空中丝绸之路建设发展报告

中国民用航空局
国家发展和改革委员会 主编

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前　言

2013 年秋天，习近平主席在出访哈萨克斯坦和印度尼西亚时先后提出共建“丝绸之路经济带”和“21 世纪海上丝绸之路”的重大倡议，搭建了世界上范围最广、规模最大的国际合作平台。

空中丝绸之路建设是共建“一带一路”的重要内容，也是构建完善海陆天网“四位一体”互联互通布局的重要环节。中国依托与共建国家间签署的航空运输协定，持续深化基础设施、客货运输、人文交流等务实合作。2017 年 6 月，习近平主席首次提出建设空中丝绸之路。多年来，中国与共建国家一道，携手推动民航基础设施“硬联通”、规则标准“软联通”、人文交流“心联通”不断取得新进展新成效，将空中丝绸之路打造成为各国共享机遇、共谋发展、共筑友谊的空中桥梁。

执大象，天下往。2023 年 10 月，习近平主席在第三届“一带一路”国际合作高峰论坛开幕式上发表主旨演讲，向世界宣布高质量共建“一带一路”八项行动，明确提出加快

空中丝绸之路建设，为下一个金色十年推动共建“一带一路”高质量发展指明了前进方向。

乘势而上、继往开来，中国将继续秉持共商共建共享、开放绿色廉洁、高标准惠民生可持续的重要指导原则，统筹推进民航高质量发展和高水平开放，携手共建国家加快构建安全可靠、便捷高效、绿色集约、互惠包容的空中丝绸之路，为助力共建国家经济社会发展、推动构建人类命运共同体作出新的更大贡献。

为深入贯彻落实习近平主席在第三届“一带一路”国际合作高峰论坛开幕式上的重要讲话精神，全面宣介空中丝绸之路建设成效，进一步凝聚合作共识、展望合作前景，特发布《空中丝绸之路建设发展报告》。

目　录

一、发展成效

民航业是经济社会发展的重要战略产业。各方通过加强协商、开展基础设施建设，共同推动国际民航运输健康高效发展，促进各国人员往来和高附加值物流发展，是最能体现“共商、共建、共享”精神的行业之一。近年来，在各方共同努力下，空中丝绸之路建设“朋友圈”持续扩大、合作领域不断拓展、服务保障功能充分彰显，为推进共建“一带一路”高质量发展作出了积极贡献。

（一）航空运输网络越织越密

中国携手共建国家持续深化航线网络建设，共同构建安全、高效、便捷、快速的空中交通通道。

一是与共建国家空中联通水平稳步提升。中国民航高度重视提升与共建“一带一路”国家航线网络互联互通水平，支持新开和加密国际客货运航线航班，着力构建“周边融、走廊通、通道畅”的国际航线网络。目前，中国定期航班

客运通航 61 个共建国家、货运通航 33 个共建国家，中国航空承运人国际航线历史累计通航 110 个共建国家，初步形成了覆盖六大经济走廊[1]的空中通道。空中丝绸之路提出[2]以来（2017—2024 年），中国与共建国家累计完成航班量 139.2 万架次、旅客运输量 1.8 亿人次、货邮运输量 523.7 万吨，占国际航空运输总量的比例分别为 59.0%、59.0%、24.9%。其中 2024 年，上述 3 项指标分别达 30.1 万架次、4 183.7 万人次、120.6 万吨（具体年度数据如图 1、图 2 和图 3 所示），分别恢复至 2019 年同期的 101.8%、98.6%、218.9%，恢复程度均高于中国国际航线总体水平。目前，中国航空承运人平均与共建国家间每周运营 3 100 多个航班，占中国国际航班总量的 65%，中国货物进出口总值航空分担率达 20%。

1　“一带一路”六大经济走廊指的是：新亚欧大陆桥、中蒙俄、中国—中亚—西亚、中国—中南半岛、中巴、孟中印缅经济走廊。

2　2017 年 6 月，中国国家主席习近平在会见卢森堡首相贝泰尔时，首次提出支持建设郑州—卢森堡“空中丝绸之路”。

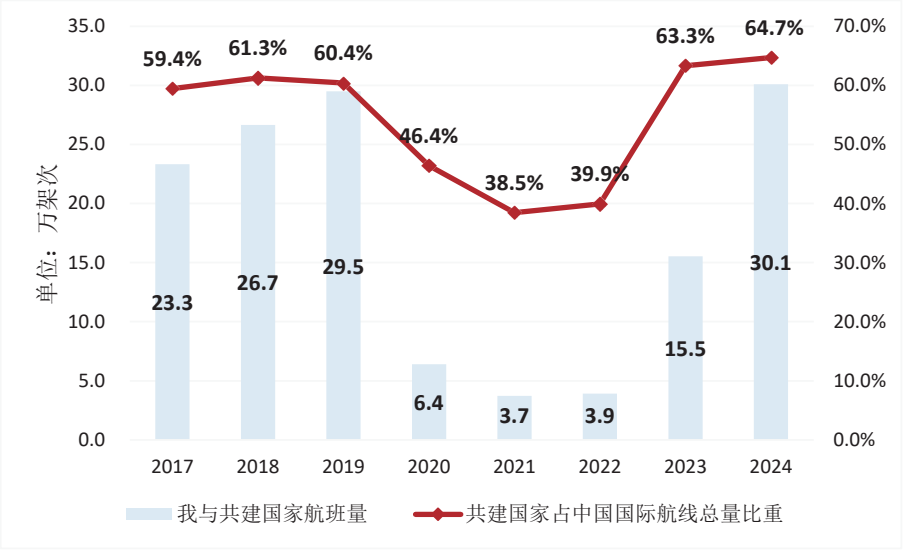

图 1　2017—2024 年中国与共建国家航班量

数据来源：中国民用航空局。

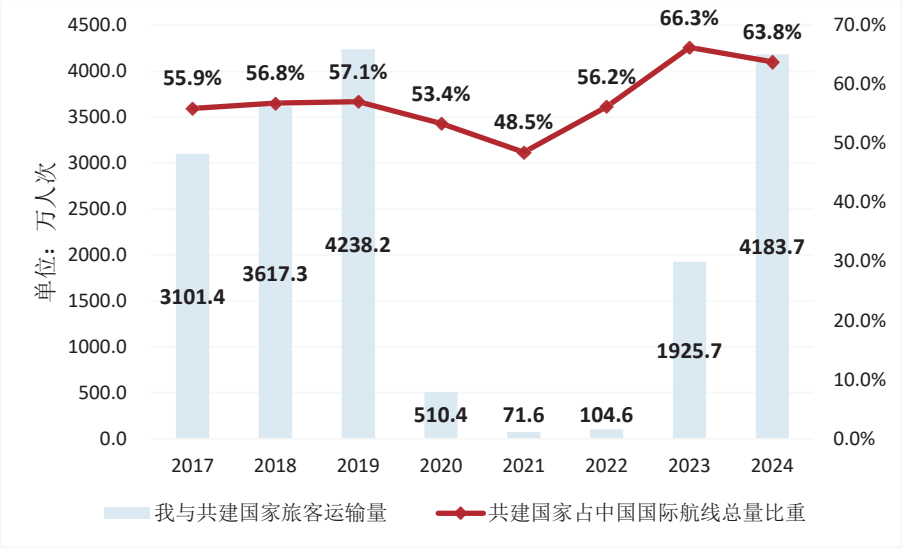

图 2　2017—2024 年中国与共建国家旅客运输量

数据来源：中国民用航空局。

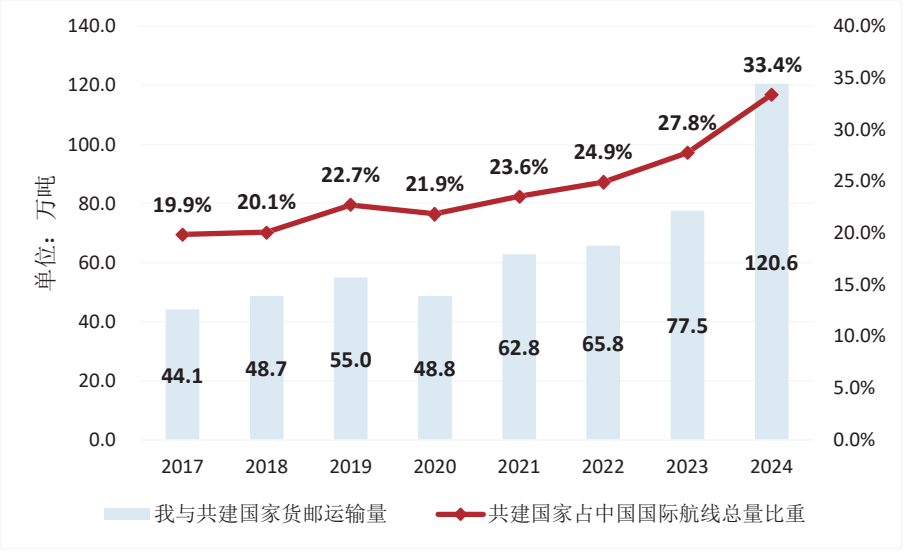

图 3　2017—2024 年中国与共建国家货邮运输量

数据来源：中国民用航空局。

二是地方民航融入共建“一带一路”多点开花。河南以郑州—卢森堡“空中丝绸之路”为引领，以做优做强物流枢纽为突破口，着力畅通开放通道、高质量建设开放平台，统筹推进“空、陆、网、海”四条丝绸之路协同发展，走出了一条内陆地区开放发展的新路子。目前，郑州—卢森堡“空中丝绸之路”航线覆盖欧洲 24 个国家的 200 多个城市，郑州新郑国际机场和卢森堡芬德尔机场“双枢纽”合作取得突破性进展，基础保障能力双双大幅提升，中卢经贸往来、产业发展、人文交流等领域合作蓬勃开展，搭建了中欧互联互通的空中桥梁。湖北充分发挥鄂州花湖国际机场等开放平台载体作用，积极打造国际一流航空货运枢纽，着力打造中部

地区对外开放“新高地”。截至2025年4月底，鄂州花湖国际机场已有23家货邮航空公司入驻，开通41条国际和地区货运航线，逐步形成辐射欧美、通达世界的航线网络布局。

专栏1　地方积极参与空中丝绸之路建设

1. 郑州—卢森堡“空中丝绸之路”

2017年6月14日，习近平主席在会见卢森堡首相贝泰尔时，明确提出要深化双方在“一带一路”建设框架内的金融、产能等合作，中方支持建设郑州—卢森堡“空中丝绸之路”。河南省主动融入空中丝绸之路建设，积极实施民航优先发展战略，持续探索深化郑州—卢森堡“双枢纽”合作模式，构建形成以郑州为枢纽、基本覆盖全球主要经济体的枢纽航线网络。郑州新郑国际机场客货运增速稳居中国前列，2024年机场货邮吞吐量82.51万吨，较2012年增长超4倍，在中国机场中的排名由2012年的第15位跃升至2024年的第6位。

2022年11月16日，以“做大做强中卢货运航线‘空中丝路’”为主题的郑州—卢森堡“空中丝绸之路”国际合作论坛在郑州举行。2024年6月20日，第二届郑州—卢森堡“空中丝绸之路”国际合作论坛在卢森堡举行。中共中央政治局常委、国务院副总理丁薛祥出席并致辞。丁薛祥表示，多年来，中卢双方秉持丝路精神，推动空中丝绸之路建设取得显著成效，搭建了互联互通的空中桥梁，打造了共建“一带一路”的标志性项目。卢森堡副首相贝泰尔表示，卢森堡—郑州“空中丝绸之路”已经成为拉近卢中关系的重要纽带。

2. 鄂州花湖国际机场

鄂州花湖国际机场是亚洲第一座、全球第四座专业货运机场，于2022年7月17日正式投运。机场已建成4E级双跑道、全货机专用机位106个，规模居中国第一，可提供世界一流的跑道边综合物流解决方案。该机场拥有亚洲规模最大、自动化最高的复合型货物（快件）处理中心，建有面积75万平方米、每小时处理能力达28万件的超级货运转运中心和2.26万平方米的国际货站。自主研发和引入18类96项行业先进设备及系统，分拣线总长度52千米，实现无人化生产，提升作业效率，能保障快件、冷链、危险品、普货等各类货物的操作需求。

截至2025年4月底，鄂州花湖国际机场已开通99条货运航线，其中国际及地区货运航线41条，形成覆盖亚洲、直抵欧美的货运航空网络，实现“一夜达全国、隔日连世界”。未来，将携手武汉天河国际机场，共同构建中国中部地区民航客货运双枢纽。

（二）技术装备合作提质升级

中国同共建国家深入开展民航技术装备合作，为共建国家民航发展提供更多选择。

一是民用客机国际合作不断深化。C909飞机是中国首次按照国际民航规章自行研制、具有自主知识产权的中短程新型涡扇支线客机，航程2 225 ~ 3 700千米。2022年12月，C909飞机正式交付首家海外客户印度尼西亚翎亚航空，标志着中国国产喷气式客机首次进入海外市场。2023年4月，编入翎亚航空机队的C909飞机从雅加达飞往巴厘岛，正式

投入商业首航。2023 年 6 月，向翎亚航空交付第 2 架 C909 飞机。2024 年 5 月，向翎亚航空交付第 3 架 C909 飞机，这是中国民用客机首单人民币跨境结算交易。2025 年 3 月，C909 飞机正式交付老挝航空，这是中国喷气式客机首次进入老挝市场。截至 2025 年 4 月底，C909 飞机在印度尼西亚累计安全飞行超 8 100 小时，开通航线 14 条，通航城市 14 座，载客超 27 万人次。

二是民航专用设备和技术服务国际合作持续拓展。近年来，中国国产空管装备制造业发展迅速，国际市场知名度和影响力稳步提升。中国国产雷达、ADS-B、自动化系统等多类成熟设备出口国际市场。中国企业积极参与共建国家机场航站楼信息弱电工程、机电工程、行李输送等系统建设及机场飞行程序设计，有效助力提升了老挝、安哥拉、赞比亚、坦桑尼亚、莫桑比克、柬埔寨、尼泊尔等共建国家民航发展能力。

专栏 2　民航空管产业和信息系统建设国际合作

2013 年，中国企业承建的老挝琅勃拉邦国际机场交付使用，该机场飞行程序设计项目是中国空管首次承担的国外机场飞行程序设计任务。

2019 年 1 月，中国民航企业为柬埔寨暹粒吴哥国际机场援建雷电探测系统。

2020 年 12 月，中国民航企业承建南苏丹空中交通管理系统工程项目空管系统及机电设备采购安装工程。

2023 年 1 月，中国民航企业为尼泊尔博克拉国际机场开发的仪表飞行程序顺利投运。

2024 年 3 月，中国民航企业承担柬埔寨金边德崇国际机场民航信息弱电系统等主系统建设。

（三）民航基建合作量质齐升

加强民航基础设施建设合作是助力共建国家民航产业发展的重要举措，也是提高空中丝绸之路联通水平的重要依托。

一是共建国家航空枢纽建设亮点纷呈。中国与柬埔寨、巴基斯坦、多哥、沙特、尼泊尔、孟加拉国、科威特、赞比亚等多个共建国家密切合作，共同推进民用机场、空管、物流园区等基础设施建设，强化环境、社会和治理（ESG）体系，有效助力共建国家经济社会发展。据不完全统计，2024 年，中资企业参与海外民航领域建设项目 200 余个，包括航站楼、跑道、塔台和气象站楼等配套工程、物流园区等基础设施建设，项目范围涵盖非洲、亚洲、中美洲、大洋洲、欧洲等区域的 40 个共建国家，充分展现了中国质量、中国速度、中国责任，受到了各方高度评价。

专栏 3　助力共建国家航空枢纽建设

1. 援巴基斯坦瓜达尔新国际机场项目

援瓜达尔新国际机场项目位于巴基斯坦西南部俾路支省港口城市瓜达尔，是中巴经济走廊重点项目。该机场占地面积约 18 平方公里，飞行区等级为 4F 级，跑道长 3 658 米，可满足主流大型宽体客机起降需求。该机场于 2019 年 10 月启动建设，2024 年 6 月，该机场完成校飞试验并于 9 月通过竣工验收。2024 年 10 月，中国国务院总理李强同巴基斯坦总理夏巴兹共同出席瓜达尔新国际机场竣工仪式。李强表示，瓜达尔新国际机场是中巴经济走廊建设进一步走向深入的重要标志，也是中巴特殊友谊的生动写照。中方愿同巴方一道继续努力，将中巴经济走廊进一步打造成高质量共建“一带一路”的示范性工程。夏巴兹表示，瓜达尔新国际机场项目竣工将为巴基斯坦带来前所未有的发展机遇。巴方愿同中方携手加强中巴经济走廊“升级版”合作，推动巴中命运共同体建设取得更多丰硕成果。

2. 柬埔寨暹粒吴哥国际机场项目

暹粒吴哥国际机场项目是由中国企业在海外以“建设—运营—移交（BOT）”模式实施的项目。机场距世界文化遗产吴哥古迹约 40 千米，是柬埔寨政府重点打造的大型国际机场。机场等级为 4E 级，设计年旅客吞吐量 700 万人次，航站楼建筑面积 8.18 万平方米，跑道长度 3 600 米，可满足主流大型宽体客机起降需求。该机场坚持“一体化设计”理念，对机场和开发区的交通和景观系统进行整体规划，保证机场和周边区域相互协调、有序衔接。航站楼设计沿袭柬埔寨当地传统建筑坡屋顶形式，在建筑核心位置升起的玻璃尖塔如同宫殿庙宇和吴哥古刹的顶部造型，形成航站楼的制高点和标志形象。该机场航站楼空间有序、动线通畅、流程清晰，能够为来自世界各地的旅客提供便捷、高效、舒适的航空出行服务。该机场于 2023 年 10 月正式投运，2024 年共保障航班 1.53 万架次，旅客吞吐量 140.28 万人次，货邮吞吐量 102.25 吨，累计开通至 8 个国家 17 个城市的航线，

连接南亚、东南亚多个国家和地区，促进了柬埔寨与其他国家经济和文化交流。

3. 多哥洛美机场扩建项目

2016 年 4 月，中资企业承建的多哥洛美纳辛贝·埃亚德马国际机场新航站楼投入运营，成为当地乃至西非地区地标建筑。该机场新航站楼位于现机场候机楼北侧，面积 2.1 万平方米，约为现候机楼区域的 2.3 倍；新增 5 个停机位，停机位总数达到 22 个。该机场年客运吞吐量将从 67 万人次提高到 160 万人次，年货运吞吐量从目前 1 万吨提高到 3.5 万吨。该机场项目于 2011 年 12 月动工，于 2015 年 5 月底通过竣工验收。项目建设期间，50 多个非洲国家民航代表以及世界银行、国际货币基金组织相关负责人到现场参观，并对项目给予高度评价。该机场项目是西非地区首个采用不停航技术进行施工的跑道改造工程，在多哥及周边地区机场改扩建工程中起到了良好示范效应。多哥总统福雷出席航站楼启用仪式并授予中国企业代表“多哥国家荣誉军官莫诺勋章”。

