share partner submit an application in the above-captioned docket naming the additional Chinese points they would serve.<sup>2</sup> Carriers should also request the underlying exemption authority necessary to provide the proposed services and a statement of authorization for the proposed code-share services.

Except for procedural dates, exemption applications should conform to Part 302, Subpart C of our regulations (14 CFR Part 302), and Statement of Authorization requests should conform to Part 212 of our regulations (14 CFR Part 212). All applications should include, at a minimum, the following information: (a) the proposed startup date; (b) the additional Chinese points to be served, including the full routing of the flights; (c) type of aircraft to be used on each leg of the flight; (d) the number of flights to be offered in each market; (e) the code-share partner involved; and (f) the existing authority held to conduct the operations, if applicable. Applicant carriers now offering code-share services in the U.S.-China market should also include a complete description of their existing code-share services, including the

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<sup>1</sup> See Orders 2001-7-10 and 2001-8-16 and Notice of Action Taken dated August 23, 2002, for a complete description of the selection of these points.

<sup>2</sup> Northwest Airlines has pending an application for points available in April 2002 (Docket OST-01-9186). We note, however, that that application includes the points Changsha and Kunming, which have already been selected. Northwest may withdraw its previously filed application and submit a new application in the docket we are establishing here, or it may move to amend and consolidate its amended application in the docket for this proceeding.

number of code-share flights offered by market. In addition, applicant carriers must provide as part of their applications, copies of the relevant cooperative services arrangements, if not already on file with the Department. Applicants are free to submit any additional information that they believe will help us in making our decision.

All applications should be filed in the new docket we are establishing here and should be filed with the Department of Transportation, Dockets, Room PL-401, 400 Seventh Street, SW, Washington DC 20590.<sup>3</sup> Applications should be filed no later than 10 days from the service date of this notice and answers thereto should be filed no later than 5 calendar days thereafter.

Should comparative procedures be necessary to select the five available code-share points, we intend to make our decision using written, show-cause procedures in accordance with Part 302 of our regulations (14 CFR Part 302).

We will serve this notice on all U.S. certificated air carriers with large aircraft, the Air Transport Association, and the National Air Carrier Association.

By:

**PAUL L. GRETCH**  
Director  
Office of International Aviation

(SEAL)

Dated: **March 8, 2002**

*An electronic version of this notice is available on the World Wide Web at  
[http://dms.dot.gov/reports/reports\\_aviation.asp](http://dms.dot.gov/reports/reports_aviation.asp)*

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<sup>3</sup> The original submission is to be unbound and without tabs on 8½" x 11" white paper, using dark ink (not green) to facilitate use of the Department's docket imaging system. In the alternative, filers are encouraged to use the electronic submission capability available through the docket/DMS Internet site (<http://dms.dot.gov>) by following the instructions at the web site.

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