

# China Airlines

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Do not be confused with [Air China](#) or [China National Aviation Corporation](#).

"China Airlines Cargo" redirects here. For the similarly-named airline in the People's Republic of China, see [China Cargo Airlines](#).

**China Airlines (CAL)** (Chinese: 中華航空; pinyin: *Zhōnghuá Hángkōng*) is the **national carrier** of [Taiwan](#) and its largest **airline**. It is headquartered in [Taiwan Taoyuan International Airport](#) and operates over 1400 flights weekly (including 91 pure cargo flights) to 102 cities across Asia, Europe, North America and Oceania.<sup>[2][3][4]</sup> Carrying over 19 million passengers and 5700 tons of cargo in 2017, the carrier was the 33rd and 10th largest airline in the world in terms of passenger revenue per kilometer (RPK) and freight RPK, respectively.<sup>[1]</sup> China Airlines has three airline subsidiaries: [China Airlines Cargo](#), a member of [SkyTeam Cargo](#), operates a fleet of freighter aircraft and manages its parent airline's cargo-hold capacity; [Mandarin Airlines](#) operates flights to domestic and low-demand regional destinations; [Tigerair Taiwan](#) is a *low-cost carrier* established by China Airlines and Singaporean airline group [Tigerair Holdings](#), but is now wholly owned by [China Airlines Group](#).<sup>[5]</sup>

China Airlines	
	
<b>IATA</b>	<b>ICAO</b>
CI	CAL
<b>Callsign</b>	<b>DYNASTY</b>
<b>Founded</b>	7 September 1959
<b>Commenced operations</b>	16 December 1959
<b>Hubs</b>	<ul style="list-style-type: none"> <li>Taipei–Taoyuan</li> </ul>
<b>Focus cities</b>	<ul style="list-style-type: none"> <li>Hong Kong</li> <li>Kaohsiung</li> <li>Taipei–Songshan</li> </ul>
<b>Frequent-flyer program</b>	Dynasty Flyer
<b>Alliance</b>	<ul style="list-style-type: none"> <li>SkyTeam</li> <li>SkyTeam Cargo</li> </ul>
<b>Subsidiaries</b>	<ul style="list-style-type: none"> <li>Mandarin Airlines (93.99%)</li> <li>Tigerair Taiwan (100%)</li> </ul>
<b>Fleet size</b>	87 (incl cargo)
<b>Destinations</b>	102 (incl cargo)
<b>Company slogan</b>	<i>Journey with a caring smile</i>
<b>Parent company</b>	China Airlines Group
<b>Traded as</b>	TWSE: 2610
<b>ISIN</b>	TW0002610003
<b>Headquarters</b>	CAL Park, Dayuan, Taoyuan City, Taiwan (Republic of China)
<b>Key people</b>	<ul style="list-style-type: none"> <li>Hsieh Shih-chen (Chairman)</li> </ul>
<b>Revenue</b>	▲ NTD139.815 billion (2017) <sup>[1]</sup>
<b>Operating income</b>	▲ NTD 3.088 billion (2017) <sup>[1]</sup>
<b>Net income</b>	▲ NTD 2.208 billion (2017) <sup>[1]</sup>
<b>Total assets</b>	▲ NTD 228.421 billion (2017) <sup>[1]</sup>
<b>Total equity</b>	▲ NTD 54.709 billion (2017) <sup>[1]</sup>
<b>Employees</b>	12,562 <sup>[1]</sup>
<b>Website</b>	<a href="http://www.china-airlines.com">www.china-airlines.com</a>

China Airlines Co., Ltd.
Traditional Chinese <span>中華航空</span>
<b>Transcriptions</b>
<b>Abbreviation</b>
Traditional Chinese <span>中航</span>
<b>Transcriptions</b>

## History

### Formation and early years (1959–1995)



China Airlines Boeing 727-109C at Singapore International Airport in 1974.

With a fleet of two **PBY Amphibians**, China Airlines was established on 16 December 1959,<sup>[2]</sup> with its shares completely held by the Taiwan government.<sup>[citation needed]</sup> It was founded by a retired **air force officer**,<sup>[citation needed]</sup> and initially concentrated on charter flights. During the 1960s, China Airlines was able to establish its first scheduled routes. In October 1962, a flight from Taipei to **Hualien** became the airline's first domestic service.<sup>[6]</sup> Later, with the introduction of **Caravelle** and **Boeing 727-100s**, the airlines introduced international flights to **South Vietnam**, **Hong Kong**, and **Japan**.<sup>[citation needed]</sup> With the airlines' first two Boeing 707 aircraft, trans-Pacific flights to **San Francisco** via Tokyo were initiated on 2 February 1970. The expansion of the company's 707 fleet also permitted more services in Southeast Asia, Northeast Asia, and North America (via Japan and Hawaii).<sup>[citation needed]</sup>

Following the standard utilization of the wide-body 747 on the highly profitable Trans-Pacific – USA routes, China Airlines introduced its first two 747-100s (ex-**Delta Air Lines** aircraft) in 1976 and immediately placed them on its Hong Kong-Taipei-Tokyo-Honolulu-Los Angeles route. Shortly thereafter, four brand new Boeing 747SPs (Special Performance) were introduced in 1977. Due to political pressure, Japan ended its diplomatic ties with Taiwan in 1972, and all flights between Taiwan and Japan were stopped. The 747SP aircraft made it possible for China Airlines to fly daily nonstop services from Taipei to its North American destinations without stopping over in Japan. It also allowed the airlines to introduce flights to **Saudi Arabia** and **South Africa**. In 1979, the airlines switched all operations from the smaller **Taipei Songshan Airport** to the newly built Chiang Kai-shek International Airport (now **Taoyuan International Airport**). Following the introduction of 747-200s, the airlines introduced its first European destination, Amsterdam.



China Airlines Boeing 747-200 at Amsterdam Airport Schiphol.

In 1978, Japan allowed China Airlines to return to Tokyo International Airport at Haneda after relocating all other airlines at the New Tokyo International Airport at Narita, leaving China Airlines as the sole international operator at **Haneda**, which at the time was an exclusive domestic facility, the premise being that air carriers from the **PR China** and Taiwan were prevented from crossing paths at any Japanese airports.