4. 尼泊尔博克拉国际机场项目

尼泊尔博克拉国际机场项目于 2017 年 7 月开工建设，2023 年 1 月投运，是尼泊尔首个现代化机场，被尼泊尔政府列为“国家荣誉项目”。博克拉是尼泊尔第二大城市，旅游业是当地经济发展的主要因素，在博克拉国际机场建成之前，当地的简易机场只能起降小型飞机，且无法进行“盲降”，航班完全受制于天气因素。博克拉国际机场建成后，博克拉至尼泊尔首都加德满都只需 25 分钟，能够直接提振当地旅游业，进一步拉动尼泊尔经济发展。博克拉国际机场是便利尼泊尔与中国和世界各国人员往来的航空枢纽，也是见证中尼患难真情和友好互助的友谊工程，成为构建中尼命运共同体、携手实现共同发展繁荣的生动实践和有力见证。

5. 安哥拉首都新机场项目

中资企业承建的安哥拉安东尼奥·阿戈什蒂纽·内图博士国际机场于2017年2月开工建设，2023年11月在安首都罗安达举行开航庆典，标志着该机场货运功能正式启用。该机场位于首都罗安达市区东南40千米处，设计年旅客吞吐量1 500万人次、货邮吞吐量13万吨，全面运行后将成为南部非洲地区新的重要航空枢纽之一。安哥拉政府致力于把该机场打造成为安哥拉西南部交通枢纽、安哥拉通往世界的主要门户，同时将推动非洲地区航空运输市场的增长，惠及南部非洲约4.15亿人口，该机场项目对安哥拉社会经济民生具有重大意义。项目建设期间，中安双方共同克服疫情等诸多挑战，为当地提供数千个就业岗位，为安方培养了一批技术人员。

二是航空物流国际合作持续深化。中国企业积极参与共建国家货站建设运营，为中国与共建国家航空物流、产业链供应链合作作出积极贡献。2021年4月，中国河南机场集团布达佩斯海外货站在匈牙利布达佩斯国际机场挂牌，成为中国企业在海外建立的首个航空货站。2024年6月，中豫航空集团与马来西亚机场控股公司签署协议，推动在郑州和吉隆坡互设海外货站，完善两地机场相应软件、硬件、通关等配套设施和服务。2024年11月，深圳宝安国际机场在匈牙利布达佩斯等3座海外航空货站先后投入运行，目前机场已形成覆盖欧洲、拉美地区航空物流枢纽城市的海外货站网络格局，有效集成“空中网+地面网+货源网”，为“深圳制造”服务国际市场提供“一站式”物流服务。2024年5

月，浙江省机场集团杭州—布达佩斯专属海外货站在中欧商贸物流合作园区揭牌，为促进中国和中东欧国家经贸往来发挥了积极作用。

专栏 4　海外航空货站建设运营

海外货站是在境外机场建设的，为进出口货物提供装卸、仓储、通关、中转等地面操作服务的场站。通过定期航线串联航空货运窗口，集成“空中网 + 地面网 + 货源网”，为客户提供安全、高效、低成本的服务。2021 年，中国新郑国际机场和匈牙利布达佩斯国际机场完成互设专属货站，两大机场共同发挥集散枢纽作用，借助各方资源优势，通过构建物流合作、搭建数字平台等，为进出口货物提供并延长地面服务链条，集中解决物流时效长、“最后一公里”派送等问题，实现货物在全球区域之间的集疏。

（四）航空枢纽发展步伐加快

中国与共建国家共同深化航空枢纽开放发展，为空中丝绸之路建设提供有力支撑。

一是中国国内航空枢纽保障能力显著增强。中国加快完善以世界级机场群和国际航空枢纽为核心的国家综合机场体系，航空枢纽保障能力稳居全球前列。京津冀、长三角、粤港澳大湾区和成渝四大世界级机场群建设加快推进，规模

进入全球前列，十大国际航空枢纽[1]和29个区域航空枢纽发展能级持续提升，北京大兴、成都天府、湖北鄂州等一批以绿色、智慧为特征的高品质机场工程建成投用，为空中丝绸之路建设提供了有力支撑。截至2024年底，中国境内颁证运输机场总数达263个，旅客吞吐量千万级机场数量达40个，货邮吞吐量万吨以上机场数量达67个，机场总容量达15亿人次。其中，上海浦东、广州白云、北京首都和深圳宝安机场旅客吞吐量排名分列全球第10、第12、第16和第22位，上海、北京航空枢纽旅客吞吐量超1亿人次，上海浦东、广州白云、深圳宝安机场货邮吞吐量排名分列全球第3、第9和第18位。海口美兰机场面向太平洋、印度洋的开放功能不断提升，服务海南自由贸易港运输往来自由便利的能力显著增强。

专栏5　航空枢纽建设助力空中丝绸之路建设

1. 北京国际航空枢纽

北京首都国际机场是新中国成立以来兴建的第一座大型民用运输机场，现有3座航站楼、3条跑道，飞行等级4F，能够满足空客380在内的民用大型航空器起降。2024年，共完成旅客吞吐量6 737万人次、货邮吞吐量144万吨、航班起降43万架次，其中，国际及港澳台地区旅客吞吐量1 485万人次、货邮吞吐量74万吨；客运航线通达56个共建国家，全货运航线通达35个共建国家。

1　十大国际航空枢纽指的是：北京、上海、广州、深圳、西安、乌鲁木齐、哈尔滨、成都、重庆、昆明等十大城市。

北京大兴国际机场于2019年9月正式通航。该机场从开工建设到正式建成投运用时仅4年9个月，创造了多项世界纪录。本期建设“三纵一横”4条跑道、70万平方米的航站楼以及配套设施，能够保障年旅客吞吐量7 200万人次、货邮吞吐量200万吨。远期规划建设“四纵两横”6条民用跑道，能够保障年旅客吞吐量1亿人次以上、年货邮吞吐量400万吨。2024年，共完成旅客吞吐量4 944万人次、货邮吞吐量33万吨、航班起降33万架次，其中国际及港澳台地区旅客吞吐量476万人次、货邮吞吐量8万吨；客运航线通达36个共建国家，全货运航线通达16个共建国家。

2. 上海国际航空枢纽

上海浦东国际机场于1999年9月建成通航，现有5条跑道、2座航站楼及1座单体卫星厅，飞行等级4F，能够满足空客380在内的民用大型航空器起降。2024年，共完成旅客吞吐量7 679万人次、货邮吞吐量378万吨、航班起降53万架次，其中，国际及港澳台地区旅客吞吐量3 181万人次、货邮吞吐量343万吨；客运航线通达51个共建国家，全货运航线通达35个共建国家。上海作为“中国入境游第一站”，2024年浦东机场口岸入境外籍人员数量居中国空港首位。

上海虹桥国际机场始建于1921年，现有2条跑道、2座航站楼，飞行等级4E。2024年，共完成旅客吞吐量4 794万人次、货邮吞吐量43万吨、航班起降28万架次，其中国际及港澳台地区旅客吞吐量321万人次、货邮吞吐量4万吨。

3. 广州国际航空枢纽

广州白云国际机场于2004年8月实现转场运行，现有2座航站楼、3条跑道，飞行等级4F，能够满足空客380在内的民用大型航空器起降。2024年，共完成旅客吞吐量7 636万人次、货邮吞吐量238万吨、航班起降51万架次，其中国际及港澳台地区旅客吞吐量1 462万人次、货邮吞吐

量159万吨。客运航线通达60个共建国家，全货运航线通达39个共建国家。

4. 成都国际航空枢纽

成都双流国际机场于1957年5月正式通航，拥有2座航站楼、2条跑道，飞行等级4F，能够满足空客380在内的民用大型航空器起降。2024年，共完成旅客吞吐量3 243万人次、货邮吞吐量64万吨、航班起降21万架次，其中国际及港澳台地区货邮吞吐量24万吨。全货运航线通达15个共建国家。

成都天府国际机场于2021年6月正式通航，拥有2座航站楼、3条跑道，飞行等级4F，能够满足空客380在内的民用大型航空器起降。2024年，共完成旅客吞吐量5 491万人次、货邮吞吐量38万吨、航班起降38万架次，其中国际及港澳台地区旅客吞吐量562万人次、货邮吞吐量15万吨。客运航线通达41个共建国家，全货运航线通达23个共建国家。

5. 深圳国际航空枢纽

深圳宝安国际机场于1991年10月正式通航，拥有3座航站楼、2条跑道，飞行等级4F，能够满足空客380在内的民用大型航空器起降。2024年，共完成旅客吞吐量6 148万人次、货邮吞吐量188万吨、航班起降43万架次，其中国际及港澳台地区旅客吞吐量518万人次、货邮吞吐量97万吨。客运航线通达31个共建国家，全货运航线通达26个共建国家。建成中国第一个“智慧化、远程化”国际货站，2024年空运跨境电商业务量达到32.6万吨，同比增长60.3%。

6. 重庆国际航空枢纽

重庆江北国际机场于1990年1月建成投用，拥有3座航站楼、1座卫星厅、4条跑道，是中西部地区首个、中国第三个拥有4条跑道且同时运行的机场，飞行等级4F，可起降空客380等大型客机。2024年，共完成旅客吞吐量4 868万人次、货邮吞吐量47万吨、航班起降33万架次，其

中国际及港澳台地区旅客吞吐量 177 万人次、货邮吞吐量 13 万吨。客运航线通达 26 个共建国家，全货运航线通达 17 个共建国家。

7. 昆明国际航空枢纽

昆明长水国际机场于 2012 年 6 月正式转场运营，是中国连接南亚、东南亚的重要空中桥梁。机场现有 1 座航站楼、2 条跑道，飞行等级 4F，能够满足空客 380 在内的民用大型航空器起降。2024 年，共完成旅客吞吐量 4 718 万人次、货邮吞吐量 39 万吨、航班起降 33 万架次，其中国际及港澳台地区旅客吞吐量 277 万人次、货邮吞吐量 5 万吨。客运航线通达 29 个共建国家，全货运航线通达 15 个共建国家。

8. 西安国际航空枢纽

西安咸阳国际机场系西安西关机场迁建，于 1991 年 12 月正式通航，是西北地区最大的国际机场。机场现有 4 座航站楼、4 条跑道，飞行等级 4F，能够满足空客 380 在内的民用大型航空器起降。2024 年，共完成旅客吞吐量 4 703 万人次、货邮吞吐量 29 万吨、航班起降 33 万架次，其中国际及港澳台地区旅客吞吐量 132 万人次、货邮吞吐量 4 万吨。客运航线通达 32 个共建国家，全货运航线通达 18 个共建国家。

9. 乌鲁木齐国际航空枢纽

乌鲁木齐天山国际机场是中国新疆地区最大的国际机场，拥有 4 座航站楼、2 条跑道，飞行等级 4F。2024 年，共完成旅客吞吐量 2 777 万人次、货邮吞吐量 24 万吨、航班起降 19 万架次，其中国际及港澳台地区旅客吞吐量 61 万人次、货邮吞吐量 4 万吨。客运航线、全货运航线通达 18 个共建国家。新疆是中国机场数量最多的省份，截至 2024 年底已建成投运 27 个民用运输机场，基本形成了以乌鲁木齐国际航空枢纽为核心的机场网络体系，将为丝绸之路经济带核心区建设提供有力支撑。

10. 哈尔滨国际航空枢纽

哈尔滨太平国际机场建成于1979年，是中国东北地区旅客吞吐量最大的国际机场和唯一国际航空枢纽。机场拥有2座航站楼、2条跑道，飞行等级4E，满足波音747系列和空客340系列同类及以下机型起降需要。2024年，共完成旅客吞吐量2 380万人次、货邮吞吐量14万吨、航班起降16万架次，其中国际及港澳台地区旅客吞吐量48万人次、货邮吞吐量0.6万吨。客运航线通达15个共建国家，全货运航线通达2个共建国家。哈尔滨太平国际机场是中国东北地区第一个双跑道机场和首个开放第五航权的城市，已开通2条第五航权航线。

二是临空经济区成为对外开放的重要平台载体。航空枢纽机场逐渐成为区域经济融入全球经济体系、参与全球产业分工和资源要素配置的核心节点，成为区域经济开发开放的重要动力源。上海、广州、成都、西安等37个城市实施国家综合货运枢纽补链强链，强化陆空、空铁联运型综合货运枢纽跨运输方式一体化布局，提升交通物流仓储转运能力，服务临空经济供应链稳定畅通。截至2025年4月底，中国各地依托枢纽机场，规划建设了近百个临空经济区，其中国家级临空经济示范区17个。中国147个综合保税区中，有26个布局在机场周边，为空中丝绸之路建设经贸合作提供了重要支撑。

专栏 6　临空经济区建设助力空中丝绸之路高质量发展

1. 郑州航空港经济综合实验区

郑州航空港经济综合实验区于 2013 年 3 月获批设立。实验区建成“1+3+N”[1] 功能全、效率高的开放体系。实验区主动当好对外开放“重要窗口”，助力河南与世界的合作之桥越架越宽，成功举办“空中丝路枢纽全球”中德智能制造融合创新合作交流会，吸引河南首家国外航司中国区总部柬国航郑州代表处、智利阿里卡州驻郑州经贸联络处落户，与东盟、中东、南美洲及 RCEP 成员国等经贸合作持续深化。2024 年，实验区完成地区生产总值 1 375.6 亿元。

2. 重庆临空经济示范区

重庆临空经济示范区于 2016 年 10 月获批设立。示范区以智能终端、汽车制造等产业为主导，集聚长安、传音、天实精工等智能制造企业 120 余家，规模以上工业总产值达 2 208 亿元。手机、笔记本电脑产量分别占全市同类产品产量的 70%、40%，汽车产量、产值分别占全市的 1/5、1/3。依托仙桃数据谷等平台，引进华为云等一批优质数字经济关联企业 340 家，聚集科技人才超万人，累计实现产值超 400 亿元。2024 年，示范区实现地区生产总值 901 亿元。

1　1+3+N：“1”即郑州新郑综合保税区；“3”即航空口岸、铁路口岸、国际邮件交换站；“N”即设有进境肉类、水果、食用水生动物、冰鲜水产品指定监管场地，具备进口药品口岸资质。全面实施“7×24 小时”客货运通关保障和“区港一体化”通关模式。

3. 青岛胶东临空经济示范区

青岛胶东临空经济示范区于2016年10月获批设立。上合示范区[1]空港新城位于示范区内，示范区通过“上合牌”“临空牌”共同发力，以打造RCEP衔接上合组织国家的贸易中转基地为发展目标之一，积极解决上合组织国家与RCEP国家贸易便利化程度不高等问题，服务“一带一路”国际合作，搭建开放能级提升的新平台。目前，示范区面向印度、俄罗斯、巴基斯坦等上海合作组织[2]国家开展进出口业务。2024年，示范区实现地区生产总值200亿元。

4. 杭州临空经济示范区

杭州临空经济示范区于2017年5月获批设立。示范区内航空口岸设有进境植物种苗、冰鲜水产品、食用水生动物、水果指定监管场地，具备进口药品口岸资质，获得杭州保税物流中心（B型）、中国（杭州）跨境电子商务综合试验区、中国（浙江）自由贸易试验区拓展区杭州片区空港型国家物流枢纽等多项改革试点，基本形成“机场+临空+自贸+跨境+综保”叠加的开放功能优势。2024年8月，中国外运与浙江省机场集团携手在示范区打造集智能化、高效化、低碳化于一体的全球智慧物流枢纽杭州eHub项目。2024年以来，示范区成功保障第三届全球数字贸易博览会等多项重大展会活动。2024年，示范区实现地区生产总值345.22亿元，进出口总额260.88亿元。

1　上合示范区：2018年6月，在青岛举行的上海合作组织成员国元首理事会第十八次会议上，中国提出支持在青岛建设中国—上海合作组织地方经贸合作示范区，这是中国唯一面向上合组织国家开展地方经贸合作的国家级平台。

2　上海合作组织：成立于2001年6月15日，创始成员国为中国、俄罗斯、哈萨克斯坦、吉尔吉斯斯坦、塔吉克斯坦、乌兹别克斯坦。2017年，印度和巴基斯坦加入。2023年，伊朗加入。2024年，白俄罗斯加入，上海合作组织成员国增加至10个。现有阿富汗、蒙古2个观察员国，以及阿塞拜疆、亚美尼亚、柬埔寨、尼泊尔、土耳其、斯里兰卡、沙特阿拉伯、埃及、卡塔尔、巴林、马尔代夫、缅甸、阿联酋、科威特14个对话伙伴。

5. 贵阳临空经济示范区

贵阳临空经济示范区于2017年5月获批设立。示范区明确先进装备制造业、电子信息制造业及生态特色食品（航空偏好型）等特色产业体系，同时积极发展航空物流、会展及文旅产业。示范区建成投用国际邮件互换局、国际货运中心、综合服务中心，获批保税物流中心（B型）、国际跨境中心，加快建设生鲜、水果及跨境电商包裹分拨基地等特色项目；聚焦航空偏好型物流园建设，已引进顺丰、圆通、博凯、茅台物流等14家物流企业。2024年，示范区完成地区生产总值294亿元。

6. 西安临空经济示范区

西安临空经济示范区于2018年4月获批设立，是我国西北地区首个国家级临空经济示范区。示范区依托“自贸+保税+跨境+口岸+航权”等叠加开放功能优势，落地西北地区首个机场境外来宾支付服务中心。示范区具备食用水生动物、药品、水果、肉类、种苗5类指定进口口岸资质，目前已初步形成航空枢纽保障、临空先进制造、临空高端服务三大临空产业集群，落户东航、深航等14家航空公司区域总部和芬兰航空、大韩航空等15家外航办事处，投运物流园区13个，聚集普洛斯、丰树、日立等现代航空、物流、货代类企业200余家，吸引东航赛峰、梅里众诚等世界500强先进制造企业入驻。2024年，示范区实现地区生产总值136.37亿元。

7. 宁波临空经济示范区

宁波临空经济示范区于2018年4月获批设立。示范区聚焦发展跨境电商、生鲜冷链、服装时尚、智能智造特色产业。其中，示范区开通跨境电商货物通关绿色通道，2024年实现进出口跨境电商66.1亿元，跨境电商货量3.51万吨。超过50家企业在宁波国际生鲜枢纽港平台开展生鲜贸易、加工、配送等业务，生鲜货量达到2 164.2吨。2024年，示范区实现地区生产总值407.56亿元、同比增长4.0%，实现进出口总额276.4亿元、同比增长23.5%。

8. 首都机场临空经济示范区

首都机场临空经济示范区于2019年2月获批设立。依托自贸试验区、服务业扩大开放综合示范区、综合保税区等功能叠加优势，其逐步拓展和强化国际快件、跨境电商、生鲜产品等13类特色口岸功能，是全国口岸功能门类最齐全的国际航空枢纽。2024年，示范区实现营业收入3 515亿元，经济总量、单位面积产出在全国17个临空示范区中均排名第2位；航空服务业营业收入规模全国最大；医药贸易规模突破千亿，占全国总量近三成；北京天竺综保区实现进出口值1 234亿元，连续两年突破千亿大关，在年度综保区发展绩效评估中排名第2位。

9. 南京临空经济示范区

南京临空经济示范区于2019年2月获批设立。示范区已形成航空制造、航空物流、智能网联新能源汽车高端智能装备、生物医药、智能家居等6个十亿以上产业集群，集聚20多家航空制造企业和70多家航空物流企业，在航空机载设备、航空关键零部件、航空动力系统制造等多个航空制造领域拥有较强的技术实力，顺丰、圆通等多家世界500强和国内500强航空物流企业在此设立机构，中国邮政航空速递物流集散中心落户南京。2024年，示范区全年实现地区生产总值414.1亿元。

