

# Statistical Bulletin of Civil Aviation Industry Development in 2025

In 2025, under the strong leadership of the CPC Central Committee with Comrade Xi Jinping at its core and following the guidance of Xi Jinping Thought on Socialism with Chinese Characteristics for a New Era, the entire industry fully implemented the guiding principles of the 20th National Congress of the CPC and its subsequent plenary sessions, as well as the Central Economic Work Conference, earnestly implemented the deployment of the CPC Central Committee and the State Council, applied the new development philosophy in a complete, accurate and comprehensive manner, upheld the principle of pursuing progress while ensuring stability, actively served the building of a new development paradigm, firmly embraced the concept of safe development, and effectively addressed external challenges, therefore, making the high-quality development of civil aviation reach a new level.

## I. Transport Aviation

### 1. Transport Turnover

In 2025, the whole industry recorded a total transport turnover of 164.083 billion ton-km, up by 10.5% year on year. Domestic routes registered a total transport turnover of 102.429 billion ton-km, up by 5.0% year on

year, including 1.467 billion ton-km on Hong Kong, Macao and Taiwan routes, up by 3.5% year on year. International routes witnessed a transport turnover of 61.654 billion ton-km, up by 21.0% year on year.

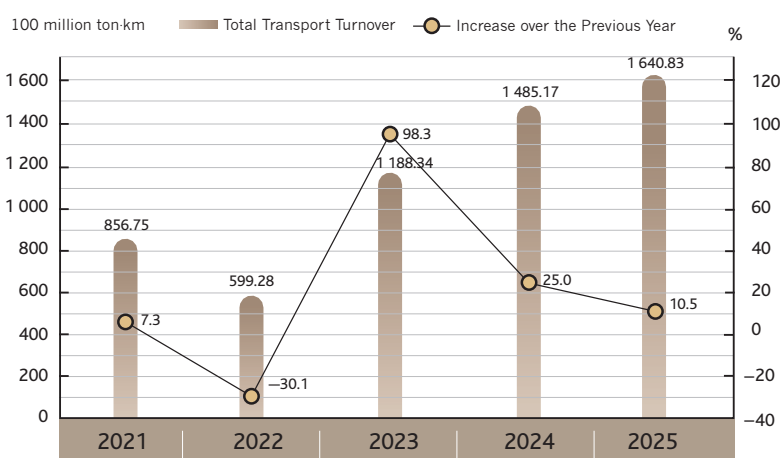


Figure 1 Total transport turnover of civil aviation industry 2021–2025

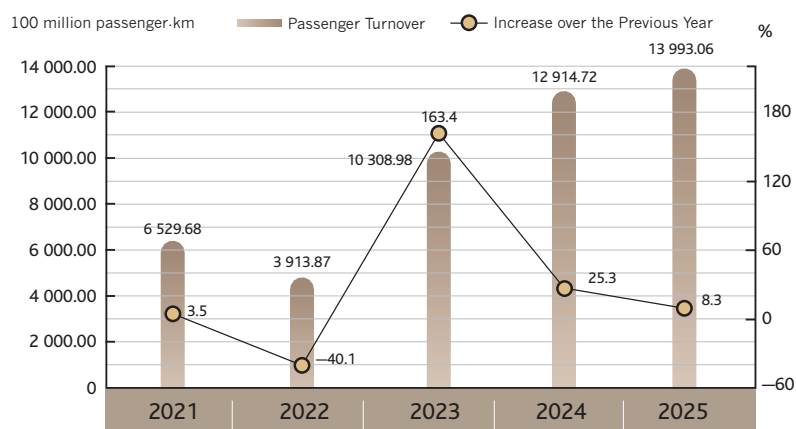


Figure 2 Passenger turnover of civil aviation industry 2021–2025

A passenger turnover of 1 399.306 billion passenger-km was registered in the whole industry, up by 8.3% year on year. The passenger turnover on domestic routes reached 1 067.965 billion passenger-km, up by 4.7% year on year, of which 14.26 billion

passenger-km was achieved on Hong Kong, Macao and Taiwan routes, up by 2.6% year on year. The passenger turnover on international routes hit 331.341 billion passenger-km, up by 22.1% year on year.

The whole industry registered a cargo and mail turnover of 41.310 billion ton-km, up by 16.7% year on year. Domestic routes recorded a cargo and mail turnover of 8.782 billion ton-km, up by 6.6% year on year, including 216 million ton-km on Hong Kong, Macao and Taiwan routes, up by 6.5% year on year, while international routes saw 32.528 billion ton-km, a 19.8% growth year on year.