The next 20 years saw sporadic but far-reaching growth for the company. Later, the airline inaugurated its own round-the-world flight: (**Taipei-Anchorage-New York-Amsterdam-Dubai-Taipei**).<sup>[citation needed]</sup> 1993 saw China Airlines listed on the **Taiwan Stock Exchange**. Later CAL would place one of the largest orders for the newest Boeing 747. The new 747s and an earlier order with **Airbus** for over a dozen **A300B4** wide body regional jets allowed for addition destination growth.

### Change of logo and livery (1995–2010)



MD-11 wearing the new China Airlines livery at Taoyuan International Airport in 2001.

As **Republic of China (Taiwan)**'s **flag carrier**, China Airlines has been affected by disputes over the **political status of Republic of China (Taiwan)**, and under pressure from the **Communist Party of China**, was barred from flying into a number of countries maintaining diplomatic relations with the **People's Republic of China** ("China"). As a result, in the mid-1990s, China Airlines subsidiary **Mandarin Airlines** took over some of its Sydney and Vancouver international routes. Partly as a way to avoid the international controversy, in 1995 China Airlines unveiled its "plum blossom" logo,<sup>[6]</sup> replacing the **national flag**, which had previously appeared on the tail fins (**empennage**), and the **aircraft livery** from the red-white-blue national colors on the fuselage of its aircraft.<sup>[7]</sup> The plum blossom (*Prunus mume*) is Taiwan's **National Flower**.

Throughout the 1990s, the airline employed many ex-ROC Air Force pilots. Due to the company's poor safety record in the 1990s, China Airlines began to change its pilot recruitment practices and the company began to actively recruit civilian-trained pilots with proven track records. In addition, the company began recruiting university graduates as trainees in its own pilot training program. The company also modified its maintenance and operational procedures. These decisions were instrumental in the company's improved safety record, culminating in the company's recognition by the **IATA Operational Safety Audit** (IOSA).<sup>[8]</sup>



China Airlines Boeing 747-400 at Amsterdam Airport Schiphol in 2011.

During the 1990s and early 2000s, China Airlines placed orders for various airliners including the **Airbus A330**, **Airbus A340**, **Boeing 737-800**, and the **Boeing 747-400** (both the passenger and freighter version).

Due to improving **cross-strait relations**, the first **cross-strait charter** flights between Taiwan and China were introduced in 2003, with China Airlines' flight 585, operated by a Boeing 747-400, being the first Taiwanese flight to legally land in China. (The aircraft took off from **Taoyuan Airport**, stopped over at **Hong Kong Airport**, and landed at **Shanghai Pudong Airport**.) In 2005, the first nonstop cross-strait charter flights were initiated, with China Airlines' flight 581 (**Taoyuan Airport** to **Beijing Capital Airport**) being the first flight of the program to depart from Taiwan. In 2008, the first regular weekend charter flights between Taiwan and China started operating, with daily charter flights introduced later in the year. In 2009, regularly scheduled cross-strait flights were finally introduced.

### Joining SkyTeam and "NexGen" Plan (2010–present)

China Airlines signed an agreement to begin the process of joining **airline alliance SkyTeam** on 14 September 2010<sup>[9]</sup> and officially became a full member on 28 September 2011.<sup>[10]</sup> This was marked by an update to the logo of the airline and the typeface in which "China Airlines" is printed. The carrier was the first Taiwanese airline to join an airline alliance.

In December 2013, China Airlines announced its new joint venture with Singaporean low-cost carrier **Tigerair Holdings** (now defunct and replaced by **Budget Aviation Holdings**) to establish **Tigerair Taiwan**. The new airline flew its inaugural flight to **Singapore** on 26 September 2014 and became the first, and currently only, Taiwanese **low-cost carrier**. Tigerair Holdings previously held 10 percent of the shares. As disputes unfolded surrounding the partnership, China Airlines Group re-negotiated with Tigerair Holdings and has now taken full ownership of Tigerair Taiwan.<sup>[5][11]</sup>



A China Airlines Boeing 777-300ER at Frankfurt Airport in 2016.

In March 2014, China Airlines announced the "**NexGen (Next Generation)**" plan to complement its then upcoming [Boeing 777-300ER](#) and [Airbus A350-900XWB](#). Designed to refresh the brand image of the carrier, the plan included product innovations, new uniforms, and fleet replacements. Through cooperating with designers from the Greater China region, the carrier hoped to introduce unique product offerings that can showcase the beauty of the Orient and cultural creativity of Taiwan.<sup>[12]</sup> The first phase of the plan has been completed. In addition to new cabin designs, also introduced were the renovated Dynasty Lounges at [Taiwan Taoyuan International Airport](#) and debut of new [William Chang](#)-designed uniforms.<sup>[13]</sup> The new fleet types allowed the retirement of older aircraft; the A340-300 fleet was fully retired in June 2017 while the 747-400 has been fully replaced on long-haul routes. With the First Class-equipped 747s flying regionally and new long-haul aircraft not featuring First Class, China Airlines terminated First Class services in 2016. First Class seats are now sold as Business Class.<sup>[12][14]</sup>

Future phases of the NexGen plan include ordering new aircraft to replace older fleet types. In May 2019, the airline announced that it will be introducing the [Airbus A321neo](#), including 14 leased, 11 purchased, and 5 options, along with 3 orders and 3 options for the [Boeing 777F](#). The A321neo will replace the Boeing 737-800 while 777Fs will replace the Boeing 747-400F. Cabin design on the A321neo will continue the NexGen design ethos to provide passenger experience cohesive with that of the 777 and A350.<sup>[15][16]</sup>

Focus has also been put on tapping the maintenance, repair and overhaul (MRO) market. In January 2015, China Airlines established Taiwan Aircraft Maintenance & Engineering Co. (TAMECO), an airline MRO company focusing on Boeing 737, 777, and Airbus A320, A330/A340, and A350XWB families fuselage maintenance. For the project, [Airbus](#) is providing a wide range of support, one of which is inviting China Airlines to join the Airbus MRO Alliance (AMA), alongside [AAR Corp](#), [Aeroman](#), [Sabena technics](#), [Etihad Airways Engineering](#), and [GAMECO](#).<sup>[17]</sup> Moreover, a joint-venture agreement has been signed with [Tulsa](#)-based [Nordam](#), specializing in nacelle, thrust reversers, and composite materials, to establish the only Nordam repair center in Asia.<sup>[18][19]</sup> The first TAMECO hangar, to be completed in March 2019, will be able to accommodate 2 777/A350 and 3 737/A320 at the same time.<sup>[20]</sup>

Labor-management unrest has been a major issue at China Airlines over recent years. On 25 June 2016, the Taoyuan Flight Attendants Union, representing some 2500 cabin crew, staged the first strike in Taiwanese aviation history. A total of 122 passenger flights were cancelled during the day-long strike.<sup>[21]</sup> During the 2019 Lunar New Year season, over 600 pilots participated in a 7-day strike by the Taoyuan Union of Pilots. Over 200 flights were cancelled between 8 February and 14 February.<sup>[22]</sup>

## Headquarters



CAL Park, the company's headquarters.