10. 长春临空经济示范区

长春临空经济示范区于2020年7月获批设立。示范区重点发展航空运输、先进制造、现代服务等。示范区药品进口口岸功能不断完善，进境水果和进口冰鲜水产品、生鲜肉类等口岸功能稳步提升。示范区整合陆港、空港物流功能，依托珲春出海通道建设，构建空铁海联运物流通道，持续提升对外开放水平。2024年，示范区完成地区生产总值19.5亿元。

11. 南宁临空经济示范区

南宁临空经济示范区于2020年7月获批设立。示范区积极建设面向东南亚的区域性航空枢纽、共建“一带一路”的区域门户枢纽和全国临空经济创新发展先导区，依托南宁吴圩国际机场国际货运航线，为来自中国长三角地区、粤港澳大湾区和广西本地的跨境电商货物、一般贸易货物、电子产品、服装及辅料，与来自东盟、南亚国家的海鲜、水果、中药材及香辛料等特色产品通过南宁“空中渠道”互通有无。2024年，示范区完成地区生产总值308.62亿元、同比增长4.6%。

（五）政策沟通对接持续深入

政策沟通是空中丝绸之路建设的重要引领。中国在与共建国家充分沟通协商基础上，将共建空中丝绸之路纳入共建“一带一路”合作规划等重要合作文件，为深化共建“一带一路”民航发展战略对接、拓展务实合作提供了重要引领。中国与共建国家相向而行，积极推进相互间航权安排协商。截至2025年4月底，中国已与107个共建国家签署了政府间航空运输协定，覆盖近七成共建国家，为空中丝绸之路建设提供了重要政策保障。与哈萨克斯坦、塔吉克斯坦、乌兹别克斯坦、吉尔吉斯斯坦、阿塞拜疆等5国分别签署了共建空中丝绸之路合作谅解备忘录，成为创新空中丝绸之路建设合作机制的有益探索。签署金砖国家区域航空伙伴关系谅解

备忘录，有效推动金砖国家区域航空合作全面发展。与厄瓜多尔签署民航领域合作与技术援助谅解备忘录，积极推动中厄共建“一带一路”民航合作走深走实。

专栏 7　商签共建空中丝绸之路谅解备忘录

2023 年 10 月至 2024 年 6 月，中国民用航空局先后与哈萨克斯坦交通运输部、塔吉克斯坦民用航空局、乌兹别克斯坦交通部、吉尔吉斯斯坦民航局、阿塞拜疆民航局签署共建空中丝绸之路谅解备忘录，与土库曼斯坦就共建空中丝绸之路谅解备忘录文本和签署安排达成一致意见，共同推进航空运输政策协同、航空运输开放发展、民航基础设施领域合作和民航安全、绿色、智慧等技术领域合作，以便利人员往来和货物运输，促进人文、经贸和社会领域合作，为共建“一带一路”贡献民航力量。

（六）规则标准互联稳步推进

规则标准对接互认是空中丝绸之路建设的重要支撑。中国积极参与国际民航组织框架下各领域务实合作，深入推进共建“一带一路”倡议与国际民航组织“不让一个国家掉队”倡议对接，为加强适航审定、北斗应用等领域国际标准建设贡献中国智慧、中国方案。截至 2025 年 4 月底，中国已与 28 个共建国家建立双边适航合作关系，协同开展民用航空器设计、制造、使用和维护合作。上海国际仲裁中心设立“空中丝绸之路”投资贸易争端解决中心，发布全球首部适用于

机构仲裁的航空仲裁规则，为推进空中丝绸之路建设法治化进程提供了重要支撑。

专栏 8　北斗系统正式加入国际民航组织标准

2010 年，中国在 ICAO 第 37 届大会上正式提交了北斗系统进入 ICAO 标准的申请，经过工作会议 28 次、技术讨论 50 余次、提交技术文件百余份、答复问题 2 000 余项，通过 ICAO 技术专家组审查、空中航行委员会审查及理事会审议，于 2023 年底成功推动北斗系统加入 ICAO 标准和建议措施。这标志着北斗系统成为全球民航通用的卫星导航系统，为全面推进北斗航空应用奠定了坚实基础，有利于提升民航安全运行水平。

（七）人才教育培养成效显著

教育合作是促进民心相通的重要纽带。截至 2025 年 4 月底，中国累计为来自东南亚、中西亚、非洲、南太等共建国家的千余名学员提供了民航安全、安保、飞行标准、适航审定、机场、空管等领域专业培训，为来自阿塞拜疆、埃塞俄比亚、巴基斯坦、哈萨克斯坦、塔吉克斯坦、白俄罗斯、博茨瓦纳、布基纳法索、俄罗斯、刚果布、加纳、柬埔寨、泰国、老挝、越南、孟加拉国、尼泊尔、摩洛哥等 30 余个共建国家的 300 余名学员提供了民航专业本、硕学历教育，在全球发展和南南合作基金、国际民航组织等框架下为共建

国家民航人才培养、学科建设和科学研究等提供了重要支持。

专栏 9　助力共建国家民航人才培养

1. 民航管理能力提升合作培训

中国民航累计举办 9 期共建“一带一路”国家民航管理能力提升研修班，为来自中亚、东盟、非洲、南美等地区的 200 余名民航当局运行管理人员提供民航专业教育培训，分享民航法律法规、适航审定、安全管理、飞行标准管理、智慧机场建设等方面的最佳实践和经验。

2. 机场管制技术合作培训

中国民航累计举办 7 期共建“一带一路”国家机场管制及机场管理研修班，为来自肯尼亚、马拉维、布基纳法索、莫桑比克、蒙古、尼泊尔、伊拉克、泰国、新加坡、老挝、南苏丹等数十个共建国家的 254 名学员提供空管运行等专业培训，分享航空管制管理、流量管理、卫星导航等领域技术经验。

3. 飞行运行合作培训

中国民航累计举办 3 期共建“一带一路”国家民航飞行标准官员研修班，为来自东盟的 32 名民航部门运行管理人员提供了飞行运行、搜寻与救援、飞机性能和中国国产民机运行特性等方面培训。

4. 安全管理能力提升合作培训

中国民航累计举办 9 期共建“一带一路”国家民航安全能力培训班，为来自中亚、东亚、中南亚、非洲等地区 180 名民航从业人员提供了航空安全技术、危险品管理等领域的专业培训，积极分享民航安全管理理念方法和新技术。

5. 航空维修培训班合作培训

中国民航累计举办 4 期共建“一带一路”国家航空维修培训班，为来自中亚、东南亚、非洲等地区的 96 名民航从业人员提供了航空英语、航空

器维修基础、飞机结构和系统、航空器维修综合实践等航空器维修重点工作教学活动。

6. 航空气象服务交流与合作培训

中国民航累计举办 12 期航空气象服务国际培训班和研讨班，为来自包括共建国家在内的 80 多个国家和地区的数百名学员提供航空气象人员资质能力提升培训。为适应国际民航组织未来国际航空气象服务布局的战略调整，中国建设了亚洲危险天气咨询协同平台并于 2018 年 7 月正式对外提供服务，有效促进了相关国家航空气象预报人员技术和经验交流，提升了区域尤其是相邻边界区域危险天气预警预报准确性和一致性。

（八）合作平台载体不断丰富

中国加快建立健全与共建国家民航合作机制，广泛开展多层次、多领域国际交流，为深化共建“一带一路”民心相通搭建了重要桥梁。

一是民航交流合作机制更加健全。中国民航先后搭建了中国—东盟航空区域合作平台、对非合作平台，启动了中国民航与中亚地区国家民航合作平台，建立了金砖五国航空领域合作机制，构建了中欧全面战略合作伙伴关系。为加快建立健全合作机制，不断加强资源统筹、提升合作效能，2020 年 8 月，将中国与东盟、中东欧、非洲、中亚等地区的区域民航合作机制和平台整合，正式成立中国民航“一带一路”合作平台。

专栏 10　中国民航“一带一路”合作平台基本情况

中国民航“一带一路”合作平台设立指导委员会，委员会主任由中国民用航空局分管领导担任，办公室设在中国民用航空局国际合作服务中心。平台主要负责开展共建“一带一路”民航合作相关工作，推进相关合作项目和重要事项。截至 2025 年 4 月底，该平台成员单位已达 194 家，涵盖航空装备制造、航空物流、航空能源以及金融、信息技术等专业领域，有效推动了中国与东盟、中亚、中东、中东欧、非洲等地区国家民航领域务实合作。2024 年 7 月，首批吸纳 17 家中国民航维修业相关单位，成立维修领域专业技术委员会，更好支撑空中丝绸之路建设高质量发展。

二是各层次对外国际交流合作广泛深入。中国支持地方政府积极融入空中丝绸之路建设，定期举办空中丝绸之路主题论坛展会，丰富交流合作平台载体。中国航空运输协会、中国民用机场协会等社会团体与共建国家相关非政府组织、企业交流日益密切，为空中丝绸之路建设提供了重要助力。

专栏 11　共建国家合作交流平台建设

1. 中欧航空安全年会

中欧航空安全年会是中欧民航交流对话、共谋发展的重要平台。2017 年 5 月，中国民用航空局与欧盟航空安全局共同主办的第一届中欧民用航空安全年会在上海召开，双方就航空安全合作签署了共同声明，并签署了中欧民航合作项目意向书。2018 年 10 月，第二届中欧航空安全年会在西班牙马德里召开，双方就双边航空安全协定磋商、产品认可审查、中欧民

航合作项目工作进展及下一步合作计划等内容深入交换了意见。2024 年 5 月，第三届中欧航空安全年会在厦门召开，就 A-CDM 对比、民用航空油料适航审定、航空安全调查等进行了深入交流。

2. 中国—东盟民航合作论坛

中国—东盟民航合作论坛由中国民用航空局、广西壮族自治区人民政府共同主办，每年定期在广西壮族自治区南宁市举办，安排在中国—东盟博览会会期内定期召开，旨在搭建高层政策对话、民航技术交流、民航业务及服务产品展示、国际合作及贸易的平台。论坛已分别于 2021 年、2022 年、2023 年连续 3 年成功召开 3 届，2024 年调整为西部陆海新通道民航发展论坛并召开论坛，为深化中国与东盟民航高层政策对话、助力经贸合作及人文交流作出了积极贡献。

3. 澜湄航空发展合作联盟

澜湄航空发展合作联盟是在中国外交部和中国民用航空局支持下，由中国航空运输协会和中国民用机场协会联合发起，旨在促进澜湄国家之间以及与其他地区间的互联互通，深化区域内合作伙伴关系，提高合作伙伴航空能力，协调推动有关重大项目合作取得进展。

（九）应急管理合作务实开展

助力提升共建国家应急管理能力是空中丝绸之路建设的重要内容。中国与俄罗斯、蒙古、哈萨克斯坦、吉尔吉斯斯坦、塔吉克斯坦等共建国家分别签署了民用航空器搜寻与救援协议，为提高搜寻、救援航空器效率以及保障人民生命财产安全起到了积极作用。2019—2024 年，中国民航组织共

执行紧急人道主义援助、援外抗疫医疗等运输任务247架次，运送中国援外救援、医疗等人员1 400余人次，运输救援物资3 300余吨，为保障共建国家人民生命财产安全提供了重要支撑。

专栏12　助力共建国家人道主义救援

2014年，非洲暴发埃博拉疫情，中国政府先后派出9架大型客货机，向几内亚、利比里亚、塞拉利昂等国运送医务人员282人、医疗物资767吨。

2015年，尼泊尔发生8.1级地震，中国政府迅速派出包机，将救援人员和救援物资运至加德满都机场，全力支援尼泊尔抗震救灾。

2019年3月，非洲东南部莫桑比克、津巴布韦和马拉维三国遭受热带气旋“伊代”袭击，暴风、强降雨引发严重洪涝灾害、山体滑坡和河水决堤，造成重大人员伤亡和财产损失。中国民航派出救援包机搭载着65名中国救援队队员和近20吨搜救、通信、医疗等救援设备、物资，经过14个多小时、1.2万千米的长途飞行，抵达莫桑比克共和国马普托首都机场，协助中国救援队顺利完成境外国际救援。

2020年4月，中国先后安排多架次包机，向20多个非洲国家援助数十吨抗疫物资，并保障多名医疗专家赴非抗疫。

2023年2月，土耳其发生7.8级地震，中国政府迅速派出包机，将82名中国救援队队员、20吨救援物资和设备运往土耳其，积极参与实施国际救援。

2024年10月，中国民航派出包机前往黎巴嫩贝鲁特国际机场执行撤侨任务，共接回146名在黎巴嫩的中国公民及5名外籍家属。

二、发展启示

春发其华，秋收其实。在各方共同努力下，空中丝绸之路正由中国倡议变为国际共识，从中国行动变为国际实践，从理念转化为行动、从愿景转变为现实，成绩弥足珍贵，经验值得总结。

（一）始终坚持开放包容，深化互联互通

人类从闭塞走向开放、从隔绝走向融合是不可阻挡的时代潮流。空中丝绸之路建设始终顺应经济全球化发展方向，坚持在开放包容中实现共同发展，积极服务构建开放型世界经济，旗帜鲜明反对搞“筑墙设垒”“脱钩断链”。空中丝绸之路建设始终坚持协同增效，积极加强多双边合作，推动各国、区域民航发展战略与全球发展议程有效对接，鼓励更多国家和企业深入参与，做大共同利益蛋糕。

（二）始终坚持共同发展，促进公平普惠

人类是一个一荣俱荣、一损俱损的命运共同体。中国致力于将空中丝绸之路建设成为联通世界、惠及全球的机遇之路、繁荣之路、幸福之路。中国始终坚持共商共建共享，既遵循现代化民航体系建设的一般规律，也立足各国国情和民航业发展实际，推动各方各施所长、各尽所能。始终坚持共享机遇、共谋发展、共创未来，努力让发展成果更多更公平惠及各国人民，将“不让任何一个国家掉队”理念落到实处。始终坚持正确义利观，倡导公正合理，以义为先、义利兼顾，切实尊重彼此核心利益和重大关切，推动实现各国民航共同发展。

（三）始终坚持创新驱动，增强发展动能

创新是发展的第一动力。空中丝绸之路建设坚持创新发展理念，深入探索推动高质量发展的方法路径，为共建国家民航现代化进程注入更多生机活力。空中丝绸之路建设致力于推动政策创新，深入探索推进全球民航结构性改革和治理体系改革良策，为全球民航增长开拓新空间、提供新动力。

空中丝绸之路建设致力于推动增长方式创新，携手共建国家紧抓新一轮产业革命、数字经济等带来的机遇，深入探索并培育“民航 +”新产业、新业态、新模式，为各国民航业可持续发展不断提供新动能。

（四）始终坚持生态优先，实现绿色发展

绿水青山就是金山银山。空中丝绸之路建设始终坚持绿色发展理念，积极推动民航节能降碳先进技术合作研发与推广应用，统筹推动全球民航运输与相关产业降碳、减污、扩绿、增长协同并进。空中丝绸之路建设始终坚持低碳发展理念，遵循共同但有区别的责任原则，科学合理控制化石能源消费，各尽所能开展航空运输清洁低碳转型。空中丝绸之路建设始终坚持循环发展理念，积极探索减量化、再利用、资源化循环发展模式，推进各类资源节约集约利用，切实提高资源节约与环境保护水平。

三、发展展望

展望未来，中方愿与各方一道，继续秉持共商共建共享原则，坚持开放绿色廉洁理念，努力实现高标准、惠民生、可持续目标，共同深化空中丝绸之路建设，为推进高质量共建“一带一路”、推动构建人类命运共同体不断作出新贡献。

（一）共同夯实合作基础

一是坚持互利共赢。中国愿同各方一道，坚持真正的多边主义，把共商共建共享原则落到实处，充分考虑各方利益关切和诉求，努力寻求务实合作“最大公约数”，做到集思广益、尽施所长、惠及各方，让空中丝绸之路建设更好地服务共建国家经济社会发展。

二是强化战略对接。中国愿同各方一道，积极深化民航发展战略和规划对接，把支持联合国 2030 年可持续发展议程、国际民航组织“不让一个国家掉队”倡议等融入空中丝绸之路建设全过程各环节，共同借鉴和完善国际普遍认可的

民航发展规则、标准和最佳实践。

三是加强机制建设。中国愿同各方一道，深化空中丝绸之路建设合作机制建设，充分发挥“一带一路”国际合作高峰论坛、中非合作论坛、中国—阿拉伯国家合作论坛、中国—拉共体论坛 / 中国—中亚国家合作等机制平台作用，积极拓展上海合作组织、金砖国家等多边框架下民航务实合作，为深化空中丝绸之路建设合作提供有力保障。

（二）共同拓展合作领域

一是推进基础设施互联互通和人员往来便利化。中国愿同各方一道，积极扩大航权安排，推动开辟和加密航线航班，畅通国际航空运输通道体系。中国愿同各方一道，不断完善航空口岸通关便利化措施，持续优化人员签证、中转、检验检疫等便利化政策，提升航空运输便利化水平。中国愿同各方一道，坚持政府引导、企业主体、市场化运作原则，按照商业原则和国际惯例，加强民航机场、合作区等基础设施投资建设合作，积极探索开展第三方市场合作，共同推动民航产业高质量发展。

二是深化航空装备制造领域合作。中国愿同各方一道，聚焦民航设备制造维修、飞机租赁等重点领域，共同开展更

大范围、更高水平、更深层次合作，更好助力共建国家民航事业发展。中国愿同各方一道，坚持互学互鉴、互利共赢，协同加强民航技术装备合作，深入推进民航规则标准对接，联合开展民航专业人才培养，为推动空中丝绸之路建设高质量发展强基固本。

三是培育民航合作新增长点。中国愿同各方一道，共享数字化、智能化、智慧化发展机遇，探索新业态、新技术、新模式，以提升数字感知、数据决策、精益管理、精心服务能力为目标，携手推进智慧民航建设。中国愿同各方一道，培育壮大航空经济，加强低空飞行安全管理和空域管理经验交流，推动航空医疗救护、运输物流、应急救援等业态发展，培育发展新动能、打造增长新引擎。

（三）共同创造美好未来

一是携手迎接风险挑战。在百年未有之大变局加速演进背景下，国际政治经济形势发生复杂深刻变化，单边主义、保护主义抬头，对全球民航业发展造成干扰，部分共建国家面临民航基础设施保障能力不强、民航市场化程度不高等现实挑战。安危不贰其志，险易不革其心。中国愿同各方一道，坚持求同存异、聚同化异，加强对话沟通，增进战略互信，

共同防范化解空中丝绸之路建设面临的各类风险挑战，推动实现各国民航事业共同发展。

二是携手开创美好未来。新一轮科技革命和产业变革蓬勃发展背景下，新一代信息技术和实体经济深度融合，空中丝绸之路建设正面临重要历史性机遇。中国愿同各方一道，携手并进、互利共赢，共同将空中丝绸之路打造成发展繁荣之路、安全畅通之路、文明互鉴之路，让古丝绸之路在新时代焕发新活力，更好地造福各国人民！

空中丝绸之路建设大事记

2013 年

9 月 7 日，中国国家主席习近平在哈萨克斯坦纳扎尔巴耶夫大学发表题为《弘扬人民友谊 共创美好未来》的重要演讲，倡议共同建设“丝绸之路经济带”。

9 月 24 日，国际民航组织第 38 届大会在加拿大蒙特利尔召开。各国代表围绕安全、保安、经济、环境、区域合作等领域商讨全球航空可持续发展的新路线图。

10 月 3 日，中国国家主席习近平在印度尼西亚国会发表题为《携手建设中国—东盟命运共同体》的重要演讲，倡议筹建亚洲基础设施投资银行，与东盟国家共同建设“21 世纪海上丝绸之路”。