## 2. Passenger Traffic

In 2025, the whole industry witnessed passenger traffic of 770.146 8 million, up by 5.5% year on year, of which passenger 690.449 9 million was achieved on domestic routes, up by 3.9% year on year, including 9.668 8 million on Hong Kong, Macao and Taiwan routes, up by 0.9% year on year. International routes saw passenger traffic of 79.696 9 million, up by 21.6% year on year.

## 3. Cargo and Mail Traffic

In 2025, the whole industry transported 10.172 1 million tons of cargo and mail, up by 13.3% year on year. 5.769 6 million tons of cargo and mail were transported on domestic routes, up by 7.3% year on year, including 180.7 thousand tons on Hong Kong, Macao and Taiwan routes, up by 10.2% year on year. International routes saw cargo and mail traffic of 4.402 5 million tons, up by 22.1% year on year.

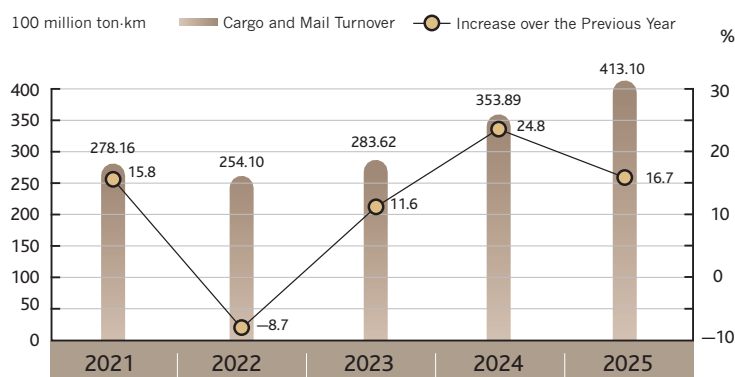


Figure 3 Cargo and mail turnover of civil aviation industry 2021—2025

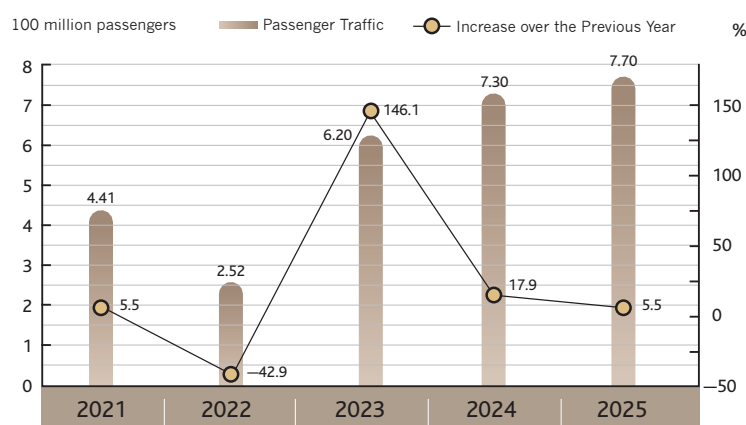


Figure 4 Passenger traffic of civil aviation industry 2021—2025

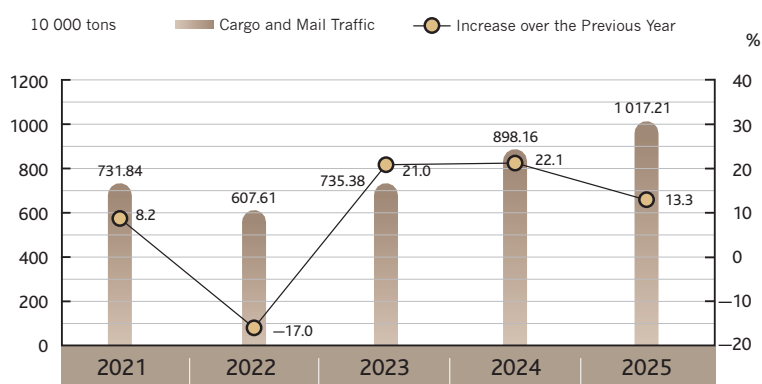


Figure 5 Cargo and mail transported by civil aviation industry 2021—2025

## 4. Flight Hours and Take-offs

In 2025, transport airlines in the whole industry posted 14.550 5 million flight hours, up by 5.3% year on year. 11.759 1 million hours were achieved on domestic routes, up by 2.2% year on year, including 172.0 thousand flight hours on Hong Kong, Macao and Taiwan routes, down by 0.1% year on year. International routes



saw 2.791 4 million flight hours, up by 20.6% year on year.

In 2025, transport airlines in the whole industry performed a total of 5.547 0 million take-offs, up by 3.1% year on year. 4.987 7 million take-offs were accomplished on domestic routes, up by 1.5% year on year, including 69 thousand take-offs on Hong Kong, Macao and Taiwan routes, down by 2.2% year on year. International routes saw 559.3 thousand take-offs, up by 20.4% year on year.