See also: [CAL Park](#)

China Airlines has its headquarters, [CAL Park](#) (Chinese: 桃園航園; pinyin: *Huágháng Yuánqū*<sup>[23]</sup>), on the grounds of [Taiwan Taoyuan International Airport](#) in [Dayuan Township](#), Taoyuan County. CAL Park, located at the airport entrance, forms a straight line with Terminal 1, Terminal 2, and the future Terminal 3.<sup>[24]</sup>

Previously China Airlines had its headquarters and facilities on the east side of [Taipei Songshan Airport](#), in the China Airlines Building on Nanjing E. Road, and at Taiwan Taoyuan International Airport.<sup>[25]</sup> The functions were consolidated following the completion of CAL Park. The Taipei Branch Office of the airline remains at the China Airlines Building in downtown Taipei.<sup>[26]</sup>

## Branding

### Livery and uniforms



Cardboard cut-outs of China Airlines flight attendants in the new uniforms at Taipei Songshan Airport.

Prior to introducing the current plum blossom livery in 1995, the livery of China Airlines featured the [flag of Republic of China \(Taiwan\)](#) on the tail due to commercial and political reasons.<sup>[7]</sup>

In 2011, the carrier made alterations to its logo as part of refreshing the brand image, unveiled during [Skyteam](#) joining ceremony in 28 September. A new font was chosen for the company name and a new approach was taken for the appearance of the plum blossom trademark.<sup>[27]</sup>

China Airlines has had many uniforms since its establishment in 1959. The current uniform was designed by Hong Kong-based costume designer [William Chang](#) and introduced in 2015 to celebrate the carrier entering a "NexGen" Next Generation Era.<sup>[13]</sup>

### Marketing slogans

China Airlines has used different [slogans](#) throughout its operational history. In 2006, the current slogan was introduced to complement the new uniforms and to celebrate its 47th anniversary. China Airlines' slogans have been as follows:

- *We treasure every encounter* (1987–1995)
- *We blossom everyday* (1995–2006)
- *Journey with a caring smile* (2006–present)



- China Airlines destinations.
- Taiwan
  - Passenger and cargo
  - Passenger only
  - Cargo only

Further information: [List of China Airlines destinations](#)

China Airlines currently operates over 1,400 flights weekly (including pure cargo flights) to 118 airports in 115 cities on four continents (excluding codeshare; brackets indicate future destinations). [Japan](#) is the most important market of the carrier, with over 180 flights weekly from multiple points in Taiwan to 14 Japanese destinations.<sup>[28]</sup>

China Airlines has its largest hub at [Taiwan Taoyuan International Airport](#), which is the largest airport in Taiwan and is located near the national capital of [Taipei](#). China Airlines operate out of both Terminal 1 and 2 at the airport. Operations to Europe, India, Korea, Hong Kong and Southeast Asia are located at Terminal 1 while those to China, Japan, North America and Oceania are located at Terminal 2. Additionally, China Airlines and its domestic subsidiary [Mandarin Airlines](#) operate numerous flights out of [Kaohsiung International Airport](#) and [Taipei Songshan Airport](#), the downtown airport of Taipei. International flights from Songshan Airport to three Northeast Asian downtown airports, namely [Tokyo-Haneda](#), [Seoul-Gimpo](#) and [Shanghai-Hongqiao](#), have important significance to the carrier as the routes form a [Northeast Asia Golden Flight Circle](#).<sup>[29]</sup>

The expansion of China Airlines international presence has long been limited by the [political status of Taiwan](#). Flights to Mainland China were not permitted until 2003, when the carrier's Chinese New Year charter flight 585 from Taipei-Taoyuan to [Shanghai-Pudong](#) via [Hong Kong](#) made China Airlines the first Taiwanese carrier to legally land in Chinese mainland and the first carrier to legally fly between the two areas after [their split during the civil war](#).<sup>[30]</sup> The carrier operated occasional cross-strait charter flights for another few years until 2008, when regular charters flights started. In 2009, a new air service agreement allowed China Airlines to start regularly scheduled flights to the Mainland.<sup>[31]</sup> Since then, China has quickly become the second largest market for China Airlines, with over 130 flights to 33 destinations across the Mainland.<sup>[32]</sup>

## Route plans



China Airlines aircraft line-up at Taoyuan International Airport.

Over the period between 2011 and 2015, China Airlines focused on strengthening its regional network; starting 2015 until 2020, the carrier is strengthening and expanding its European, North American and Oceanian network with the new long-haul fleet.<sup>[33]</sup> After upgrading all its European routes to nonstop services, in late 2017, the carrier launched four weekly services to [London Gatwick Airport](#).<sup>[34]</sup> In France, as China Airlines does not have rights to operate flights to [Paris](#), the airline cooperated with [Skyteam](#)-partner [Air France](#) to launch nonstop flights to the French capital on Air France metal in April 2018. China Airlines sells 40% of the seats on the flight.<sup>[35]</sup> In America, daily flights were launched between Taipei and [Ontario International Airport in Greater Los Angeles](#) in March 2018.<sup>[36]</sup> Additionally, the carrier has expressed interests in launching European destinations such as [Barcelona](#), [Madrid](#), [Milan](#), and [Prague](#);<sup>[37]</sup> in North America, [Atlanta](#), [Boston](#), [Chicago](#), [Seattle](#), and [Toronto](#).<sup>[38][39][40][41]</sup>

Regarding its regional network, China Airlines is actively supporting the "New Southward Policy" of the Taiwanese government by adding frequencies to Southeast Asia. On the other hand, Mainland routes are being downsized due to tense cross-strait relations.<sup>[42]</sup>