12 月 20 日，中国与东盟 10 个成员国分别签署航空运输协定及第二议定书，就互相开放直达航空运输市场以及部分开放中国与东盟成员国及第三国的第五业务权达成协议。

2014 年

5 月 8 日，实施“中非区域航空合作计划”，合作内容包括合资建立航空公司、提供民用支线客机、转让成熟适用技术、培训专业航空人才和建设配套保障设施等。

6 月 24 日，中国民用航空局在北京召开推进中非民航合作座谈会。

2015 年

3 月 28 日，中国国家发展和改革委员会、外交部、商务部联合发布《推动共建丝绸之路经济带和 21 世纪海上丝绸之路的愿景与行动》，从时代背景、共建原则、框架思路、合作重点、合作机制等方面对共建“一带一路”倡议进行阐释。这是中国发布的首份关于“一带一路”的政府白皮书。

5 月 15 日，中国民航对非合作平台正式建立。

6 月 25 日，由中国商务部和中国民用航空局共同主办的中非区域航空合作论坛在北京召开，与会各方围绕“中非区域航空合作计划”合作领域、方式、机制、目标等议题进行了深入探讨，达成了重要共识。

2016 年

2 月 24 日，中国民用航空局与欧洲航空安全局（EASA）

签署中欧民航合作伙伴项目（APP）合作备忘录。这是由中国民用航空局和欧洲航空安全局首次共同实施的民航合作项目。

8 月 17 日，中国国家主席习近平在北京出席推进“一带一路”建设工作座谈会并发表重要讲话，提出以“一带一路”建设为契机，开展跨国互联互通。

8 月 29 日，中国民航对中亚合作平台正式建立。

8 月 30 日，中国与中亚地区国家民航合作会议在乌鲁木齐召开，主题为“推进丝绸之路经济带上的航空互联互通”。

9 月 27 日，国际民航组织第 39 届大会在加拿大蒙特利尔召开，通过了《国际民航组织关于环境保护的持续政策和做法的综合声明——气候变化》和《国际民航组织关于环境保护的持续政策和做法的综合声明——全球市场措施机制》两份重要文件，形成了第一个全球性行业减排市场机制。

11 月 28 日，中国民用航空局印发《民航推进“一带一路”建设行动计划（2016—2030 年）》，明确了民航参与共建“一带一路”的发展思路、工作原则、发展目标和重点任务，这是首个服务共建“一带一路”的民航业指导性文件。

12 月 30 日，中国民用航空局、国家发展和改革委员会、交通运输部联合印发《中国民用航空发展第十三个五年规划》，提出要构建对外开放新格局，推进中国民航“走出去”。

2017 年

4 月 27 日，由中国民用航空局与欧洲航空安全局联合主办的第一届中欧民用航空安全年会在上海召开，双方在安全监管、双边适航、空管保障、通用航空、科教创新等五方面达成合作共识。

5 月 14 日—15 日，首届“一带一路”国际合作高峰论坛在北京举行。论坛期间，中国民用航空局与国际民航组织代表签署《中国民用航空局与国际民航组织合作意向书》，加强共建“一带一路”倡议与“不让一个国家掉队”倡议对接。

6 月 14 日，中国国家主席习近平在会见卢森堡首相贝泰尔时，提出支持建设郑州—卢森堡“空中丝绸之路”。

2018 年

1 月 31 日—2 月 1 日，以“共享、包容、协作、共塑亚太航空新未来”为主题的首届亚太地区民航部长级会议在北京举行，会议讨论通过了《北京宣言》。该会议是围绕亚太民航事务召开的规格最高、规模最大的国际会议。

7 月 26 日，在中国国家主席习近平与巴西总统特梅尔、俄罗斯总统普京、印度总理莫迪、南非总统拉马福萨共同见证下，中国民用航空局与巴西、俄罗斯、印度、南非民航主

管部门共同签署关于区域航空伙伴关系的谅解备忘录，确定了金砖五国航空领域合作内容和方式，建立了合作机制。

8 月 27 日，中国国家主席习近平在北京出席推进“一带一路”建设工作 5 周年座谈会并发表重要讲话，指出要以基础设施等重大项目建设和产能合作为重点，解决好重大项目、金融支撑、投资环境、风险管控、安全保障等关键问题，形成更多可视性成果。

10 月 29 日—31 日，第二届中欧航空安全年会在西班牙马德里举办。中欧双方代表就双边航空安全协定磋商、产品认可审查、中欧民航合作项目（APP）工作进展及计划等议题交换了意见。

2019 年

4 月 25 日—27 日，第二届“一带一路”国际合作高峰论坛在北京举行，中国国家主席习近平在开幕式上发表主旨演讲，提出中国将同各方继续努力，构建以新亚欧大陆桥等经济走廊为引领，以中欧班列、陆海新通道等大通道和信息高速路为骨架，以铁路、港口、管网等为依托的互联互通网络。

5 月 20 日，中国与欧盟签署《中华人民共和国政府和欧洲联盟民用航空安全协定》《中华人民共和国政府和欧洲联盟关于航班若干方面的协定》。这是中国与欧盟首次在民

航领域签署协定，是双方民航领域合作的重要里程碑。

8 月 20 日，第 56 届亚太民航局长会议期间，中国民用航空局与新加坡民航局代表签署《中国民用航空局和新加坡民航局航空维修技术安排》。这是中国首次与其他国家签署持续适航维修互认协议。

9 月 25 日，北京大兴国际机场投运仪式在北京举行。

9 月 24 日—10 月 4 日，国际民航组织第 40 届大会在加拿大蒙特利尔召开。中国高票连任一类理事国。

10 月 8 日，首届中国—中东欧国家民用航空论坛在捷克举办。这是首次在中国—中东欧国家合作框架下召开的民航领域合作会议，标志着中国与中东欧国家民航国际交流合作掀开新篇章。

2020 年

6 月 3 日，中国民用航空局印发《海南自由贸易港试点开放第七航权实施方案》，鼓励支持外国航空公司在现有航权安排外，在海南经营客、货运第七航权。

8 月底，中国民用航空局将中国与东盟、中东欧、非洲、中亚等地区的区域民航合作机制和平台整合成立中国民航“一带一路”合作平台。

9 月 1 日，《中华人民共和国政府与欧洲联盟民用航空

安全协定》及《适航和环保审定》附件正式生效，标志着中欧航空安全领域合作进入新阶段。

2021 年

3 月 11 日，《中华人民共和国国民经济和社会发展第十四个五年规划和2035年远景目标纲要》,明确提出建设“空中丝绸之路”。

4 月 27 日，郑州机场布达佩斯海外货站正式挂牌运营。这是中国国内机场在海外建立的首个境外航空货站。

6 月 16 日，中国民用航空局召开中国民航“一带一路”合作平台指导委员会第一次会议。

6 月 27 日，成都天府国际机场正式投运。该机场是中国“十三五”期间规划建设的最大民用运输机场，成都成为继上海、北京后中国大陆第三个拥有两个国际枢纽机场的城市。

11 月 19 日，中国国家主席习近平在北京出席第三次“一带一路”建设座谈会并发表重要讲话强调，巩固互联互通合作基础，拓展国际合作新空间，扎牢风险防控网络，努力实现更高合作水平、更高投入效益、更高供给质量、更高发展韧性，推动共建“一带一路”高质量发展不断取得新成效。

12 月 14 日，中国民用航空局、国家发展和改革委员会、

交通运输部联合印发《“十四五”民用航空发展规划》，提出要推进“空中丝绸之路”建设，并将“通航共建‘一带一路’国家数量”纳入“十四五”时期民航发展指标体系。

2022 年

1 月 14 日，C909 飞机获得印度尼西亚民航局颁发的型号合格证，这是中国国产喷气支线客机首次获得国外适航批准。

2 月 6 日，中国国家主席习近平在会见卢森堡大公亨利时提出，要做大做强中卢货运航线“空中丝路”。

5 月 6 日，中国民用航空局、国家发展和改革委员会联合印发《“十四五”时期推进“空中丝绸之路”建设高质量发展实施方案》，明确了“十四五”时期推进“空中丝绸之路”建设的指导思想、基本原则、主要目标和重点任务。

7 月 17 日，亚洲最大的专业性货运机场鄂州花湖国际机场建成投运。

9 月 27 日—10 月 7 日，国际民航组织第 41 届大会在加拿大蒙特利尔召开。中国获颁国际民航组织杰出资源贡献奖，连续七次当选一类理事国。

10 月 16 日，中国国家主席习近平在中国共产党第二十次全国代表大会上指出，共建“一带一路”成为深受欢迎的

国际公共产品和国际合作平台，要求推进高水平对外开放，推动共建“一带一路”高质量发展。

10 月 20 日，中国民用航空局印发《海外航空货站建设运营指南》。这是中国航空物流领域首份指导企业“走出去”建设运营航空物流基础设施的政策文件。

11 月 16 日，中国国家主席习近平同卢森堡大公亨利就中卢建交50周年互致贺电时指出，郑州—卢森堡“空中丝路”搭建了中欧互联互通的空中桥梁。同日，以“做大做强中卢货运航线‘空中丝路’”为主题的郑州—卢森堡“空中丝绸之路”国际合作论坛在河南郑州举办。

12 月 18 日，中国国产喷气式支线客机 C909 正式交付印度尼西亚翎亚航空公司，标志着中国国产喷气式客机首次进入海外市场。

2023 年

4 月 18 日，中国国产喷气式支线客机 C909 在印度尼西亚成功完成海外首航。

5月18日—19日，中国—中亚峰会在陕西省西安市举行，中国国家主席习近平发表主旨讲话，提出要深化互联互通，大力推进航空运输市场开放。

7 月 6 日—7 日，乌鲁木齐国际航空枢纽建设论坛成功

召开，倡议成立了丝绸之路民航合作联盟。

8 月 8 日，中国民用航空局召开中国民航“一带一路”合作平台指导委员会第二次会议。

10 月 18 日，第三届“一带一路”国际合作高峰论坛在北京举行。中国国家主席习近平在开幕式上发表主旨演讲，宣布中国支持高质量共建“一带一路”的八项行动，提出要加快空中丝绸之路建设。第三届“一带一路”国际合作高峰论坛互联互通高级别论坛召开期间，中国民用航空局与哈萨克斯坦共和国交通运输部、塔吉克斯坦共和国民航局代表分别签署关于共建“空中丝绸之路”的谅解备忘录。

11 月 16 日，北斗系统正式写入国际民航组织（ICAO）标准，成为全球民航通用的卫星导航系统。

2024 年

1 月 24 日，中国民用航空局与乌兹别克斯坦交通部签署《中国民用航空局与乌兹别克斯坦交通部关于共建空中丝绸之路的安排》。

2 月 20 日—3 月 14 日，举办“中国大飞机飞跃东南亚”系列演示飞行和市场开发活动，中国国产 C919 和 C909 飞机飞赴新加坡、印度尼西亚、马来西亚、越南、老挝、柬埔寨等 6 个国家 12 座城市，7 000 余人登机参观、360 人乘机

体验。

5 月 29 日，由中国民用航空局和欧盟航空安全局共同主办的第三届中欧航空安全年会在厦门召开。来自中国民用航空局、欧盟航空安全局、中欧航空企业的代表紧紧围绕航空安全、创新与发展的主题，就降低风险、应对运行挑战，通用航空与城市空中交通，规范空中安全和效率，探索中国和欧洲的无人机整合等议题进行了研讨交流，达成了一系列共识，取得了丰硕成果，为进一步推动中欧航空安全合作迈出了坚实步伐，为提升中欧航空安全水平、提升国际民航安全能力建设作出了积极贡献。

5 月 31 日，中国飞机租赁集团向印度尼西亚翎亚航空交付第三架 C909 飞机，这是中国国产飞机的首单人民币跨境结算交易。

6 月 17 日，中国民用航空局与吉尔吉斯斯坦民航局签署《中国民用航空局和吉尔吉斯斯坦民航局关于共建“空中丝绸之路”的谅解备忘录》。

6 月 20 日，第二届郑州—卢森堡“空中丝绸之路”国际合作论坛在卢森堡成功举办。中共中央政治局常委、国务院副总理丁薛祥在卢森堡同卢森堡副首相贝泰尔共同出席并致辞。

8 月 2 日，中国民用航空局与巴西民航局对《关于设计

批准、生产活动、出口适航审定、设计批准证后活动及技术支持的适航实施程序》完成修订签署。双方在双边适航实施程序框架下,磋商签订了一份推进深化适航审定合作路线图,旨在围绕新技术航空器审定合作、轻型运动类航空器审定合作、适航审定立法工作合作、适航审定培训工作合作 4 个方面深化交流合作。

8 月 23 日，中国民用航空局联合国家发展和改革委员会发布《关于推进国际航空枢纽建设的指导意见》，进一步推动完善国际航空枢纽功能体系。

11 月 14 日—15 日，中国国家发展和改革委员会在河南郑州组织召开推进空中丝绸之路建设现场会。工业和信息化部、海关总署、中国民用航空局等 9 家中央有关部门单位，北京、湖北等 11 个省（区、市）发展改革委有关负责同志参加会议。

12 月 2 日，中国国家主席习近平在北京出席第四次“一带一路”建设工作座谈会并发表重要讲话，提出以互联互通为主线，统筹深化基础设施“硬联通”、规则标准“软联通”和同共建国家人民“心联通”。

2025 年

1 月 20 日，中国援建的巴基斯坦瓜达尔新国际机场正

式投入运营。

4 月 9 日，全球最大的单体卫星厅——重庆江北国际机场 T3B 航站楼建成投用。

Development Report on the Air Silk Road

Civil Aviation Administration of China
National Development and Reform Commission

Forward

During state visits to Kazakhstan and Indonesia in the autumn of 2013, Chinese President Xi Jinping successively proposed the visionary initiatives of jointly building a Silk Road Economic Belt and a 21st-Century Maritime Silk Road, thereby establishing the world's most extensive and largest platform for international cooperation.

The advancement of the Air Silk Road represents a vital part of the Belt and Road Initiative (BRI) cooperation and a key link in building and improving the four-in-one connectivity across land, sea, air and cyberspace. Leveraging air service agreements with partner countries under the BRI, China has continuously deepened practical cooperation in infrastructure, passenger and cargo transport, and people-to-people exchanges. In June 2017, President Xi Jinping first proposed the building of the Air Silk Road. Over the past years, China

and BRI partner countries have worked hand in hand, and as a result new progress was made in physical connectivity of aviation infrastructure, institutional connectivity of rules and standards, and people-to-people connectivity through cultural exchanges, shaping the Air Silk Road into an aerial bridge for shared opportunities, development, and friendship among nations.

There is a traditional saying “hold fast to the Great ‘Dao’, and all under Heaven will follow”. At the opening ceremony of the Third Belt and Road Forum for International Cooperation in October 2023, President Xi Jinping delivered a keynote speech announcing eight major initiatives to promote high-quality Belt and Road cooperation, explicitly calling for accelerated building of the Air Silk Road. This has charted the course for advancing high-quality BRI development in the next golden decade.

Building on this momentum to carry forward shared vision, China will continue to uphold the important guiding principles: planning together, building together and benefiting together; open, green and clean cooperation; high-standard, people-centered and sustainable development; we will

coordinate and advance the high-quality development and high-level opening-up of civil aviation; we will jointly accelerate building the Air Silk Road into one that is safe and reliable, convenient and efficient, green and intensive, mutually beneficial and inclusive, thus facilitating economic and social development in BRI partner countries and making new contributions to step up efforts in the building of a community with a shared future for mankind.

To thoroughly implement the guiding principles of President Xi Jinping's important speech at the Third Belt and Road Forum for International Cooperation, showcase the achievements of the Air Silk Road, and further consolidate consensus on cooperation while envisioning the future, we hereby release the *Development Report on the Air Silk Road*.

Contents

Part One Development Achievements

The civil aviation industry is a strategic industry vital to economic and social development. By enhancing consultations and advancing infrastructure construction, all parties jointly promote the sound and efficient growth of international air transport, facilitating cross-border personnel exchanges and high value-added logistics, which make civil aviation one of the industries that best embody the principle of “planning together, building together and benefiting together”. Collective efforts for the Air Silk Road development in recent years have led to continuous expansion of the cooperation partner network, cooperation fields increasingly widened, and service and support functions fully demonstrated, making significant contributions to the high-quality development of the Belt and Road Initiative (BRI).

I Ever-Growing Density of Air Transport Network

China has been working closely with BRI partner countries to deepen the development of air route networks, jointly building safe, efficient, convenient, and express air traffic corridors.

1. Air connectivity with BRI partner countries has improved steadily. China's civil aviation sector prioritizes enhancing air route network connectivity with countries participating in the Belt and Road Initiative, supporting the launch of new international passenger and cargo routes as well as increasing flight frequencies. Efforts have focused on building an international route network characterized by seamless regional connectivity, economic corridors, and smooth air passageways.

Currently, scheduled passenger and cargo flights of China connect 61 and 33 BRI partner countries respectively. Chinese air carriers have cumulatively connected 110 BRI partner countries through international routes, forming a primary air

network covering all six major economic corridors[1]. Since the proposal of the Air Silk Road[2] (2017–2024), China and BRI partner countries have collectively handled 1.392 million aircraft movements, 180 million passengers, and 5.237 million tons of cargo, accounting for 59.0%, 59.0%, and 24.9% of China's total international air transport throughput respectively.

In 2024 alone, these three indicators reached 301,000 aircraft movements, rebounding to 101.8% of the 2019 level; 41.837 million passengers, recovering to 98.6% of 2019; and 1.206 million tons of cargo, restoring to 218.9% of 2019, with recovery rates exceeding the overall performance of China's international aviation sector. (Figurel, Figure2, Figure3) Presently, Chinese air carriers operate over 3,100 weekly flights on average to BRI partner countries, representing 65% of China's total international flights, and the air transport share reaches 20% of China's total import/export value of goods.

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1 The Six Economic Corridors of the Belt and Road Initiative refer to: The New Eurasian Land Bridge, China-Mongolia-Russia, China-Central Asia-West Asia, China-Indochina Peninsula, China-Pakistan, Bangladesh-China-India-Myanmar Economic Corridors.

2 June 14, when meeting with Luxembourg's Prime Minister Xavier Bettel, Chinese President Xi Jinping proposed supporting the building of the Zhengzhou-Luxembourg "Air Silk Road".