## Codeshare agreements



China Airlines [codeshares](#) with the following airlines:<sup>[43][44]</sup>

- [Air Europa](#)<sup>[45]</sup>
- [Air France](#)<sup>[46]</sup>
- [Alitalia](#)
- [Bangkok Airways](#)
- [British Airways](#)
- [China Eastern Airlines](#)
- [China Southern Airlines](#)
- [Czech Airlines](#)
- [Delta Air Lines](#)
- [Garuda Indonesia](#)
- [Hawaiian Airlines](#)
- [Japan Airlines](#)
- [KLM](#)
- [Korean Air](#)
- [Malaysia Airlines](#)<sup>[47]</sup>
- [Philippine Airlines](#)

[Deutsche Bahn](#) (DB) is the only non-airline codeshare partner of China Airlines. The CI code is placed on seven Frankfurt-initiating DB routes, including those to [Cologne](#), [Düsseldorf](#), [Hamburg](#), [Hanover](#), [Munich](#), [Nuremberg](#), and [Stuttgart](#).<sup>[50]</sup> Additionally, China Airlines is planning on codesharing with [British Airways](#). Initial agreements have been struck to cooperate from Taipei-Taoyuan to London-Gatwick and beyond.<sup>[51]</sup>

## Fleet



### Current fleet



As of May 2019, the China Airlines fleet consists of the following aircraft:<sup>[52][53]</sup>

#### China Airlines fleet

Aircraft	In service	Orders	Passengers					Notes
			C	W	S	Y	Total	
Airbus A321neo	—	25 <sup>[54]</sup>	TBA					Ordered 11 firm and 14 leased with 5 options. <sup>[55]</sup>
Airbus A330-300	23	—	36	—	—	277	313	
			30	—	—	277	307	
Airbus A350-900	14 <sup>[56]</sup>	—	32	31	36	207	306	
Boeing 737-800	18	—	8	—	—	150	158	
						153	161	
Boeing 747-400	4	—	12	49	—	314	375	B-18211 painted in <a href="#">SkyTeam</a> livery
Boeing 777-300ER	10	—	40	62	30	226	358	
<b>China Airlines Cargo fleet</b>								
Boeing 747-400F	18	—	Cargo					
Boeing 777F	—	3	Cargo					Order with 3 options. <sup>[57]</sup>
<b>Total</b>	<b>87</b>	<b>28</b>						

#### Retired fleet

##### China Airlines retired fleet

Aircraft	Fleet	Introduced	Retired	Notes
Airbus A300B4-200	6	1985	2001	
Airbus A300-600R	12	1987	2008	
	1	1991	1994	Crashed as <a href="#">Flight CI140</a> .
	1	1990	1991	Crashed as <a href="#">Flight CI676</a> .
Airbus A320-200	2	1991	1997	
Airbus A340-300	6	2001	2017	
Boeing 707	6	1969	1985	
Boeing 727	4	1967	1982	
Boeing 737-200	6	1976	1997	
	1	1986	1989	Crashed as <a href="#">Flight CI204</a> .
Boeing 737-400	6	1996	1999	
Boeing 747-100	2	1976	1984	
Boeing 747-200	18	1979	2002	
	1	1979	2002	Crashed as <a href="#">Flight CI611</a> .
Boeing 747-200F	2	1980	2003	
	1	1985	1991	Crashed as <a href="#">Flight CI358</a> .
Boeing 747-200SF	7	1992	2002	
Boeing 747SP	3	1977	1998	
	1	1982	1997	Damaged once as <a href="#">Flight CI006</a> .
Boeing 767-200	2	1983	1989	
McDonnell Douglas MD-11	5	1992	2002	
Consolidated PBY Catalina	2	1959	1966	



China Airlines Airbus A300-B4.



China Airlines Airbus A300-600R.



China Airlines Airbus A330-300 with [Rolls Royce](#) engines (leased from [Virgin Atlantic](#)).



China Airlines Airbus A340-300.



China Airlines Boeing 707.



China Airlines Boeing 747-200F.



China Airlines Boeing 747-SP.



China Airlines Boeing 767-200.

## Renewal plans



China Airlines Airbus A350-900 with Mikado pheasant livery.

In May 2019, China Airlines announced that it will be introducing the [Airbus A321neo](#) to replace its [Boeing 737-800](#) fleet. The airline will take delivery of 25 A321neos, including 14 leased and 11 purchased, starting 2021. The order with Airbus also includes option for 5 more of the type.<sup>[15]</sup>

China Airlines also has options for 6 A350s. Decision to switch the options to firm orders will be based upon the performance of the aircraft on European nonstop routes.<sup>[58]</sup> The airline has taken a cautious attitude towards ordering the largest A350-1000 variant due to the large capacity.<sup>[59]</sup>

Regarding the [Airbus A330-300](#), replacement plans have been underway since 2017.<sup>[60]</sup> Previously in 2016, a retrofit program was announced to upgrade the in-flight products on the A330. The plan was suspended indefinitely in favor of ordering and leasing new aircraft.<sup>[61]</sup>

## Retirement plans

In June 2017, China Airlines completed the retirement of its entire [Airbus A340-300](#) fleet and all [Boeing 747-400](#) delivered before 2004. It has also phased out most [Boeing 737-800](#) delivered before 2014. The retired A340-300 and Boeing 747-400 are either stored at the [aircraft boneyard](#) at [Victorville Airport](#) or sold. All stored passenger aircraft are to be sold eventually.<sup>[33][62][63][64]</sup> Regarding the newer Boeing 747-400 passenger fleet with the [General Electric CF6](#) engines, they will be kept to operate high demand cross-strait and regional flights.<sup>[65][66]</sup>

## Cargo fleet plans



China Airlines Cargo Boeing 747-400F leaving Anchorage

China Airlines Cargo, the freight division of China Airlines, currently operates a fleet of 18 freighters to 33 destinations across Asia, Europe and North America. The division also utilizes the cargo space on passenger aircraft of the group. In May 2019, China Airlines signed a Memorandum of Understanding (MoU) with Boeing for 3 orders and 3 options of the [Boeing 777F](#). The 777F will partially replace the 747-400F fleet.<sup>[16]</sup>

## Special liveries

The first China Airlines special livery, the "Taiwan Touch Your Heart" tourism-promotional livery, was introduced in 2003. The project was a collaboration between the carrier and the Tourism Bureau of Taiwan. However, the plane was painted back to the normal livery before it left the hangar.<sup>[67]</sup> Currently, China Airlines has a total of 9 special livery aircraft in service.

## 60th Anniversary series

China Airlines entered its sixtieth year of operations in 2019. As part of the celebrations, the airline announced plans to decorate one aircraft from each of its fleet type with special 60th Anniversary

stickers. The logo consists of the number "60" in China Airlines' corporate colors, blue and red. The design also resembles "GO" and the infinity symbol "∞"<sup>[68]</sup>

Plane currently carrying the livery:

- B-18917 ([Airbus A350-900](#))
- B-18701 ([Boeing 747-400F](#))
- B-18006 ([Boeing 777-300ER](#))

#### Aircraft manufacturer co-branded liveries

China Airlines has a history of partnering with aircraft manufacturers to introduce special liveries. The first co-branded livery aircraft was a [Boeing 747-400](#), which was delivered in 2004 carrying the combined livery-design of [Boeing](#) and the airline; the aircraft was painted back to China Airlines corporate colors in 2012. The second co-branded livery was painted on a [Boeing 777-300ER](#) delivered in May 2016.<sup>[69]</sup> The third co-branded livery aircraft, first with [Airbus](#), was painted on an [Airbus A350-900](#). The design interweaves the China Airlines brand colors with the Airbus carbon fiber pattern.<sup>[70]</sup>

Plane currently carrying hybrid liveries:

- B-18007 ([Boeing 777-300ER](#)) -- world's first co-branded Boeing 777<sup>[70]</sup>
- B-18918 ([Airbus A350-900](#)) -- first aircraft in the world to use an Airbus co-branded livery.<sup>[69]</sup>

Plane once carrying a hybrid livery:

- B-18210 ([Boeing 747-400](#)) – nicknamed 'Blue Whale'; first aircraft in the world to use Boeing's co-branded livery on the 747-400<sup>[69]</sup>

#### "Flying Ambassador of Taiwan" series

In 2016, China Airlines announced that the [Airbus A350-900](#) fleet will have a naming theme that combines endemic birds and unique features of Taiwan. The first two A350s were named [Mikado pheasant](#) and [Taiwan blue magpie](#) by the airline. The names of the remaining 12 aircraft were selected by the Taiwanese public online from a total of 24 choices.

Planes currently part of the series:

- B-18901 ([Airbus A350-900](#)) – named and decorated after [Mikado pheasant](#)<sup>[71]</sup>
- B-18908 ([Airbus A350-900](#)) – named and decorated after [Taiwan blue magpie](#)<sup>[71][72]</sup>

#### Skyteam alliance livery

China Airlines has two aircraft painted in the [Skyteam](#) alliance livery:

- B-18211 ([Boeing 747-400](#)) – currently the only Boeing 747 wearing the Skyteam livery
- B-18311 ([Airbus A330-300](#)) – previously wearing the "Sweet" Fruit livery

Plane once part of the series:

- B-18206 ([Boeing 747-400](#)) – first Boeing 747 to wear the Skyteam livery

#### Taiwanese culture and creativity series

In 2013, China Airlines revealed plans to start a series of Taiwan-themed special livery aircraft. The carrier collaborated with Taiwanese artists, cultural workers, and the Tourism Bureau to design the special liveries.<sup>[73]</sup>

Plane currently part of the series:

- B-18361 ([Airbus A330-300](#)) – "[Cloud Gate Dance Theatre of Taiwan](#)" livery, in collaboration with [Cloud Gate Dance Theatre](#)<sup>[73]</sup>

Planes once part of the series:

- B-18203 ([Boeing 747-400](#)) – Love & Hug livery, in collaboration with illustrator [Jimmy Liao](#)<sup>[73]</sup>
- B-18358 ([Airbus A330-300](#)) – "Masalu! Taiwan" livery, in collaboration with [Paiwan](#) artist [Sakuliu Pavavalung](#) and the [Council of Indigenous Peoples](#)<sup>[73]</sup>

#### Other existing special liveries

- B-18657 ([Boeing 737-800](#)) – "Buddy Bears" livery, featuring Taiwanese and Japanese cartoon bears OhBear (Taiwan), Hero (Kaohsiung) and [Kumamon](#) (Kumamoto) along with famous landmarks from [Kaohsiung](#) and [Kumamoto](#). The aircraft is regularly assigned to the [Kaohsiung-Kumamoto](#) route.<sup>[74]</sup>

#### Other retired special liveries

- B-18209 ([Boeing 747-400](#)) – "Taiwan Touch Your Heart" livery, in collaboration with the [Tourism Bureau](#)
- B-18305 ([Airbus A330-300](#)) – butterfly orchid livery, in collaboration with the [Council of Agriculture](#)
- B-18311 ([Airbus A330-300](#)) – "Sweet" Fruit livery, in collaboration with the [Council of Agriculture](#); currently wearing Skyteam livery.
- B-18355 ([Airbus A330-300](#)) – "Welcome to Taiwan" livery, in collaboration with the [Tourism Bureau](#); repainted to standard livery
- B-18610 ([Boeing 737-800](#)) – Lavender livery, commemorating launch of [Sapporo](#) flights
- B-18806 ([Airbus A340-300](#)) – "The Official Airline for Climate Monitoring" livery for the [Pacific Greenhouse Gases Measurement \(PGGM\) Project](#); aircraft previously part of "50th Anniversary" series; aircraft retired

#### 50th Anniversary series

In 2009, China Airlines decorated one plane of each of its plane types with the 50th anniversary logo. All planes of the series now wear the regular corporate livery or another special livery.

Planes once part of the series:

- B-18208 ([Boeing 747-400](#))
- B-18312 ([Airbus A330-300](#))
- B-18606 ([Boeing 737-800](#))
- B-18725 ([Boeing 747-400F](#))
- B-18806 ([Airbus A340-300](#)) – later wore the "Official Airline for Climate Monitoring" livery until its retirement



'Blue Whale' 747 B-18210 in the hangars



"Taiwan Blue Magpie" A350 B-18908 close-up



Skyteam A330 B-18311 taking off from [Bangkok](#)



'Welcome To Taiwan' A330 B-18355 close-up



"Carbon Fibre" A350 B-18918 taking off

## Cabin classes

### Business Class

**Business Class**, formerly known as **Dynasty Class**, is offered on all China Airlines aircraft.

### Premium Business Class



China Airlines Boeing 777-300ER  
Premium Business Class

Premium Business Class is available on the [Boeing 777-300ERs](#) and [Airbus A350-900](#).<sup>[38]</sup> The seats are configured in a 1-2-1 layout, offering every passenger direct aisle access. The seat is 78 inch long in full flat mode. Each seat features natural woodgrain table, adjustable reading lights, multiple storage bins, AC and USB sockets and an 18-inch multiple-touch screen with touchscreen-control. Turndown service is offered by cabin crew upon request while a [self-service galley bar](#), named as [Sky Lounge](#), offers snacks, instant noodles, drinks, and books for passengers during in-flight.<sup>[38][75]</sup>