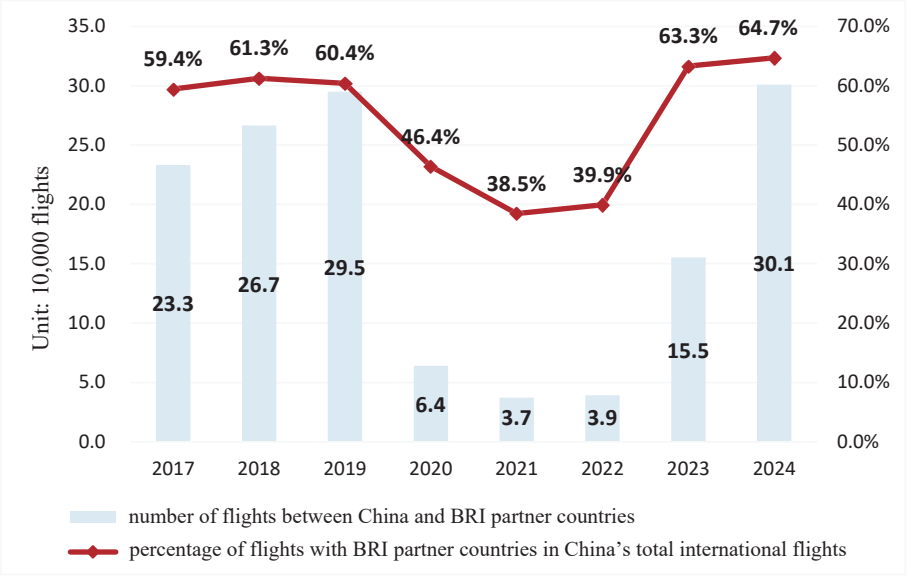

Figure 1: The Number of Flights between China and BRI Partner Countries (2017–2024)
Source: Civil Aviation Administration of China

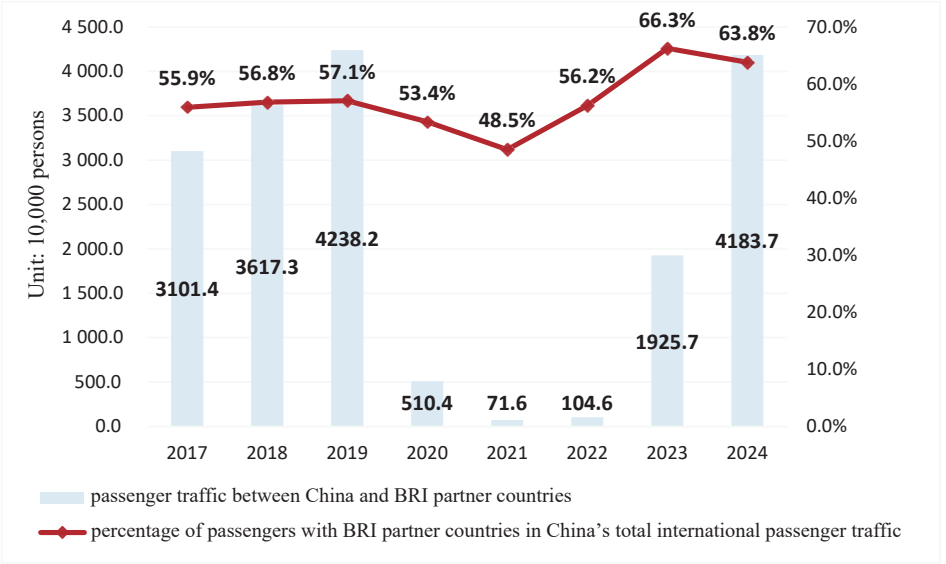

Figure 2: Passenger Traffic between China and BRI Partner Countries (2017–2024)
Source: Civil Aviation Administration of China

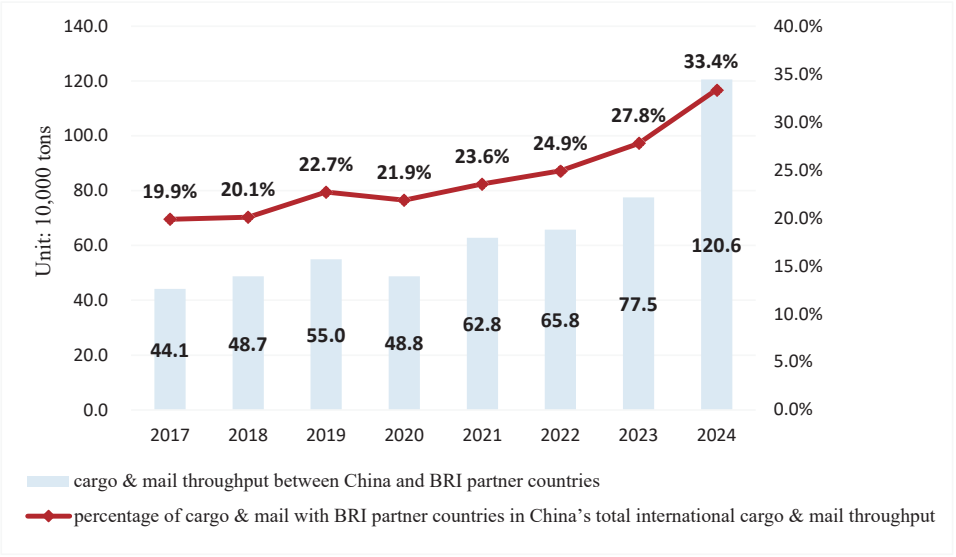

Figure 3: Cargo & Mail Throughput between China and BRI Partner Countries (2017–2024)
Source: Civil Aviation Administration of China

2. Integration of local civil aviation into BRI cooperation has achieved widespread successes. Spearheaded by the Zhengzhou-Luxembourg Air Silk Road, Henan Province has optimized and strengthened logistics hubs as a starting point to enhance open corridors and high-quality platform development; by coordinating the synergistic growth of the Air, Land, Digital, and Maritime Silk Roads, it has pioneered a new path for inland regions to achieve open development. Currently, the Zhengzhou-Luxembourg air route network covers more than 200 cities in 24 European countries.

Breakthroughs in the dual-hub cooperation between Zhengzhou Xinzheng International Airport and Luxembourg Findel Airport have significantly boosted infrastructure capacity on both sides. China-Luxembourg collaboration thrives in trade, industrial development, and cultural exchanges, reinforcing the route as a vital air bridge connecting China and Europe. Hubei Province, leveraging platforms like Ezhou Huahu International Airport, is actively building a world-class air cargo hub, positioning itself as a new high ground for opening-up in central region of China. As of the end of April 2025, Ezhou Huahu International Airport has attracted 23 cargo airlines and operates 41 international and regional cargo routes, gradually forming a cargo network that radiates to Europe and America and connects the world.

Column 1. Local Initiatives Building the Air Silk Road

(1) Zhengzhou-Luxembourg Air Silk Road

During a meeting with Luxembourg Prime Minister Xavier Bettel on June 14, 2017, Chinese President Xi Jinping proposed deepening bilateral cooperation under the BRI framework in the fields of finance and production capacity etc., and China supported the Zhengzhou-Luxembourg Air Silk Road. Henan Province takes initiative to co-build the air silk road,

vigorously implements a civil aviation-first strategy, continuously explores the way to deepen Zhengzhou-Luxembourg dual-hub cooperative model, and forms hub-based networks covering major global economies with Zhengzhou as the core. With growth rates of both passenger and cargo throughput among the top in China, Zhengzhou Xinzheng Airport handled 825,100 tons of cargo in 2024, a fourfold increase from 2012, ranking 6th in cargo throughput nationwide, up from 15th place in 2012.

The Zhengzhou-Luxembourg Air Silk Road Forum for International Cooperation with the theme of "Expanding and Strengthening the China-Luxembourg Air Silk Road for Air Cargo" was held in Zhengzhou on November 16, 2022. The second Zhengzhou-Luxembourg Air Silk Road International Cooperation Forum took place in Luxembourg on June 20, 2024. Ding Xuexiang, Member of the Standing Committee of the Political Bureau of the CPC Central Committee and Vice Premier of the State Council, attended the forum and delivered a speech. Ding Xuexiang stated that China and Luxembourg have upheld the Silk Road spirit over the years, achieved remarkable progress in building the Air Silk Road, and established an interconnected air bridge and a landmark project for joint cooperation of the Belt and Road Initiative. Luxembourg's Deputy Prime Minister Xavier Bettel noted that the Luxembourg-Zhengzhou Air Silk Road has become an important bond bringing Luxembourg-China relations closer.

(2) Ezhou Huahu International Airport

As Asia's first and the world's fourth cargo airport, Ezhou Huahu International Airport, operational since July 17, 2022, boasts 4E-level dual runways and 106 all-cargo aircraft stands, making it the largest nationwide cargo airport and providing comprehensive world-class runway-side

logistics solution. Equipped with Asia's biggest and most automated cargo (express) processing center, the airport covers a floorage of 750,000 m² and handles 280,000 items per hour in a super cargo transit hub and a 22,600 m² international cargo terminal. It has independently developed and introduced 96 industry-leading machines and systems across 18 categories with a total sorting line length of 52 kilometers; the unmanned operation system enhances operational efficiency and meets the handling needs for various goods, including express items, cold-chain products, dangerous goods, and general cargo.

As of the end of April 2025, there are 99 cargo routes in operation including 41 international routes linking Asia, Europe and America directly, offering overnight delivery nationwide and next-day delivery worldwide. In the future, it will partner with Wuhan Tianhe International Airport to form a dual hub for passenger and cargo transport in civil aviation of central China.

II Upgrading Technical Equipment Cooperation

China has carried out in-depth cooperation in civil aviation technology and equipment with BRI partner countries, providing more choices for the civil aviation development of the partner countries.

1. International cooperation on commercial aircraft has been continuously deepened. Independently developed by China for the first time in accordance with international

civil aviation regulations and with independent intellectual property rights, the COMAC C909 is a new medium-and-short-range turbofan regional passenger aircraft, covering a range of 2,225–3,700 kilometers. In December 2022, C909 was officially delivered to its first overseas customer, Indonesia's TransNusa, marking the first entry of Chinese domestically developed jet airliner into overseas market. In April 2023, the C909 joined TransNusa's fleet flying from Jakarta to Bali, officially launching its first commercial flight. In June 2023, the second C909 was delivered to TransNusa. In May 2024, the third C909 was delivered to TransNusa, through the first cross-border RMB settlement transaction for Chinese civil passenger aircraft. In March 2025, the C909 was officially delivered to Lao Airlines, marking the first entry of Chinese jet airliner into the Lao market. As of the end of April 2025, the COMAC C909 has accumulated over 8,100 hours of safe flight in Indonesia, opened 14 routes connecting 14 cities and carried over 270,000 passengers.

2. International cooperation in civil aviation special equipment and technical services has continued to expand. In recent years, China's domestic air traffic control equipment manufacturing industry has developed rapidly, with its visibility and influence in the international market improved steadily. Multiple categories of technologically mature equipment such as domestic radar, ADS-B (Automatic Dependent Surveillance-Broadcast) and automation system have been exported to international market. Chinese enterprises have actively participated in the construction of ICT low-voltage engineering, electro-mechanical engineering, baggage handling systems, and airport flight procedure design for terminal buildings in BRI partner countries, effectively helping to enhance the civil aviation development capabilities of such countries as Laos, Angola, Zambia, Tanzania, Mozambique, Cambodia, and Nepal.

Column 2. International Cooperation in Civil Aviation Air Traffic Control Industry and Information System Construction

Constructed by Chinese enterprises, the Luang Prabang International Airport in Laos was delivered and put into use in 2013. Its flight procedure design project was the first of its kind undertaken by Chinese air traffic control sector for a foreign airport.

In January 2019, Chinese civil aviation enterprises assisted in building a lightning detection system for Siem Reap Angkor International Airport in Cambodia.

In December 2020, Chinese civil aviation enterprises undertook the procurement and installation of air traffic control system and electro-mechanical equipment for the South Sudan Air Traffic Management System Project.

In January 2023, the instrument flight procedure developed by Chinese civil aviation enterprises for Pokhara International Airport in Nepal was successfully put into operation.

In March 2024, Chinese civil aviation enterprises undertook the development of main systems, such as the civil aviation ICT low-voltage system, for Phnom Penh De Chong International Airport in Cambodia.

III Improving Scale and Quality of Civil Aviation Infrastructure Cooperation

Strengthening cooperation in civil aviation infrastructure construction is not only a crucial measure to boost the development of civil aviation industries in BRI partner countries but also an important foundation for enhancing the

connectivity of the Air Silk Road.

1. Highlights of Co-Building Multiple Aviation Hubs in BRI Partner Countries

China has closely collaborated with multiple BRI partner countries, including Cambodia, Pakistan, Togo, Saudi Arabia, Nepal, Bangladesh, Kuwait, and Zambia, to jointly advance the construction of infrastructure such as civil airports, air traffic control systems, and logistics parks, while strengthening the Environmental, Social, and Governance (ESG) framework; and these efforts have effectively contributed to the economic and social development of the BRI partner countries. Incomplete statistics show that Chinese enterprises participated in over 200 overseas civil aviation infrastructure projects in 2024, including supporting facilities, such as terminal buildings, runways, control towers and meteorological stations, and logistics parks. These projects span 40 BRI partner countries across Africa, Asia, Central America, Oceania, and Europe, where China's quality, speed, and responsibility are fully demonstrated and highly recognized by all parties.

Column 3. Construction of Aviation Hubs in BRI Partner Countries

(1) China-assisted Project of New Gwadar International Airport in Pakistan

Located in the port city of Gwadar, Balochistan Province, southwestern Pakistan, the New Gwadar International Airport project is a signature project under the China-Pakistan Economic Corridor (CPEC). Covering an area of approximately 18 square kilometers, the airport has category 4F movement areas and a 3,658-meter runway, capable of accommodating major large wide-body passenger aircraft. With construction work began in October 2019, the airport completed flight inspections and tests in June 2024 and passed the final acceptance inspection in September. Chinese Premier Li Qiang and Pakistani Prime Minister Shehbaz jointly attended the completion ceremony of New Gwadar International Airport in October 2024. Li Qiang stated that the airport marked a significant milestone in deepening the CPEC cooperation and vividly reflected the special friendship between China and Pakistan. China is ready to continue working with Pakistan to further develop CPEC into a model project for high-quality Belt and Road cooperation. Shehbaz said the completion of the New Gwadar International Airport project will bring unprecedented development opportunities to Pakistan, and Pakistan is also ready to join hands with China to strengthen the CPEC cooperation on a higher level and strive for more fruitful results in building a China-Pakistan community with a shared future.

(2) Cambodia's Siem Reap Angkor International Airport Project

The Siem Reap Angkor International Airport project is implemented by Chinese enterprises overseas through the "Build-Operate-Transfer

(BOT)" model. Located approximately 40 kilometers from Angkor, a world cultural heritage site, the airport is a major international airport project prioritized by the Cambodian government. With category 4E movement areas, the airport is designed to handle a passenger traffic of 7 million annually, features a terminal building of 81,800 square meters, and a 3,600-meter runway, capable of accommodating major large wide-body passenger aircraft. Adhering to the concept of integrated design, the airport and development zone's transportation and landscape systems are comprehensively planned to ensure coordination and seamless integration between the airport and surrounding areas. The terminal design inherits the traditional sloped roof form of local Cambodian architecture. With a glass spire rising at the core of the building, this design resembles the tops of palaces, temples, and Angkor's ancient shrines, forming the highest point and iconic image of the terminal. It features a logical spatial layout, unobstructed pedestrian circulation, and a streamlined workflow for air passengers around the world with convenient, efficient, and comfortable aviation services. The airport was officially put into operation in October 2023. It handled 15,300 aircraft movements, 1.403 million passengers, and 102.25 tons of cargo in 2024. It has launched routes cumulatively to 17 cities in 8 countries of South Asia and Southeast Asia, thus promoting economic and cultural exchanges between Cambodia and other nations.

(3) Togo's Lomé Airport Expansion Project

The new terminal of Togo's Lomé Gnassingbé Eyadéma International Airport, constructed by Chinese enterprises, was put into operation in April 2016, becoming a landmark building in the local area and even in West Africa. Located north of the existing terminal, the new terminal covers an area of 21,000 square meters, approximately 2.3 times that of the existing

one, and adds 5 new aircraft stands, bringing the total number of parking stands to 22. The airport's annual passenger handling capacity will increase from 670,000 to 1.6 million, and annual cargo handling capacity will increase from the current 10,000 tons to 35,000 tons. The project began construction in December 2011 and passed the final acceptance inspection at the end of May 2015. During the construction period, civil aviation representatives from more than 50 African countries as well as relevant officials from the World Bank and the International Monetary Fund, visited the site and highly recognized the project. It is the first runway renovation project in West Africa adopting airside construction technology without suspending flight operation, setting a good demonstration effect for airport expansion and renovation projects in Togo and surrounding regions. Togolese President Faure attended the terminal inauguration ceremony and awarded the "Order of Mono, National Honorary Officer" to the representative of the Chinese enterprise.

(4) Nepal's Pokhara International Airport Project

The construction of Pokhara International Airport project in Nepal began in July 2017 and the airport was put into operation in January 2023. It is Nepal's first modern airport and has been listed as a "National Honor Project" by the Nepalese government. Pokhara is Nepal's second-largest city and tourism is a major factor in its local economic development. Before the completion of Pokhara International Airport, the local airstrip could only handle small aircraft and instrument landings could not be accommodated, with flights completely subject to weather conditions. After the completion of Pokhara International Airport, the flight from Pokhara to Kathmandu, Nepal's capital, takes only 25 minutes, which can directly boost local tourism and further stimulate Nepal's economic development.

Pokhara International Airport is an aviation hub facilitating personnel exchanges between Nepal, China, and the rest of the world. It is also a friendship project, witnessing the deep-rooted bonds forged and mutual assistance between China and Nepal in times of adversity. It has become a vivid demonstration and powerful testament of building a China-Nepal community with a shared future and achieving common development and prosperity hand in hand.

(5) Angola's Capital New Airport Project

Constructed by Chinese enterprises, the Dr. António Agostinho Neto International Airport in Angola began construction in February 2017. An inauguration ceremony was held in Luanda, the capital of Angola, in November 2023, marking the official activation of the airport's cargo function. Located 40 kilometers southeast of downtown Luanda, the airport is designed to handle 15 million passengers and 130,000 tons of cargo annually. When fully operational, it will become one of the new important aviation hubs in southern Africa. The Angolan government is committed to developing the airport into a transportation hub in southwestern Angola and a main gateway for Angola towards the world, promoting the growth of the aviation transportation market in Africa and benefiting approximately 415 million people in southern Africa. The airport project is of great significance to Angola's social economy and people's livelihood. During the construction period, China and Angola jointly overcame challenges such as the pandemic, providing thousands of local employment opportunities and training a group of technical personnel for Angola.

2. International Cooperation in Air Logistics Continues to Deepen

Chinese enterprises have actively participated in the construction and operation of cargo terminals in BRI partner countries, making positive contributions to their cooperation in air logistics, industrial chain and supply chain. Henan Province Airport Group-Zhengzhou Exclusive Overseas Cargo Station in Budapest was inaugurated at Hungary's Budapest International Airport in April 2021, becoming the first air cargo station established by Chinese enterprises overseas. In June 2024, Zhongyu Aviation Group signed an agreement with Malaysia Airports Holdings Berhad to promote the reciprocal establishment of overseas cargo stations in Zhengzhou and Kuala Lumpur, improving supporting facilities and services such as software, hardware, and customs clearance at the two airports. Shenzhen Bao'an International Airport successively put into operation three overseas aviation cargo stations in Budapest, Hungary, and other cities in November 2024. Currently, the airport has formed an overseas cargo station network covering aviation logistics hub cities in Europe and

Latin America, effectively integrating the "air network+ground network+cargo supply network" to provide one-stop logistics services for Shenzhen-made products to serve the international market. In May 2024, the Hangzhou-Budapest Exclusive Overseas Cargo Station of Zhejiang Provincial Airport Group was inaugurated in the China-Europe Trade and Logistics Cooperation Park, playing a positive role in promoting economic and trade exchanges between China and Central and Eastern European countries.

Column 4. Construction and Operation of Overseas Aviation Cargo Stations

Overseas cargo stations are sites built at overseas airports to provide ground handling services such as loading/unloading, warehousing, customs clearance, and transit for import/export goods. By connecting air cargo operation windows through regular routes and integrating the "air network + ground logistics network + cargo supply network", these stations provide customers with safe, efficient, and low-cost services. In 2021, Zhengzhou Xinzheng International Airport in China and Budapest International Airport in Hungary completed the reciprocal establishment of exclusive cargo stations, jointly playing the role of distribution hubs. The two airports leverage resource advantages of both parties to provide and extend ground handling service scopes for import/export goods by establishing logistics cooperation and digital platform, etc., enabling centralized solutions to problems such as long logistics lead time and "last-mile delivery", and achieving consolidation and distribution of goods across regions globally.