### Former First Class seats



China Airlines First Class Seat In Lie-Flat Mode

China Airlines has terminated **First Class** services since 1 July 2015. However, it still offers the hardware product on the [Boeing 747](#) aircraft and markets the seats as Business Class ones. There are 12 flat-bed First Class seats located in each of the three-class Boeing 747s nose sections. Each seat features a 15.1-inch personal screen with [Audio and Video On Demand \(AVOD\)](#), USB port, universal power outlet, and noise cancelling headphone. [Turndown service](#) is offered by cabin crew upon request.<sup>[76]</sup>

### Recliner and angle-flat seats

On the long haul [Airbus A330-300s](#), there are 30 shell seats with 63" of pitch and 166° of recline; on the medium haul A330s, there are 36 shell seats with 52" of pitch and 140° of recline. All Business Class seats on the Airbus fleet have in-seat power and personal television screens.

Boeing 747 aircraft equipped with First Class flatbed-seats have 49 Business Class recliner seats. All seats offer 60" of pitch, in-seat power, 10.4" IFE displays and have 140° of recline. [Boeing 737-800](#) aircraft are equipped with 8 recliners styles seats with 40" of pitch.

### Premium Economy Class



China Airlines Boeing 777-300ER  
Premium Economy Class

**Premium Economy Class** is offered on the Boeing 777-300ER and Airbus A350-900XWB. The class features fixed-back seats, 12.1-inch multiple-touch screens, USB ports, universal power outlets, footrests, leg-rests, and tables with adjustable tablet holders. Passengers traveling in Premium Economy Class will receive complimentary amenity kits, slippers and inflatable neck-rests. The seat pitch is approximately 39 inch.<sup>[75]</sup>

## Economy Class

**Economy Class** on all aircraft features 31–32" of pitch and, except on Boeing 737 aircraft, IFE screens ranging from 6.5" to 11.1" inch size.

China Airlines previously sold the **Family Couch** product on long haul flights operated by the Boeing 777-300ER and the Airbus A350-900XWB.<sup>[38]</sup> It was a set of three Economy class seats, in the first 10 rows on the right of the Economy Class cabin on the 777 and first 6 rows on both right and left of the Economy Class cabin on the A350, that could be easily converted into a large surface area. By booking three adjacent Family Couch seats on long-haul flights, passengers could lie flat on their backs.<sup>[38][75][77]</sup> However, due to low popularity, China Airlines has stopped selling the product as of June 2018. Seats capable of becoming Family Couch seats will now have leg-rests locked.<sup>[78]</sup>

## In-flight services

### Meal services



Ta-a noodles offered in Business Class



China Airlines Economy Class meal  
(seafood curry with rice)

Food and beverages served on flights from **Taipei** are provided by China Pacific Catering Services (CPCS) facilities in Taipei. China Airlines offers a variety of meals on intercontinental routes, depending on seat class, destination and flight length. **Western** and **Eastern** menu selections are typically offered, including seasonal menu selections varied by destination. Special meal offerings can be requested in each class during booking, including children's, religious, vegetarian, and other meals. Meals from famous Taiwanese restaurants or hotels are offered, mostly to First and Business Class passengers.

China Airlines also offers refreshments (also known as light meals) or snack boxes on all of their international flights. Mixed nuts are offered to customers in all classes before flight while pre-flight drinks are served exclusively to First and Business Class passengers.

### Self-Service Galley Bar



China Airlines Boeing 777-300ER Sky  
Lounge

The **Boeing 777-300ER** and **Airbus A350-900** of China Airlines features a galley bar, **Sky Lounge**, for Premium Business Class passengers to serve themselves with coffee, tea, alcoholic beverages, cup noodles, or snacks. The bar area also features social areas, located next to the exits, and books selected by **Eslite Bookstore**.<sup>[75]</sup>

### In-flight entertainment



China Airlines PTV welcome screen

**Fantasy Sky**, the **in-flight entertainment** system of China Airlines, is available on all aircraft types excluding the Boeing 737–800. The system comes in three languages: Traditional Chinese, English and Japanese. Over 100 movies are offered in addition to television shows, songs, and video games. Other functions include exterior camera views, company information, and connecting flight data (available prior to landing). Furthermore, on the **Boeing 777-300ER**, "Fantasy Sky" features Duty Free catalogues, E-Books, surveys and chatrooms.<sup>[75]</sup>

Regarding personal electronic devices, China Airlines, in accordance with governmental regulations, allows passengers to use electronics, storable in the seat pocket and under flight mode, throughout the journey. Digital devices heavier than 1 kg can only be used above 10,000 feet. Furthermore, after landing and during long delays, data roaming will be allowed under the captain's permission.<sup>[79]</sup>

### In-flight connectivity (Wi-Fi)

In-flight Wi-Fi, utilizing the **Panasonic Avionics** eXConnect **Ku band** systems and **Deutsche Telekom** portals, is available on the **Boeing 777-300ER** and **Airbus A350-900** once the plane reaches cruising altitude. Passengers can enjoy internet connection by paying through the system. There are also free services such as news articles and weather information. Phone calls and video chat are not

permitted on the system.<sup>[38][75]</sup>

Previously in 2005, China Airlines installed [Connexion by Boeing](#) Ku-band services on its [Boeing 747-400](#). The service discontinued in 2006 following the dissolution of Connexion by Boeing.<sup>[80]</sup>

## In-flight magazines



China Airlines in-flight magazines

China Airlines publishes three in-flight magazines for its passengers: *DYNASTY*, *Fantasy Sky*, and *Sky Boutique*.

*DYNASTY*, the China Airlines magazine, has articles in English, Chinese, and Japanese. The articles feature local and international events, descriptive culture, social introductions, personal interviews, in-flight entertainment instructions, and China Airlines news.

*Fantasy Sky*, China Airlines' in-flight entertainment guide, provides information on the movies, videos, music, and radio channels offered.

*Sky Boutique* is China Airlines' duty-free catalog.

## Dynasty Flyer

Dynasty Flyer is China Airlines' frequent flyer program. There are four tiers where three elite tiers are Gold, Emerald, and Paragon. Members can qualify for these elite tiers by earning enough air miles and/or segments within 12 calendar months. Elite members have more privileges such as access to the VIP Lounge, a higher checked baggage allowance, and being able to upgrade their ticket to a different cabin.<sup>[81]</sup>

## Greater China Connection

In January 2013, [Skyteam](#)-members China Airlines, [China Eastern Airlines](#), [China Southern Airlines](#), and [Xiamen Airlines](#) announced plans to establish **Greater China Connection**. The partnership ensures that members flying the four airlines can enjoy matched benefits and freely change flights to any Greater China Connection partner-flights.<sup>[82]</sup>

## Dynasty Lounges



TPE T1 Lounge Exclusive Area



TPE T1 Lounge Business Class Area

China Airlines' [airline lounges](#) are branded as "Dynasty Lounge". There are a total of 9 China Airlines lounges (including 1 Mandarin Airlines lounge in [Taichung](#)) at 7 different airports. Lounge services at other China Airlines destinations are offered by [Skyteam](#), partner airlines, or local operators. Dynasty Lounge is available to Business Class passengers and [Dynasty Flyer](#) Gold, Emerald, and Paragon card holders. Two-section lounges include an **Exclusive Area**, for Dynasty Flyer Emerald and Paragon card holders, and a **Business Class Area**, for Business Class passengers and Dynasty Flyer Gold card holders.

Dynasty Lounge features vary by location. Services typically include meals, refreshments, free Wi-Fi access, computers, televisions, publications, shower facilities, and breast-feeding rooms. Sleeping quarters and tea bars are featured at the newly renovated [Taiwan Taoyuan International Airport](#) Terminal 1 lounge, which was designed by Taiwanese architect Ray Chen.<sup>[83]</sup>

Location of Dynasty Lounges:<sup>[84]</sup>

- [Taipei Taoyuan International](#) Terminal 1
- [Taiwan Taoyuan International Airport](#) Terminal 2 (near Gate D4; closed for renovation until Sep 2018<sup>[85]</sup>)
- [Taiwan Taoyuan International Airport](#) Terminal 2 (previously branded as Dynasty Supreme Lounge)
- [Kaohsiung International Airport](#)
- [Kuala Lumpur International Airport](#)
- [Bangkok Suvarnabhumi International Airport](#)
- [Tokyo Narita International Airport](#) Terminal 2
- [Honolulu International Airport](#)
- [San Francisco International Airport](#)

## Skyteam Lounge Hong Kong

At [Hong Kong International Airport](#) Terminal 1, China Airlines utilises the [Skyteam](#) alliance lounge, in which the carrier, alliance partner [China Eastern Airlines](#), and Plaza Premium Lounge lead the designing, management, and operations. The 1,038 square meters lounge is located near Gate 15 and provides a total of 230 seats. Facilities include VIP room, lounge area, dining area with a hot and cold buffet of international cuisine, bar, business centre, TV room, yoga room, and shower rooms. Regarding connectivity, there are work stations, charging points for electronic devices, complimentary Wi-Fi access.<sup>[86]</sup>

## Private bus services in the United States

In the United States, China Airlines operates private bus services in selected cities to transport customers between their residing location and the airport.<sup>[87]</sup>

In **Greater New York**, the airline operates a bus to **John F. Kennedy International Airport** from **Fort Lee**, **Parsippany-Troy Hills**, and **Edison** in northern New Jersey, and several points in **Greater Philadelphia**, including **Cherry Hill**, **New Jersey**, **North Philadelphia**, and **South Philadelphia**. In **Los Angeles**, a bus transports customers between **Los Angeles International Airport**, **Monterey Park** and **Rowland Heights**.<sup>[88]</sup>

Previously, the airline operated buses for travelers in **San Francisco**, **Houston** and **Abu Dhabi**.<sup>[87]</sup> The San Francisco buses transported customers to/from **Milpitas** and **Cupertino**.<sup>[89]</sup> The Houston bus service served **Sugar Land** and **Southwest Houston Chinatown**.<sup>[90]</sup>

## Pacific Greenhouse Gases Measurement (PGGM) Project

Since 2012, China Airlines has been participating in the Pacific Greenhouse Gases Measurement (PGGM) Project, led by the **Environmental Protection Administration**, **Ministry of Science and Technology**, and **National Central University**. As part of the collaboration, China Airlines installed "In-service Aircraft for a Global Observing System (IAGOS)" on three aircraft: B-18806 (**Airbus A340-300**) in June 2012, B-18317 (**Airbus A330-300**) in July 2016, and B-18316 (**Airbus A330-300**) in July 2017. B-18806 also wore "The Official Airline for Climate Monitoring" special livery. Between July 2012 and September 2017, the PGGM fleet collected greenhouse gases-data from a total of 4682 flights. In May 2017, B-18806 was retired. B-18316 and B-18317 are expected to continue collecting data until 2027.<sup>[91][92]</sup>

## Subsidiaries and associates



Mandarin Airlines E190



Tigerair Taiwan Airbus A320

China Airlines has diversified into related industries and sectors, including **ground handling**, **aviation engineering**, and **inflight catering**.

Companies with a major **China Airlines Group** stake include:<sup>[2]</sup>

Company	Type	Principal activities	Incorporated in	Group's equity shareholding
Cal-Asia Investment Inc.	Subsidiary	Holding company	<b>British Virgin Islands</b>	100%
<b>CAL Park</b>	Subsidiary	Headquarters	<b>Taiwan</b>	100%
<b>China Aircraft Services Limited</b> <sup>[93]</sup>	Joint Venture	Maintenance Company	<b>Hong Kong</b>	20%
<b>China Pacific Catering Services Limited</b>	Subsidiary	Catering services	<b>Taiwan</b>	51%
China Pacific Laundry Services Limited	Subsidiary	Laundry	<b>Taiwan</b>	55%
Dynasty Holidays	Subsidiary	Travel agency	<b>Taiwan</b>	51%
Global Sky Express Limited	Joint Venture	Cargo loading	<b>Taiwan</b>	25%
Hwa Hsia Company Limited	Subsidiary	Laundry	<b>Taiwan</b>	100%
<b>Mandarin Airlines</b>	Subsidiary	<b>Airline</b>	<b>Taiwan</b>	93.99%
<b>Taiwan Air Cargo Terminals Limited</b>	Subsidiary	Cargo loading	<b>Taiwan</b>	54%
Taiwan Aircraft Maintenance & Engineering Co. (TAMECO)	Subsidiary	MRO company	<b>Taiwan</b>	100%
<b>Taoyuan International Airport Services Limited</b>	Subsidiary	<b>Ground handling</b>	<b>Taiwan</b>	49%
<b>Tigerair Taiwan</b>	Subsidiary	<b>Low-cost carrier</b>	<b>Taiwan</b>	100% <sup>[94]</sup>