IV Accelerating Development of Aviation Hubs

China and BRI partner countries are jointly deepening the open development of aviation hubs, providing strong support for the building of the Air Silk Road.

1. The Support Capacity of Domestic Aviation Hubs in China Enhanced Markedly

China is accelerating the improvement of a national comprehensive airport system centered on world-class airport clusters and international aviation hubs, with the support capacity of aviation hubs ranking among the top globally. The building of four world-class airport clusters in the Beijing-Tianjin-Hebei region, the Yangtze River Delta, the Guangdong-Hong Kong-Macao Greater Bay Area, and the Chengdu-Chongqing region has been accelerated, with their scales ranking among the top globally. The development level of 10 international hubs[1] and 29 regional hubs continues to improve. A number of high-quality airport projects

1 The 10 international hubs refer to aviation hubs in Beijing, Shanghai, Guangzhou, Shenzhen, Xi'an, Urumqi, Harbin, Chengdu, Chongqing and Kunming.

with salient green and intelligent features, such as Beijing Daxing International Airport, Chengdu Tianfu International Airport, and Hubei Ezhou International Airport, have been completed and put into operation, providing strong support for the building of the Air Silk Road. By the end of 2024, the total number of certified civil airports in China reached 263, with 40 airports handling over ten million passengers and 67 airports handling over ten thousand tons of cargo. The total airport capacity reached 1.5 billion passengers. Among them, Shanghai Pudong International Airport, Guangzhou Baiyun International Airport, Beijing Capital International Airport, and Shenzhen Bao'an International Airports ranked 10th, 12th, 16th, and 22nd globally in passenger throughput, respectively. The aviation hubs in Shanghai and Beijing handled over 100 million passengers each. Shanghai Pudong International Airport, Guangzhou Baiyun International Airport, and Shenzhen Bao'an International Airport ranked 3rd, 9th, and 18th globally in cargo throughput, respectively. Haikou Meilan International Airport continues to upgrade its opening-up functions towards the Pacific Ocean and the Indian Ocean, significantly enhancing its capacity to serve the free and

convenient transportation in Hainan Free Trade Port.

Column 5. Aviation Hub Development Promotes Air Silk Road Development

(1) Beijing International Aviation Hubs

Beijing Capital International Airport is the first large-scale civil transport airport built since the founding of the People's Republic of China. It currently has 3 terminals, 3 runways, and category 4F movement areas, capable of accommodating large civil aircraft including the Airbus A380. In 2024, it handled 67.37 million passengers, 1.44 million tons of cargo, and 430,000 aircraft movements, including 14.85 million passengers and 740,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. The passenger routes reach 56 BRI partner countries, while all-cargo routes serve 35 BRI partner countries.

Beijing Daxing International Airport was officially opened in September 2019, taking only 4 years and 9 months from groundbreaking to operation, setting multiple world records. The current phase includes 4 runways in a "three vertical and one horizontal" configuration, a 700,000 m^2 terminal building, and supporting facilities, with an annual capacity of 72 million passengers and 2 million tons of cargo. The long-term plan envisages 6 runways in a "four vertical and two horizontal" layout, capable of handling over 100 million passengers and 4 million tons of cargo annually. In 2024, it handled 49.44 million passengers, 330,000 tons of cargo, and 330,000 aircraft movements, including 4.76 million passengers and 80,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. The passenger routes cover 36 BRI partner countries, with all-cargo routes reaching 16 BRI partner countries.

(2) Shanghai International Aviation Hubs

Shanghai Pudong International Airport was completed and operational in September 1999, featuring 5 runways, 2 terminals, 1 satellite concourse, and category 4F movement areas, able to accommodate large civil aircraft like the Airbus A380. In 2024, it handled 76.79 million passengers, 3.78 million tons of cargo, and 530,000 aircraft movements, including 31.81 million passengers and 3.43 million tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. The passenger routes connect 51 BRI partner countries, while all-cargo routes serve 35 BRI partner countries. As China's first stop for inbound tourism, Pudong Airport led Chinese airports in the number of inbound foreign visitors in 2024.

Shanghai Hongqiao International Airport, established in 1921, has 2 runways, 2 terminals, and category 4E movement areas. In 2024, it handled 47.94 million passengers, 430,000 tons of cargo, and 280,000 aircraft movements, including 3.21 million passengers and 40,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions.

(3) Guangzhou International Aviation Hub

Guangzhou Baiyun International Airport relocated to its current site in August 2004, with 2 terminals, 3 runways, and category 4F movement areas enabling it to accommodate large civil aircraft like the Airbus A380. In 2024, it handled 76.36 million passengers, 2.38 million tons of cargo, and 510,000 aircraft movements, including 14.62 million passengers and 1.59 million tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. The passenger routes reach 60 BRI partner countries, with all-cargo routes serving 39 BRI partner countries.

(4) Chengdu International Aviation Hubs

Chengdu Shuangliu International Airport was officially put into operation in May 1957, with 2 terminals, 2 runways, and category 4F movement areas capable of accommodating large civil aircraft like the Airbus A380. In 2024, it handled 32.43 million passengers, 640,000 tons of cargo, and 210,000 aircraft movements, including 240,000 tons of cargo for international and China's Hong Kong, Macao and Taiwan regions. All-cargo routes connect 15 BRI partner countries.

Chengdu Tianfu International Airport was officially inaugurated in June 2021, with 2 terminals, 3 runways, and category 4F movement areas capable of accommodating large civil aircraft like the Airbus A380. In 2024, it handled 54.91 million passengers, 380,000 tons of cargo, and 380,000 aircraft movements, including 5.62 million passengers and 150,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. The passenger routes and all-cargo routes reach 41 and 23 BRI partner countries respectively.

(5) Shenzhen International Aviation Hub

Shenzhen Bao'an International Airport was officially inaugurated in October 1991, with 3 terminals, 2 runways, and category 4F movement areas capable of accommodating large civil aircraft like the Airbus A380. In 2024, it handled 61.48 million passengers, 1.88 million tons of cargo, and 430,000 aircraft movements, including 5.18 million passengers and 970,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. Passenger routes serve 31 BRI partner countries, with all-cargo routes reaching 26 BRI partner countries. It built China's first intelligent and remote-controlled international cargo terminal,

with cross-border air e-commerce throughput hitting 326,000 tons in 2024, up by 60.3% year on year.

(6) Chongqing International Aviation Hub

Chongqing Jiangbei International Airport was built and put into operation in January 1990, featuring 3 terminals, 1 satellite concourse, and 4 runways, making it the first airport in central-western China and the third one nationwide capable of operating four active runways simultaneously. It boasts category 4F movement areas, enabling it to accommodate large civil aircraft like the Airbus A380. In 2024, it handled 48.68 million passengers, 470,000 tons of cargo, and 330,000 aircraft movements, including 1.77 million passengers and 130,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. The passenger routes and all-cargo routes reach 26 and 17 BRI partner countries respectively.

(7) Kunming International Aviation Hub

Kunming Changshui International Airport relocated operations to its current site in June 2012, serving as a key air bridge connecting China with South and Southeast Asia, with 1 terminal, 2 runways, and category 4F movement areas, able to accommodate large civil aircraft like the Airbus A380. In 2024, it handled 47.18 million passengers, 390,000 tons of cargo, and 330,000 aircraft movements, including 2.77 million passengers and 50,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. The passenger routes and all-cargo routes connect 29 and 15 BRI partner countries respectively.

(8) Xi'an International Aviation Hub

Opened for operation in December 1991, Xi'an Xianyang International

Airport is relocated from Xi'an Xiguan Airport, as the largest international airport in Northwest China. With 4 terminals, 4 runways, and category 4F movement areas, able to accommodate large civil aircraft like the Airbus A380. In 2024 it handled 47.03 million passengers, 290,000 tons of cargo, and 330,000 aircraft movements, including 1.32 million passengers and 40,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. The passenger routes serve 32 BRI partner countries, with all-cargo routes connecting 18 BRI partner countries.

(9) Urumqi International Aviation Hub

Urumqi Tianshan International Airport, the largest in Xinjiang, has 4 terminals, 2 runways, and category 4F movement areas, able to accommodate large civil aircraft like the Airbus A380. In 2024, it handled 27.77 million passengers, 240,000 tons of cargo, and 190,000 aircraft movements, including 610,000 passengers and 40,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. Both passenger and all-cargo routes serve 18 BRI partner countries. Xinjiang, with the largest number of airports in China, has completed and commissioned 27 civil transport airports as of the end of 2024, forms an airport network centered on Urumqi air hub, and stands ready to support the building of the core zone of the Silk Road Economic Belt.

(10) Harbin International Aviation Hub

Harbin Taiping International Airport, built in 1979, is the busiest international airport and sole international aviation hub in Northeast China. With 2 terminals, 2 runways, and category 4E movement areas able to accommodate Boeing 747 and Airbus A340 series. In 2024, it handled 23.80 million passengers, 140,000 tons of cargo, and 160,000 aircraft

movements, including 480,000 passengers and 6,000 tons of cargo for international routes and China's Hong Kong, Macao and Taiwan regions. Passenger routes serve 15 BRI partner countries, with all-cargo routes reaching 2 BRI partner countries. In Northeast China, it was the first dual-runway airport and Harbin is the first city to open the 5th freedom of the air traffic rights, with two such routes operational.

2. Airport Economic Zones Growing into Key Platforms for Opening-Up

Hub airports have gradually become core nodes where regional economies integrate into the global economic system and participate in global industrial division of labor as well as resources and factor allocation, acting as a key engine of regional economy development and opening up. Thirty-seven cities including Shanghai, Guangzhou, Chengdu, and Xi'an have implemented the Initiative of National Integrated Freight Hubs with Supply Chain Reinforced and Enhanced to strengthen cross-model integrated layout based on land-air and air-rail freight hubs, improved logistics and warehousing capabilities, and ensured stable and smooth supply chains for airport economic zones. As of the end of April 2025, nearly 100 airport economic zones relying on hub airports have been

planned nationwide, including 17 national-level demonstration zones. 26 out of 147 comprehensive bonded zones in China are in the surrounding areas of the airports, providing important support for trade cooperation under the Air Silk Road.

Column 6. Airport Economic Zones Boost High-Quality Air Silk Road Development

(1) Zhengzhou Airport Economy Zone

Approved for establishment in March 2013, the zone has built a "1+3+N"[1] open system, which is functionally comprehensive and efficient. Actively serving as a key window for opening-up, the zone broadens the cooperative bridge between Henan and the world: it has successfully hosted the Air Silk Road Global Hub Sino-Germany Intelligent Manufacturing Integration and Innovation Cooperation Conference; attracted the establishment of Zhengzhou representative office of Cambodia Angkor Air, the first foreign airline regional headquarter in Henan, and Chile's Arica Y Parinacota Region Trade and Economic Office in Zhengzhou; it has deepened trade relations with ASEAN, the Middle East, South America, and RCEP members. In 2024, its GDP reached 137.56 billion yuan.

1 "1+3+N": "1" refers to the Zhengzhou Xinzheng Comprehensive Bonded Zone; "3" represents the airport, railway entry/exit point, and international mail exchange station; "N" includes designated sites under oversight for imported meat, fruits, edible aquatic animals, and cold aquatic products, as well as port qualifications for pharmaceutical imports. A comprehensive "7×24-hour" customs clearance for passenger and cargo transport is in place, along with the "Port-Zone Integrated Operation" customs clearance model.

(2) Chongqing Airport Economic Demonstration Zone

Approved in October 2016, the zone focuses on smart terminals and automotive manufacturing, gathering over 120 smart manufacturing enterprises like Changan Automobile, Transsion Holdings and Tianshi Precision Technology, with a gross industrial output value of enterprises above designated size reaching 220.8 billion yuan. It produces 70% of mobile phones and 40% of laptops, and accounts for 1/5 of automotive production value and 1/3 of vehicle output value in Chongqing. Relying on platforms like Xiantao Big Data Valley, it has introduced 340 high-quality digital economy-related enterprises such as Huawei Cloud, bringing together over 10,000 tech talents and generating over 40 billion yuan in cumulative output. In 2024, its GDP reached 90.1 billion yuan.

(3) Qingdao Jiaodong Airport Economic Demonstration Zone

Qingdao Jiaodong Airport Economic Demonstration Zone (QJAEDZ) was approved for establishment in October 2016. The Airport New City of the Shanghai Cooperation Organization (SCO) Demonstration Area[1] is in QJAEDZ. Leveraging both SCO and airport economy strategies, it aims to create a trade transit hub connecting RCEP and SCO countries, actively

1 SCO Demonstration Zone: In June 2018, at the 18th Meeting of the Council of Heads of Member States of the Shanghai Cooperation Organization (SCO) held in Qingdao, China proposed the building a demonstration area in Qingdao for China-SCO local economic and trade cooperation. It is the only national-level platform dedicated to regional economic and trade cooperation with SCO countries.

addresses the issue of low level of trade facilitation, supports Belt and Road cooperation and builds new platform with upgraded openness. Currently, it conducts import/export business with SCO countries[1] like India, Russia, and Pakistan. In 2024, its GDP reached 20 billion yuan.

(4) Hangzhou Airport Economic Demonstration Zone

Approved in May 2017, the zone's airport of entry features designated inspection sites for imported plant propagative materials, cold aquatic products, edible aquatic animals, and fruits, and authorized for importing pharmaceuticals. It has integrated multiple reform pilots including Hangzhou Bonded Logistics Center (Type B), China (Hangzhou) Cross-Border E-commerce Comprehensive Pilot Zone, and China (Zhejiang) Pilot Free Trade Zone Expansion Area-Airport-Oriented National Logistics Hub of Hangzhou Area, forming a synergistic advantage of "airport+airport economy+free trade+cross-border e-commerce+comprehensive bonded logistics". In August 2024, Sinotrans and Zhejiang Airport Group jointly launched the Hangzhou e-Hub project, a global smart logistics hub integrating intelligence, efficiency, and low carbon technology. Since 2024, the zone supported major events like the 3rd Global Digital Trade Expo., achieved a GDP of 34.522 billion yuan and import/export volume of 26.088 billion yuan.

1 Shanghai Cooperation Organization (SCO): Established on June 15, 2001, SCO's founding members includes China, Russia, Kazakhstan, Kyrgyzstan, Tajikistan, and Uzbekistan. In 2017, India and Pakistan joined as full members. Iran became a member in 2023, followed by Belarus in 2024, bringing the total number of SCO member states to 10. The organization currently has two observer states—Afghanistan and Mongolia—and 14 dialogue partners: Azerbaijan, Armenia, Cambodia, Nepal, Turkey, Sri Lanka, Saudi Arabia, Egypt, Qatar, Bahrain, Maldives, Myanmar, the United Arab Emirates and Kuwait.

(5) Guizhou Airport Economic Demonstration Zone

Approved for establishment in May 2017, the zone focuses on advanced equipment manufacturing, electronic information manufacturing, and ecological specialty foods (air freight-preferred type), while developing air logistics, exhibitions, and cultural tourism. It has established and put into operation international mail exchange offices, international freight centers, and comprehensive service centers, received approval for bonded logistics centers (Type B) and international cross-border centers, and started to accelerate building featured projects including perishable cargo, fruit, and cross-border e-commerce package distribution hubs. Focusing on air cargo-oriented logistics parks, it has attracted 14 logistics enterprises including SF Express, YTO Express, Bokai Logistics and Moutai Logistics. In 2024, its GDP reached 29.4 billion yuan.

(6) Xi'an Airport Economic Demonstration Zone

Approved in April 2018 as the first national-level airport economic zone in Northwest China, the zone capitalizes on synergistic opening advantages of "free trade + bonded logistics+ cross-border e-commerce + airport of entry + air traffic rights" to establish the first inbound-visitor payment service center in Northwest China. With 5 kinds of designated importing port qualifications for edible aquatic animals, drugs, fruits, meat and plant propagative materials, it has formed three industry clusters: aviation hub support, airport-based advanced manufacturing, and high-end services. The zone hosts regional headquarters of 14 airlines like China Eastern Airlines and Shenzhen Airlines, and offices of 15 foreign airlines like Finnair and Korean Air. 13 operational logistics parks have been put into operation, gathering over 200 modern aviation, logistics, and

freight forwarding enterprises including GLP, Mapletree and Hitachi, and attracting Fortune 500 manufacturers like Xi'an Eastern Safran (XIESA) and Shaanxi Meili Zhongcheng. In 2024, its GDP reached 13.637 billion yuan.

(7) Ningbo Airport Economic Demonstration Zone

Approved for establishment in April 2018, the zone focuses on cross-border e-commerce, perishable food cold chain, apparel and fashion, and smart manufacturing. It opened a green express way for cross-border e-commerce customs clearance, achieving 6.61 billion yuan in cross-border e-commerce imports/exports and handling 35,100 tons of cargo in 2024. Over 50 enterprises conduct fresh produce trade, processing, and distribution through the Ningbo International Fresh Produce Hub Port platform, with perishable cargo throughput reaching 2,164.2 tons. In 2024, it achieved a GDP of 40.756 billion yuan, increased by 4.0% YoY, and import/export volume of 27.64 billion yuan, an increase of 23.5% YoY.

(8) Capital Airport Economic Demonstration Zone

Approved in February 2019, the zone leverages cumulative advantages of free trade zone, service industry opening-up demonstration zone, and comprehensive bonded zone to expand to 13 special port of entry functions including international express, cross-border e-commerce, and perishable cargo, making it China's most functionally comprehensive international aviation hub. In 2024, it achieved 351.5 billion yuan in operating revenue, ranking 2nd nationwide among 17 airport economic zones in both gross economic output and output per unit area. With operating revenue scale of its aviation services industry leading in China and the scale of its pharmaceutical trade exceeding 100 billion yuan, nearly 30% of the

national total, the Beijing Tianzhu Comprehensive Bonded Zone achieved 123.4 billion yuan in import/export value, surpassing the 100-billion-yuan threshold and ranking 2nd in annual performance evaluation of comprehensive bonded zones for two consecutive years.

(9) Nanjing Airport Economic Demonstration Zone

Approved for establishment in February 2019, the zone has formed six industrial clusters: aviation manufacturing, air logistics, connected new energy vehicles in intelligent networks, high-end intelligent equipment, biomedicine and smart home, each with a scale of over one billion yuan. Gathering over 20 aviation manufacturers and 70 air logistics enterprises, it boasts technological advantages in a number of aviation manufacturing fields including airborne equipment, critical aviation components, and aviation power system manufacturing. The zone has attracted Fortune Global 500 and China's top 500 enterprises in aviation logistics including SF Express and YTO Express to set up branches, and China Post Aviation Express and Logistics Hub established its headquarters in Nanjing. In 2024, its annual gross product reached 41.41 billion yuan.

(10) Changchun Airport Economic Demonstration Zone

Approved for establishment in July 2020, the zone focuses on air transport, advanced manufacturing, and modern services. Its entry port functions for imported pharmaceuticals have improved continuously, and such functions for imported fruit, cold aquatic products, and fresh meat have enhanced steadily. Integrating land port and airport logistics, it builds air-rail-sea multi-model transport corridor via the Huichun maritime connectivity strategy to enhance opening-up. In 2024, its GDP reached 1.95 billion yuan.