## Incidents and accidents

Between 1994 and 2002, China Airlines suffered four fatal accidents,<sup>[95]</sup> three of which each resulted in more than 200 deaths. The accidents contributed to the airline having a poor reputation for safety, partly blamed on an **air force**-influenced pilot culture.<sup>[96]</sup> Since then, the airline's safety record has seen an improvement. In 2007, in an article published after the explosion of **Flight 120**, *The Wall Street Journal* quoted analysts as saying the airline has had "a marked improvement in safety and operational performance since 2002", with the mid-air disintegration of **Flight 611** being "a catalyst for an overhaul" in its safety practices.<sup>[95]</sup>

- On 2 January 1969, Flight 227, a **Douglas C-47A**, struck the side of **Mount Dawu** (2222, elevation 3090 m), Taiwan after encountering turbulence and a downdraft. The aircraft was operating a domestic scheduled passenger flight from **Taitung Airport** to **Kaohsiung International Airport**. All 24 passengers and crew were killed.<sup>[97]</sup>
- On 12 August 1970, **Flight 206**, a **NAMC YS-11A**, struck a ridge in thick fog while on approach to Taipei, killing 14 of 31 on board.<sup>[98]</sup>
- On 20 November 1971, Flight 825, a **Caravelle III** aircraft, blew up after a bomb on it exploded, causing the deaths of 25 people over the **Penghu Islands**.<sup>[99]</sup>
- On 26 March 1975, Douglas C-47A B-1553 crashed at **Kompong Som** following a mid-air collision with a **Cessna L-19 Bird Dog**.<sup>[100]</sup>
- On 11 September 1979, **Boeing 707-320**Registration B-1834, crashed off **Chiang Kai-shek International Airport** shortly after takeoff during a training flight, killing all six crew on board.<sup>[101]</sup>
- On 27 February 1980, **Flight 811**, a CAL Boeing 707-300C, registration B-1826, crashed short of the runway at **Manila International Airport**, killing two of 135 on board.<sup>[102]</sup> The same route with the same flight number will be the scene of an assassination of a Filipino politician three years later.
- On 21 August 1983, an **Airbus A-300** from Taipei, landed in **Manila International Airport**. **Benigno Aquino Jr.** the former senator in **Philippines** was **assassinated** after being escorted from the plane. Coincidentally, this is the second incident of China Airlines involving the flight number 811.
- On 19 February 1985, **Flight 006**, a **Boeing 747SP**, performed an uncontrolled descent over the **Pacific Ocean** resulting in substantial damage to the aircraft.<sup>[103]</sup>
- On 16 February 1986, Flight 2265, a **Boeing 737-200**, crashed 12 mi off **Makung, Penghu**, killing 13. During landing, a nosewheel tire blew. The crew performed a go-around during which the aircraft crashed; the wreckage was found on March 10 in 190 feet of water.<sup>[104]</sup>
- On 3 May 1986, **Flight 334**, a **Boeing 747-200F**, was hijacked by its pilot, who landed the plane in **Guangzhou**, where he defected. The ROC government sent a delegation to discuss with their

mainland counterpart regarding the return of the plane and two remaining crew.<sup>[105]</sup>

- On 26 October 1989, **Flight 204**, a Boeing 737-200, struck a mountain near Hualien, Taiwan after the crew used the climbout procedure of the incorrect runway, causing the aircraft to make a wrong turn. All 54 passengers and crew aboard were killed.<sup>[106]</sup>
- On 29 December 1991, **Flight 358**, a Boeing 747-200F (the same aircraft that was involved in the Flight 334 hijacking), hit a hillside near **Wanli**, Taiwan after separation of its No.3 & 4 engines, killing all five crew on board.<sup>[107]</sup>
- On 4 November 1993, **Flight 605**, a brand new Boeing 747-400, overran the **Kai Tak Airport** runway 13 while landing during a typhoon. It had touched down more than 2/3 down the runway and was unable to stop before the end of the runway, finishing up in Hong Kong harbor. All 396 people on board were safely evacuated but the aircraft was written off. The vertical stabilizer was dynamited away due to its interference with Kai Tak's ILS systems.<sup>[108]</sup>
- On 26 April 1994, **Flight 140**, an **Airbus A300**, crashed while landing at **Nagoya, Japan** due to crew error, killing 264 of 271 on board.<sup>[109]</sup>
- On 16 February 1998, **Flight 676**, an Airbus A300, crashed after a failed missed-approach at **Chiang Kai-shek International Airport** in **Taiwan**, killing all 196 aboard along with 7 on the ground, including ROC Central Bank chief Hsu Yuan-Dong.<sup>[110]</sup>
- On 22 August 1999, **Flight 642**, a **McDonnell Douglas MD-11**, flipped over while landing at Hong Kong airport during a typhoon. Three people were killed.<sup>[111]</sup>
- On 25 May 2002, **Flight 611**, a **Boeing 747-200B**, broke up in mid-air on the way to **Hong Kong International Airport** in **Hong Kong** from **Chiang Kai-shek International Airport** in **Taiwan**. All 206 passengers and 19 crew members died. The aircraft was the last 747-200 in China Airlines' passenger fleet. The cause was improper repair after a tailstrike incident in Hong Kong in 1980.<sup>[112]</sup>
- On 20 August 2007, **Flight 120**, a Boeing 737-800 inbound from Taipei caught fire shortly after landing at **Naha Airport** in **Okinawa Prefecture, Japan**. After stopping on the tarmac, the engine started smoking and burning, and later exploded causing the aircraft to catch fire.<sup>[113]</sup> A statement from the airline confirmed that all passengers and crew members were safely evacuated, and a ground engineer knocked off his feet by the blast was unhurt.<sup>[114]</sup> The cause of the explosion has been attributed to a fuel leak caused by a bolt from the right wing slat puncturing the fuel tank.<sup>[115][116]</sup>

## See also

-  [Taiwan portal](#)
-  [Companies portal](#)
-  [Aviation portal](#)

- List of airports in Taiwan
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