(11) Nanning Airport Economic Demonstration Zone

Approved for establishment in July 2020, the demonstration zone actively builds a regional aviation hub towards Southeast Asia, a regional gateway hub for the Belt and Road Initiative, and a national pilot zone for innovative development of airport economies. Relying on the international cargo routes of Nanning Wuxu International Airport, the zone facilitates the exchange of cross-border e-commerce goods, general trade goods, electronic products, clothing and accessories from China's Yangtze River Delta region, Guangdong-Hong Kong-Macao Greater Bay Area, and Guangxi, with featured products such as seafood, fruits, Chinese medicinal materials, and spices from ASEAN and South Asian countries through Nanning's "air corridors". In 2024, the demonstration zone achieved a regional gross product of 30.862 billion yuan, a year-on-year increase of 4.6%.

V Deepening Policy Communication and Alignment Continuously

Policy communication serves as a key guidance for the development of the Air Silk Road. Based on full communication and consultation with BRI partner countries, China has integrated the development of the Air Silk Road into important cooperation documents such as the Belt and Road Initiative (BRI) cooperation plans, providing critical guidance for deepening strategic alignment in civil aviation development

and expanding practical cooperation under the BRI framework. China and partner countries have jointly advanced negotiations on mutual arrangements for traffic rights. As of the end of April of 2025, China has signed intergovernmental air service agreements with 107 BRI partner countries, covering nearly 70% of such nations, providing essential policy safeguards to build Air Silk Road. Additionally, China has signed memoranda of understanding (MoUs) on jointly building the Air Silk Road with the civil aviation authorities of five countries: Kazakhstan, Tajikistan, Uzbekistan, Kyrgyzstan and Azerbaijan, representing a positive exploration to innovate cooperation mechanisms for the Air Silk Road. Furthermore, signing the MoU on Regional Aviation Partnership among BRICS Countries has effectively promoted comprehensive regional aviation cooperation within the BRICS framework. The MoU on Cooperation and Technical Assistance in Civil Aviation with Ecuador has actively deepened practical civil aviation collaboration under the BRI.

Column 7. Signing MoUs for Joint Building of the Air Silk Road

From October 2023 to June 2024, the Civil Aviation Administration of China (CAAC) signed MoUs on jointly building the Air Silk Road with Ministry of Transport of Kazakhstan, Civil Aviation Authority of Tajikistan, Ministry of Transport of Uzbekistan, Civil Aviation Authority of Kyrgyzstan and Civil Aviation Authority of Azerbaijan. Consensus was also reached with Turkmenistan on the text and signing arrangements of a MoU on Air Silk Road. Collective efforts are made to advance cooperation in air transport policy coordination, in opening development of air transport, in civil aviation infrastructure, and in technical fields such as civil aviation safety, green development, and intelligent aviation. With these efforts in civil aviation sector, personnel exchanges and cargo transport are facilitated and cooperation are promoted in cultural, economic, trade, and social domains thus contributing to the BRI.

VI Advancing Connectivity of Rules and Standards Steadily

Mutual recognition and alignment of rules and standards form an important pillar for the Air Silk Road. China actively engages in practical cooperation across all fields under the framework of the International Civil Aviation Organization (ICAO), deeply aligning the BRI with ICAO's No Country Left Behind initiative, and contributing Chinese wisdom and solutions to international standard-setting in areas such as

airworthiness certification and BeiDou (BDS) applications. As of the end of April of 2025, Azerbaijan has established bilateral five cooperation mechanisms with 28 BRI partner countries, collaborating on the design, manufacturing, operation, and maintenance of civil aircraft. The Shanghai International Arbitration Center has established a "Dispute Resolution Center for Air Silk Road Investment and Trade" and issued the world's first aviation arbitration rules applicable to institutional arbitration, providing critical support for advancing law-based governance process of the Air Silk Road.

Column 8. BeiDou System Officially Incorporated into ICAO Standards

In 2010, China formally submitted an application for the BeiDou system to be included in ICAO stand Session of ICAO Assembly. After 28 working meetings, over 50 technical discussions, submission of more than 100 and civil aviation authority of Azerbaijan technical documents, and responses to over 2,000 queries, the BeiDou system successfully passed reviews by ICAO's technical panels, Air Navigation Commission, and ICAO Council, and was incorporated into ICAO Standards and Recommended Practices (SARPs) by the end of 2023. This milestone marks BeiDou's emergence as a global civil aviation satellite navigation system, laying a solid foundation for comprehensive promotion of BeiDou's aviation applications and contributing to enhanced level of safe operation in civil aviation.

VII Remarkable Achievements in Professionals Education and Nurturing Cooperation

Educational cooperation serves as a vital bond for fostering people-to-people connectivity. By the end of April of 2025, China has provided professional training in civil aviation safety, security, flight standards, airworthiness certification, airports, and air traffic management to over 1,000 trainees from BRI partner countries in Southeast Asia, Central and Western Asia, Africa, and the South Pacific. Additionally, over 300 students from more than 30 BRI countries, including Azerbaijan, Kyrgyzstan, Ethiopia, Pakistan, Kazakhstan, Tajikistan, Belarus, Botswana, Burkina Faso, Russia, the Republic of Congo, Ghana, Cambodia, Thailand, Laos, Vietnam, Bangladesh, Nepal, and Morocco, have received undergraduate and postgraduate degree education in civil aviation disciplines. Under frameworks such as the Global Development and South-South Cooperation Fund and ICAO, China has provided significant support for civil aviation talent cultivation, disciplinary development, and scientific research in BRI partner countries.

Column 9. Supporting Civil Aviation Talent Development in BRI partner countries

(1) Cooperative Fellowship Training Program on Capability Enhancement in Civil Aviation Management

The Civil Administration of China (CAAC) organized nine training programs for BRI partner countries on enhancing capabilities in civil aviation management, providing professional education and training to over 200 operational managers from civil aviation authorities in Central Asia, ASEAN, Africa, and South America. These programs shared best practices and experiences in civil aviation laws and regulations, airworthiness certification, safety management, flight standard management, and intelligent airport development.

(2) Technical Cooperative Training in Airport Control

CAAC organized a total of seven training programs on Airport Control and Management for BRI partner countries, offering professional training including air traffic management operation to 254 participants from dozens of BRI partner countries including Kenya, Malawi, Burkina Faso, Mozambique, Mongolia, Nepal, Iraq, Thailand, Singapore, Laos, and South Sudan. Technical expertise in air traffic control management, air traffic flow management, and satellite navigation was shared.

(3) Cooperative Training in Flight Operation

CAAC organized three training programs on Civil Aviation Flight Standards for officials from BRI partner countries was conducted, providing 32 civil aviation operations management personnel from ASEAN with training in flight operation, search and rescue, aircraft performance, and operational characteristics of civil aircraft made in China.

(4) Cooperative Fellowship Training Program on Capability Enhancement in Civil Aviation Safety Management

CAAC organized a total of nine training programs on civil aviation safety capabilities for BRI partner countries, offering professional training in aviation safety technology and dangerous goods management to 180 civil aviation professionals from Central Asia, East Asia, South and Central Asia, and Africa, while concepts, methodologies, and new technologies regarding civil aviation safety management were shared actively.

(5) Cooperative Training in Aviation Maintenance

CAAC organized four aviation maintenance training programs for BRI partner countries, providing 96 civil aviation professionals from Central Asia, Southeast Asia, and Africa with hands-on training in key areas such as aviation English, aircraft maintenance fundamentals, aircraft structures and systems, and integrated maintenance practices.

(6) Aeronautical Meteorological Services Exchange and Training

CAAC organized 12 international training programs and seminars on aeronautical meteorological services, providing hundreds of participants from over 80 countries and regions including BRI partners countries with training to enhance their qualifications and capabilities in aeronautical meteorology. To adapt to ICAO's strategic adjustments for future global aeronautical meteorological services, China established the Asian Collaborative Platform for Hazardous Weather Advisory, which officially commenced external services in July 2018. This platform has effectively promoted technical exchanges and experience-sharing among aeronautical meteorological forecasters in relevant countries, improving the accuracy

and consistency of hazardous weather warnings and forecasting for regional, and in particular, adjacent border areas.

VIII Constantly Enriching Cooperative Platforms and Carriers

Accelerating the establishment and improvement of civil aviation cooperation mechanisms with BRI partner countries, China carries out extensive multi-level and multi-domain international exchanges, building important bridges for deepening people-to-people connectivity under the BRI.

1. Sounder Civil Aviation Exchange and Cooperation Platform

CAAC has successively established cooperation platforms including the China-ASEAN Regional Aviation Cooperation Platform and the China-Africa Cooperation Platform, launched a civil aviation cooperation platform with Central Asian aviation authorities, established a BRICS aviation cooperation mechanism, and built a China-EU comprehensive strategic partnership. To accelerate institutional improvement, continuously strengthen resource coordination, and enhance

cooperation efficiency, regional civil aviation cooperation mechanisms and platforms with ASEAN, Central and Eastern Europe, Africa, and Central Asia were integrated to officially establish the Belt and Road Cooperation Platform of CAAC in August 2020.

Column 10. Overview of Belt and Road Cooperation Platform of CAAC

The Platform has established a Steering Committee with its director held by a Deputy Administrator of CAAC and an office at International Cooperation and Service Center of CAAC. The Platform is primarily responsible for advancing civil aviation cooperation under the BRI and promoting related projects and key initiatives. As of the end of April of 2025, the platform has 194 member entities covering professional fields such as aviation equipment manufacturing, air logistics, aviation energy, finance, and information technology, effectively driving practical civil aviation cooperation between China and countries in ASEAN, Central Asia, the Middle East, Central and Eastern Europe, and Africa. In July 2024, the platform admitted the first batch of 17 Chinese civil aviation maintenance-related organizations to establish a Professional Technical Committee for the maintenance sector, providing better support for high-quality development of the Air Silk Road.

2. Extensive International Exchanges Deepening at All Levels

China supports local governments in actively integrating into the Air Silk Road cooperation, regularly hosting Air Silk Road-themed forums and exhibitions to enrich exchanges and cooperation platforms. Social organizations such as the China Air Transport Association (CATA) and China Civil Airports Association (CCAA) have increasingly close exchanges with relevant non-governmental organizations and enterprises in BRI partner countries, providing significant impetus for the Air Silk Road cooperation.

Column 11. Building Cooperation and Exchange Platforms with BRI partner countries

(1) CAAC-EASA Aviation Safety Conference

The CAAC-EASA Aviation Safety Conference serves as an important platform for civil aviation exchanges, dialogue, and shared development between China and the EU. In May 2017, the first Aviation Safety Conference co-hosted by CAAC and European Union Aviation Safety Agency (EASA) was held in Shanghai, where both sides signed a joint statement on cooperation between CAAC and EASA regarding aviation safety and a Letter of Intent on China-EU Civil Aviation Partnership Projects (APP). In October 2018, the second CAAC-EASA Aviation Safety

Conference in Madrid, Spain, saw in-depth exchanges on Bilateral Aviation Safety Agreement negotiation, product certification review, progress of China-EU APP, and future cooperation plans. In May 2024, the third CAAC-EASA Aviation Safety Conference in Xiamen focused on in-depth discussions on A-CDM comparisons, civil aviation fuel airworthiness certification, and aviation safety investigations.

(2) China-ASEAN Civil Aviation Cooperation Forum

Co-hosted by CAAC and the People's Government of Guangxi Zhuang Autonomous Region, the China-ASEAN Civil Aviation Cooperation Forum is held annually in Nanning, Guangxi, during the China-ASEAN Expo. It aims to build a platform for high-level policy dialogue, civil aviation technology exchanges, display of civil aviation services and products, and international cooperation and trade. The forum was successfully convened for three consecutive years in 2021, 2022, and 2023. In 2024, it was adjusted to the New International Land-Sea Trade Corridor Forum on China-ASEAN Civil Aviation Development, contributing positively to deepening China-ASEAN civil aviation policy dialogue and facilitating economic, trade, and cultural exchanges.

(3) Lancang-Mekong Aviation Development Cooperation Alliance

Supported by China's Ministry of Foreign Affairs and CAAC, the Lancang-Mekong Aviation Development Cooperation Alliance is jointly initiated by the China Air Transport Association (CATA) and China Civil Airport Association (CCAA). Its objectives include promoting connectivity among Lancang-Mekong countries and with other regions, deepening regional partnerships, enhancing partners' aviation capabilities, and coordinating progress on major cooperation projects.

IX Practical Cooperation in Emergency Management

Helping improve emergency management capabilities in BRI partner countries is a key component of joint efforts in building the Air Silk Road. China has signed civil aircraft search and rescue agreements with BRI partner countries including Russia, Mongolia, Kazakhstan, Kyrgyzstan, and Tajikistan, which play a positive role in enhancing aircraft search and rescue efficiency and safeguarding people's lives and property. From 2019 to 2024, CAAC carried out 247 overseas transport missions providing emergency humanitarian aid and COVID-19 medical supplies, carrying over 1,400 Chinese rescue and medical personnel and more than 3,300 tons of rescue supplies, which ensured critical support for protection of the lives and property of people in BRI partner countries.

Column 12. Assisting Humanitarian Relief in BRI Partner Countries

In 2014 when Ebola broke out in Africa, the Chinese government dispatched 9 large passenger and cargo aircraft to transport 282 medical personnel and 767 tons of medical supplies to Guinea, Liberia, and Sierra Leone.

In 2015 when an 8.1-magnitude earthquake struck Nepal, the Chinese government rapidly deployed charter flights sending rescue personnel and supplies to Kathmandu Airport, in full support of Nepal's earthquake relief efforts.

In March 2019 when Tropical Cyclone Idai hit southeastern African countries including Mozambique, Zimbabwe and Malawi, storms and heavy rainfall caused severe flooding, landslides, and river breaches, which led to significant casualties and property losses. CAAC dispatched a rescue charter flight carrying 65 members of the Chinese rescue team and nearly 20 tons of search-and-rescue, communication, and medical equipment and supplies. After a 14-hour and 12,000-kilometer flight, it landed at Maputo Capital Airport in Mozambique to assist the Chinese rescue team in successfully completing overseas international relief operations abroad.

In April 2020, China arranged multiple charter flights to assist more than 20 African countries with dozens of tons of COVID-related medical supplies and ensured the deployment of multiple medical experts to Africa for pandemic response.

In February 2023 when a 7.8-magnitude earthquake occurred in Turkey, the Chinese government swiftly dispatched charter flights to transport 82 members of the Chinese rescue team and 20 tons of rescue supplies and equipment there, actively participating in international relief efforts.

In October 2024, CAAC sent charter flights to Beirut Rafic Hariri International Airport in Lebanon for evacuation missions, repatriating 146 Chinese citizens in Lebanon and 5 foreign family members.

Part Two Development Insights

As an ancient Chinese adage goes “Blooming in spring, and fruiting in autumn”. Through the joint efforts of all parties, the Air Silk Road has evolved from a Chinese initiative into an international consensus, from a Chinese action into global practice, and from a concept into concrete actions and a vision into reality. These achievements are invaluable, and the experiences and lessons gained are worth drawn upon.

I Always Upholding Openness and Inclusiveness to Deepen Connectivity

The trend of humanity moving from isolation to openness and from separation to integration is an irresistible tide of the times. The building of the Air Silk Road has always aligned with the direction of economic globalization, pursued common development through openness and inclusiveness, actively

supported the building of an open world economy, and explicitly opposed practices like “erecting walls and barriers” or “decoupling and breaking chains”. It has consistently emphasized synergistic efficiency, actively strengthened multilateral and bilateral cooperation, promoted the effective alignment of national and regional civil aviation development strategies with global development agendas, and encouraged more countries and enterprises to participate in BRI cooperation in an in-depth manner and enlarge the common interest pie.

II Always Pursuing Common Development to Promote Equity and Inclusiveness

Humankind is a community with a shared future, where all members rise and fall together. China is committed to building the Air Silk Road into a pathway of opportunity, prosperity, and happiness that connects the world and benefits all. Adhering to the principle of planning together, building together and benefiting together, China follows both the general laws of modern civil aviation system development and the actual national conditions and development realities of each country, enabling all parties to leverage their strengths

and capabilities. Consistently upholding the principles of shared opportunities, jointly pursuing development, and jointly creating the future, China strives to ensure more development benefits shared more equitably among peoples from all countries, implementing the philosophy of "leaving no country behind". Upholding the right approach to justice and interests, China advocates justice and equity, prioritizes principles over interests while balance both, earnestly respects each other's core interests and major concerns, and promotes the common development of civil aviation in all nations.

III Always Upholding Innovation-driven Development to Create New Drivers of Growth

Innovation is the primary driver of development. The Air Silk Road building adheres to the philosophy of innovative development, deeply explores approaches to high-quality development, and injects new vitality into the modernization process of civil aviation in BRI partner countries. It is committed to promoting policy innovation, exploring effective measures to advance global civil aviation structural reforms and governance system reforms, and opening up new spaces

and providing new momentum for global civil aviation growth. Additionally, it focuses on innovating growth models, working with BRI partner countries to seize opportunities brought by the new round of industrial revolution and the digital economy, and deeply exploring and cultivating new "civil aviation +" industries, business forms, and models to continuously provide new momentum for the sustainable development of civil aviation industries in all countries.

IV Always Upholding Ecological Priority to Achieve Green Development

Lucid waters and lush mountains are invaluable assets. The Air Silk Road building consistently adheres to the philosophy of green development, actively promotes collaborative research, development, and application of advanced energy-saving and carbon-reduction technologies in civil aviation, and coordinates efforts to reduce carbon emissions, pollution, expand greenery, and achieve growth in global civil aviation transportation and related industries. It upholds the concept of low-carbon development, follows the principle of common but differentiated responsibilities, scientifically and reasonably

controls fossil energy consumption, and encourages all parties to do their part in promoting a clean and low-carbon transformation of air transport. Embracing the concept of circular development, it actively explores circular development models featuring reduction, reuse, and recycling, promotes the thrifty and intensive use of all types of resources, and effectively improves resource conservation and environmental protection standards.

Part Three Development Prospects

Looking ahead into the future, China stands ready to work with all parties to continue upholding the principles of planning together, building together and benefiting together, pursue openness, green development, and integrity, strive to achieve high-standard, people-centered, and sustainable development goals, jointly deepen the Air Silk Road cooperation, and make continuous new contributions to advancing high-quality Belt and Road cooperation and building a community with a shared future for mankind.

I Jointly Consolidating the Foundation for Cooperation

1. Upholding Mutual Benefit and Win-Win Outcomes. China stands ready to work with all parties to adhere to true multilateralism, implement the principles of extensive

consultation, joint contribution, and shared benefits, fully accommodate the interests and concerns of all parties, and strive to find the broadest common ground through practical cooperation. By pooling wisdom and ideas, giving full play to everyone's strength, and benefiting all parties, together we will ensure that the Air Silk Road better support the economic and social development of BRI partner countries.

2. Strengthening Strategic Alignment. China will work with all parties to actively deepen the alignment of civil aviation development strategies and plans, integrate the support for the United Nations' 2030 Agenda for Sustainable Development and ICAO's "No Country Left Behind" initiative into all aspects and stages of the Air Silk Road development, and jointly learn from and improve internationally recognized civil aviation development rules, standards, and best practices.

3. Enhancing Institutional Building. China is ready to work with all parties to deepen the building of cooperation mechanisms for the Air Silk Road development, give full play to the role of mechanisms and platforms such as the Belt

and Road Forum for International Cooperation, the Forum on China-Africa Cooperation, the China-Arab States Cooperation Forum, and the China-CELAC Forum/China-Central Asia Cooperation, and actively expand practical civil aviation cooperation within multilateral frameworks such as the Shanghai Cooperation Organization and BRICS, providing a strong guarantee for deepening the Air Silk Road cooperation.

II Jointly Expanding Cooperative Areas

1. Promoting Infrastructure Connectivity and Facilitate Personnel Mobility. China stands ready to work with all parties to actively expand air traffic rights arrangements, launch new air routes while increasing flight frequencies, and ensure unimpeded international air transport corridor systems. China is also ready to work with all parties to continuously improve customs clearance facilitation measures at airport, optimize visa, transit, and inspection and quarantine policies, and enhance the convenience of air transport. China stands ready to work with all parties to adhere to the principles of government guidance, enterprise-led operations, and market-driven mechanisms, follow commercial principles and

international norms, strengthen investment and construction cooperation in civil airports, cooperation zones, and other infrastructure, actively explore third-party market cooperation, and jointly promote the high-quality development of the civil aviation industry.

2. Deepening Cooperation in Aviation Equipment Manufacturing. China is prepared to work with all parties to focus on key areas such as civil aviation equipment manufacturing and maintenance and aircraft leasing, carry out broader, higher-level, and deeper cooperation with all parties to better support the development of civil aviation sector in BRI partner countries. China is also prepared to work with all parties to uphold mutual learning and win-win cooperation, strengthen collaboration in civil aviation technology and equipment, advance in an in-depth way the alignment of civil aviation rules and standards, and jointly carry out professional talent training in civil aviation, strengthen the foundation and consolidate the fundamentals for high-quality Air Silk Road development.

3. Cultivating New Growth Areas in Civil Aviation Cooperation. China is ready to work with all parties to share development opportunities for digital, smart, intelligent and development, explore new business forms, technologies, and models, and advance intelligent civil aviation development with the goal of enhancing digital sensing, data-driven decision-making, lean management, and dedicated service capabilities. China is also ready to work with all parties to cultivate and strengthen the aviation economy, strengthen exchanges on low-altitude flight safety management and airspace management experience, promote the development of industries such as aviation medical rescue, transportation logistics, and emergency response, and foster drivers and create growth engines.

III Jointly Creating a Bright Future

1. Joining hands to Meet Risks and Challenges: Amid the accelerating changes unseen in a century, complex and profound transformations in the international political and economic landscape with unilateralism and protectionism on the rise have disrupted global civil aviation development, while

some BRI partner countries face practical challenges such as weak civil aviation infrastructure capacity and low level of civil aviation marketization. As an ancient saying goes, “one must not change his commitment or give up his pursuit even in the face of danger and risk”. China stands ready to work with all parties to uphold the principle of seeking common ground while shelving differences, strengthen dialogue and communication, enhance strategic mutual trust, jointly prevent and mitigate various risks and challenges in the Air Silk Road building, and promote the common development of civil aviation in all countries.

2. Jointly Creating a Bright Future: Against the backdrop of the vigorous development of the new round of scientific and technological revolution and industrial transformation, where new-generation information technology is deeply integrated with the real economy, the Air Silk Road development faces important historical opportunities. China is ready to join hands with all parties in advancing mutually beneficial cooperation and win-win outcomes, jointly building the Air Silk Road into a road of development and prosperity,

safety and connectivity, and cultural exchanges and learning, so that the ancient Silk Road can bring new vitality in the new era and better benefit the people of all countries.

Major Events in the Building of the Air Silk Road

2013

• September 7, Chinese President Xi Jinping delivered an important speech titled *Promote Friendship between Our People and Work Together to Build a Bright Future* together at Nazarbayev University in Kazakhstan, proposing the joint building of "Silk Road Economic Belt".

• September 24, The 38th Session of the International Civil Aviation Organization (ICAO) Assembly was held in Montreal, Canada. Delegates from various countries discussed a new roadmap for global aviation sustainable development in areas such as safety, security, economy, environment, and regional cooperation.

• October 3, Chinese President Xi Jinping delivered an important speech titled *Join Hands to Build a China-ASEAN*

Community with a Shared Future at the Indonesian Parliament, proposing the establishment of Asian Infrastructure Investment Bank and joint building of "21st-Century Maritime Silk Road" with ASEAN countries.

• December 20, China signed air service agreements and second protocols with 10 ASEAN member states, reaching agreements on mutual opening of direct air transport markets and partial opening of fifth freedom of traffic rights between China, ASEAN member states, and third countries.

2014

• May 8, the "China-Africa Regional Aviation Cooperation Plan" was implemented, including joint ventures to establish airlines, provide civil regional aircraft, transfer mature applicable technologies, train professional aviation personnel, and build supporting facilities.

• June 24, Civil Aviation Administration of China (CAAC) held a symposium on promoting China-Africa civil aviation cooperation in Beijing.

2015

• March 28, National Development and Reform Commission, Ministry of Foreign Affairs, and Ministry of Commerce jointly released the *Vision and Actions on Jointly Building Silk Road Economic Belt and 21st-Century Maritime Silk Road*, elaborating on the Belt and Road Initiative (BRI) from aspects including historical context, principles, framework, key cooperation areas, and mechanisms. This was China's first government white paper on the BRI.

• May 15, China-Africa Civil Aviation Cooperation Platform was officially established.

• June 25, the China-Africa Regional Aviation Cooperation Forum, co-hosted by Ministry of Commerce and CAAC, was held in Beijing. Participants engaged in an in-depth discussion and reached important consensus on the cooperation fields, methods, mechanisms, and goals of the "China-Africa Regional Aviation Cooperation Plan".

2016

• February 24, CAAC signed a Memorandum of Understanding (MoU) on the China-EU Aviation Partnership

Project (APP) with European Union Aviation Safety Agency (EASA). This was the first civil aviation cooperation project jointly implemented by CAAC and EASA.

• August 17, Chinese President Xi Jinping attended a symposium on advancing the BRI in Beijing and delivered an important speech, proposing to use BRI building as an opportunity to carry out transnational connectivity.

• August 29, China's Civil Aviation Cooperation Platform for Central Asia was officially established.

• August 30, the Civil Aviation Cooperation Conference between China and Central Asian Countries was held in Urumqi under the theme "Promoting Aviation Connectivity along the Silk Road Economic Belt".

• September 27, the 39th Session of ICAO Assembly in Montreal adopted two important documents: *Consolidated Statement of Continuing ICAO Policies and Practices related to Environmental Protection-Climate Change* and *Consolidated Statement of Continuing ICAO Policies and Practices for Environmental Protection-Global Market-Based Measures (MBM) Scheme,* establishing the first global industry-level market-based mechanism for emissions

reduction.

• November 28, CAAC issued the *Action Plan for Civil Aviation to Advance the Belt and Road Initiative (2016–2030)*, defining the development philosophy, principles, goals, and key tasks for civil aviation participation in building the BRI. This was the first guiding document for the civil aviation industry to support the BRI.

• December 30, CAAC, National Development and Reform Commission, and Ministry of Transport jointly issued the *13th Five-Year Plan for Civil Aviation Development in China*, proposing to build a new pattern of opening-up and advance the "going global" strategy for China's civil aviation.

2017

• April 27, the First CAAC-EASA Aviation Safety Conference, co-hosted by CAAC and EASA, was held in Shanghai. The two sides reached cooperation consensus in five areas: safety oversight, bilateral airworthiness, air traffic management support, general aviation, and scientific and educational innovation.

• May 14–15, the First Belt and Road Forum for

International Cooperation was held in Beijing. During the forum, CAAC and ICAO signed a Letter of Intent for Cooperation, strengthening the alignment between the BRI and ICAO's "No Country Left Behind" initiative.

• June 14, when meeting with Luxembourg's Prime Minister Xavier Bettel, Chinese President Xi Jinping proposed supporting the building of the Zhengzhou-Luxembourg "Air Silk Road".

2018

• January 31–February 1, the First Asia-Pacific Ministerial Conference on Civil Aviation under the theme "Asia Pacific: Uniting to Shape the Future of Civil Aviation through Commitment and Collaboration" was held in Beijing, deliberating and adopting the *Beijing Declaration*. This was the highest-level and largest international conference on civil aviation affairs in the Asia-Pacific region.

• July 26, witnessed by Chinese President Xi Jinping and Brazilian President Michel Temer, Russian President Vladimir Putin, Indian Prime Minister Narendra Modi, South African President cyril Ramaphosa, CAAC signed an MoU

on regional aviation partnership with civil aviation authorities of these countries, defining the aviation cooperation areas, methods, and establishing cooperative mechanisms for BRICS nations.

• August 27, Chinese President Xi Jinping attended a symposium marking the fifth anniversary of the BRI in Beijing and delivered an important speech, emphasizing the need to focus on infrastructure projects and industrial capacity cooperation, addressing key issues such as major projects, financial support, investment environments, risk management, and security to achieve more tangible results.

• October 29–31, the Second CAAC-EASA Aviation Safety Conference was held in Madrid, Spain. Delegates from both sides exchanged views on topics including bilateral aviation safety agreement negotiations, product certification reviews, and progress and plans for the China-EU Aviation Partnership Project (APP), etc.

2019

• April 25–27, the Second Belt and Road Forum for International Cooperation was held in Beijing. At the opening

ceremony, Chinese President Xi Jinping made a keynote speech and proposed that China would continue to work with all parties to build a connectivity network led by economic corridors such as the New Eurasian Land Bridge, supported by major channels such as China-EU rail freight trains and land-sea new corridors, and based on railways, ports, and pipelines.

• May 20, China and the EU signed the *Agreement between the Government of the People's Republic of China and the European Union on Civil Aviation Safety* and the *Agreement between the Government of the People's Republic of China and the European Union on Certain Aspects of Air Services*. These were the first agreements signed between China and the EU in civil aviation, marking an important milestone in the cooperation.

• August 20, during the 56th Conference of Directors General of Civil Aviation, Asia and Pacific Regions, CAAC and the Civil Aviation Authority of Singapore (CAAS) signed the *Technical Arrangement on Aviation Maintenance between Civil Aviation Administration of China and Civil Aviation Authority of Singapore*. This was China's first mutual recognition agreement on continuous airworthiness

maintenance with another country.

• September 25, the inauguration ceremony of Beijing Daxing International Airport was held in Beijing.

• September 24–October 4, the 40th Session of ICAO Assembly was held in Montreal, where China was re-elected as a Part I Council member by a large majority.

• October 8, the First China-Central and Eastern European Countries Civil Aviation Forum was held in the Czech Republic, marking a new chapter in civil aviation cooperation between China and Central and Eastern European countries under the China-CEEC cooperation framework.

2020

• June 3, CAAC issued the *Implementation Plan for Pilot Opening of the Seventh Freedom of the Air in Hainan Free Trade Port*, encouraging foreign airlines to operate passenger and cargo flights using the seventh freedom of the air in Hainan Province beyond existing air traffic rights arrangements.

• Late August, CAAC integrated regional civil aviation cooperation mechanisms and platforms between China and

ASEAN, Central and Eastern Europe, Africa, and Central Asia to establish the Belt and Road Cooperation Platform of CAAC.

• September 1, the *Bilateral Aviation Safety Agreement between the European Union and the People's Republic of China* and its annex on *Airworthiness and Environmental Certification* officially entered into force, marking a new phase in China-EU cooperation in aviation safety.

2021

• March 11, the *Outline of the 14th Five-Year Plan (2021-2025) for National Economic and Social Development and the Long-Range Objectives through the Year 2035 of the People's Republic of China* explicitly proposed building the "Air Silk Road".

• April 27, the Budapest Overseas Cargo Station of Zhengzhou Airport was officially inaugurated, marking the first overseas air cargo station established by a Chinese domestic airport.

• June 16, CAAC convened the first meeting of the Steering Committee of the Belt and Road Cooperation Platform of CAAC.

• June 27, Chengdu Tianfu International Airport was officially put into operation, as the largest civil transport airport planned and built during China's "13th Five-Year Plan" period, which makes Chengdu the third city, following Beijing and Shanghai in the China's mainland (after Shanghai and Beijing) to have two international hub airports.

• November 19, Chinese President Xi Jinping attended the third symposium on the development of BRI in Beijing and delivered an important speech, emphasizing the need to consolidate the foundation of connectivity cooperation, expand new spaces for international cooperation, strengthen risk prevention networks, and vigorously promote higher cooperation level, investment efficiency, supply quality, and development resilience to continuously achieve new outcomes with concerted efforts in high-quality BRI development.

• December 14, CAAC, National Development and Reform Commission, and Ministry of Transport jointly issued the *14th Five-Year Plan for Civil Aviation Development*, proposing to advance Air Silk Road building and including the "number of BRI partner countries with operational connectivity" in the civil aviation development indicator

system during the 14th Five-Year Plan period.

2022

• January 14, the ARJ21-700 aircraft obtained a Type Certificate from Directorate General of Civil Aviation of Indonesia, marking the first foreign airworthiness approval for a Chinese-made regional aircraft.

• February 6, when meeting with Luxembourg's Grand Duke Henri, Chinese President Xi Jinping proposed expanding and strengthening the China-Luxembourg cargo route "Air Silk Road".

• May 6, CAAC and National Development and Reform Commission jointly issued the *Implementation Plan for High-Quality Development of the Air Silk Road during the 14th Five-Year Plan Period*, defining the guiding philosophy, fundamental principles, main objectives, and key tasks for advancing Air Silk Road building during this period.

• July 17, Ezhou Huahu International Airport, Asia's largest professional cargo airport, was completed and put into operation.

• September 27–October 7, the 41st Session of the

ICAO Assembly was held in Montreal, Canada. China was awarded the ICAO Outstanding Resource Contributor Award and was elected as a Part 1 Council member for the seventh consecutive time.

• October 16, Chinese President Xi Jinping stated at the 20th National Congress of the Communist Party of China that the Belt and Road Initiative has become a popular international public good and cooperation platform, calling for high-level opening-up and high-quality development of the BRI.

• October 20, CAAC issued the *Guidelines for the Construction and Operation of Overseas Air Cargo Stations*, the first policy document in China's air logistics sector to guide enterprises going global to build and operate air logistics infrastructures.

• November 16, Chinese President Xi Jinping and Luxembourg's Grand Duke Henri exchanged congratulatory messages on the 50th anniversary of diplomatic relations, noting that the Zhengzhou-Luxembourg "Air Silk Road" has built an air bridge for China-EU connectivity. On the same day, Zhengzhou-Luxembourg Air Silk Road Forum for International Cooperation with the theme of "Expanding and

Strengthening the China-Luxembourg Air Silk Road for Air Cargo" was held in Zhengzhou, Henan Province.

• December 18, China's domestically produced C909 jet regional airliner was officially delivered to Indonesia's TransNusa, marking the debut of Chinese-made jet airliners at overseas market.

2023

• April 18, the domestically produced Regional Jet C909 successfully completed its first overseas commercial flight in Indonesia.

• May 18–19, the China-Central Asia Summit was held in Xi'an, Shaanxi Province. Chinese President Xi Jinping delivered a keynote speech proposing to deepen connectivity and vigorously advance the opening of air transport markets.

• July 6–7, the Urumqi International Aviation Hub Construction Forum was successfully held, with an initiative to establish the Silk Road Civil Aviation Cooperation Alliance.

• August 8, CAAC convened the second meeting of the Steering Committee of the Belt and Road Cooperation Platform of CAAC.

• October 18, the Third Belt and Road Forum for International Cooperation was held in Beijing. At the opening ceremony, Chinese President Xi Jinping made a keynote speech and announced eight major steps to support high-quality BRI cooperation, including accelerating the building of Air Silk Road. During the third High-Level Forum on Connectivity of the third BRI Forum, CAAC signed the Memorandum of Understanding between the Civil Aviation Administration of China and the Ministry of Transport of the Republic of Kazakhstan on Jointly Building the Air Silk Road; and the Memorandum of Understanding between the Civil Aviation Administration of China and the Civil Aviation Authority of the Republic of Tajikistan on Jointly Building the Air Silk Road.

• November 16, the BeiDou Navigation Satellite System (BDS) was officially incorporated into ICAO standards, becoming a GNSS for civil aviation.

2024

• January 24, CAAC signed the *Arrangement on Jointly Building the Air Silk Road between CAAC and Ministry of*

Transport of the Republic of Uzbekistan.

• February 20–March 14, A series of demonstration flights and market development activities themed "China's Commercial Aircraft Flying in the Sky of Southeast Asia" was launched. China made C919 and C909 visited 12 cities in six countries: Singapore, Indonesia, Malaysia, Vietnam, Laos, and Cambodia, with over 7,000 people boarding for visits and 360 experiencing flights.

• May 29, the 3rd CAAC-EASA Aviation Safety Conference, co-hosted by CAAC and EASA, was held in Xiamen. Representatives from CAAC, EASA, and aviation enterprises from China and Europe focused on themes of aviation safety, innovation, and development. Discussions covered topics such as risk reduction, operational challenges, general aviation and urban air mobility, air safety and efficiency regulation, and China-Europe UAS integration. Consensuses were reached, yielding fruitful results, which solidified China-EU aviation safety cooperation, enhanced aviation safety level in both regions, and contributed to global civil aviation safety capacity building.

• May 31, China Aircraft Leasing Group (CALC)

delivered the third C909 to Indonesia's TransNusa, marking the first cross-border RMB settlement transaction for Chinese-made aircraft.

- June 17, CAAC signed a MoU on jointly building the Air Silk Road with Civil Aviation Authority of Kyrgyzstan.

- June 20, the Second Zhengzhou-Luxembourg Air Silk Road Forum for International Cooperation was successfully held in Luxembourg. Ding Xuexiang, Member of the Standing Committee of the Political Bureau of the CPC Central Committee and Vice Premier of the State Council, attended and delivered a speech alongside Luxembourg's Deputy Prime Minister Xavier Bettel.

- August 2, CAAC and the Brazilian Civil Aviation Authority signed the *Amendment of the Bilateral Implementation Procedures for Airworthiness on Design Approval, Production Activities, Export Airworthiness Certification, Post-Design Approval Activities and Technical Support*. Under the framework of bilateral airworthiness procedures, both sides negotiated and signed a roadmap to deepen airworthiness certification cooperation, aiming to enhance exchanges and collaboration in four areas:

certification of aircraft using new technologies, light sport aircraft certification, airworthiness legislation, and airworthiness training.

• August 23, CAAC and National Development and Reform Commission jointly issued the *Guidelines on Promoting the Building of International Aviation Hubs*, further advancing the improvement of the international aviation hub functional system.

• November 14–15, National Development and Reform Commission organized an on-site meeting on advancing the building of Air Silk Road in Zhengzhou, Henan Province, attended by responsible officials from nine central departments and commissions, including Ministry of Industry and Information Technology, General Administration of Customs, and CAAC, and from development and reform commissions of 11 provinces (autonomous regions and municipalities directly under the central government), including Beijing and Hubei Province.

• December 2, Chinese President Xi Jinping attended the fourth symposium on the development of BRI in Beijing and delivered an important speech, proposing to focus on

connectivity and coordinate deepening hard connectivity of infrastructure, institutional connectivity of rules and standards, and people-to-people connectivity through cultural exchanges with BRI partner countries.

2025

- January 20, the new Gwadar International Airport in Pakistan, constructed with China's assistance, was officially put into operation.
- April 9, the T3B terminal of Chongqing Jiangbei International Airport, the world's largest single satellite concourse, was completed and put into operation.