In 2025, transport airlines in the whole industry registered 35.1 thousand flight hours for non-production purpose, including 11.7 thousand flight hours for training, and performed 53.5 thousand take-offs for non-production purpose.

## 5. Number of Transport Airlines

As of the end of 2025, there were a total of 65 transport airlines in China, a decrease of 1 from the end of 2024. In terms of ownership, there were 38 state-owned airlines and 27 private or private holding airlines. Among all transport airlines, there were 13 all-cargo airlines, 9 joint venture airlines and 8 public listed airlines.

## 6. Transport Aircraft Fleet

As of the end of 2025, the civil aviation industry had 4 574 registered transport aircraft, an increase of 180 over the end of 2024, and 220 registered domestically produced aircraft, including 31 C919, 164 C909 and 25 MA 60.

Table 1 Number of transport aircraft in 2025

| Aircraft Categories         | Number of Aircraft | Increase from 2024 | Percentage of Transport Fleet (%) |
|-----------------------------|--------------------|--------------------|-----------------------------------|
| Total                       | 4 574              | 180                | 100.0                             |
| Passenger Aircraft          | 4 284              | 158                | 93.7                              |
| Including:                  |                    |                    |                                   |
| Wide-body Aircraft          | 466                | 2                  | 10.2                              |
| Narrow-body Aircraft        | 3 525              | 145                | 77.1                              |
| Regional Aircraft           | 293                | 11                 | 6.4                               |
| Freighters                  | 290                | 22                 | 6.3                               |
| Large Freighters            | 121                | 19                 | 2.6                               |
| Small and Medium Freighters | 169                | 3                  | 3.7                               |

## 7. Route Network

In 2025, there were 5 488 scheduled routes in China, which included 4 501 domestic routes (with 72 routes connecting the mainland with Hong Kong, Macao and Taiwan) and 987 international routes. The total route mileage (including the overlapped distance) was 13.993 6 million km, or 10.388 9 million km (excluding the overlapped distance).

Table 2 Number of scheduled routes and mileage in China in 2025

| Indicator                                               | Value    |
|---------------------------------------------------------|----------|
| Number of Routes                                        | 5 488    |
| Domestic Routes                                         | 4 501    |
| Including: Hong Kong, Macao and Taiwan Routes           | 72       |
| International Routes                                    | 987      |
| Route Mileage Including Overlapped Distance (10 000 km) | 1 399.36 |
| Domestic Routes                                         | 915.28   |
| Including: Hong Kong, Macao and Taiwan Routes           | 12.01    |
| International Routes                                    | 484.09   |
| Route Mileage Excluding Overlapped Distance (10 000 km) | 1 038.89 |
| Domestic Routes                                         | 605.86   |
| Including: Hong Kong, Macao and Taiwan Routes           | 12.01    |
| International Routes                                    | 433.04   |

In 2025, 261 domestic cities were served by scheduled flights (excluding Hong Kong, Macao and Taiwan). Domestic airlines operated scheduled international connecting 147 cities in 65

countries, while scheduled flights were operated by airlines of China's mainland from 29 mainland cities to Hong Kong, 13 mainland cities to Macao, and 14 mainland cities to Taiwan.

## 8. Operations of Transport Airlines (Groups)

In 2025, China National Aviation Holding Group recorded 3.047 7 million flight hours, up by 3.1% year on year. It registered a total transport turnover of 36.002 billion ton-km, up by 9.0% year on year; completing passenger traffic of 157.331 1 million, a year-on-year increase of 3.4% and 2.071 8 million tons of cargos and mail, a 11.4% growth year-on-year.

In 2025, China Eastern Air Holding Group reached 2.822 2 million flight hours, up by 5.3% year-on-year. It registered a total transport turnover of 32.708 billion ton-km, up by 11.0% year on year, completing passenger traffic of 149.943 0 million and 1.714 3 million tons of cargo and mail, a year-on-year increase of 6.7% and 10.2% respectively.

In 2025, China Southern Airlines recorded 3.309 1 million flight hours, up by 5.1% year on year. It registered a total transport turnover of 39.057 billion ton-km, up by 7.9% year on year, completing passenger traffic of 173.731 9 million and 1.958 1 million tons of cargo and mail, a respective year-on-year increase of 5.5% and 6.8%.

In 2025, other airlines except the above three groups recorded a total of 5.371 5 million flight hours, up by 6.6% year-on-year, registering a total transport turnover of 56.317 billion ton-km, up by 13.1%

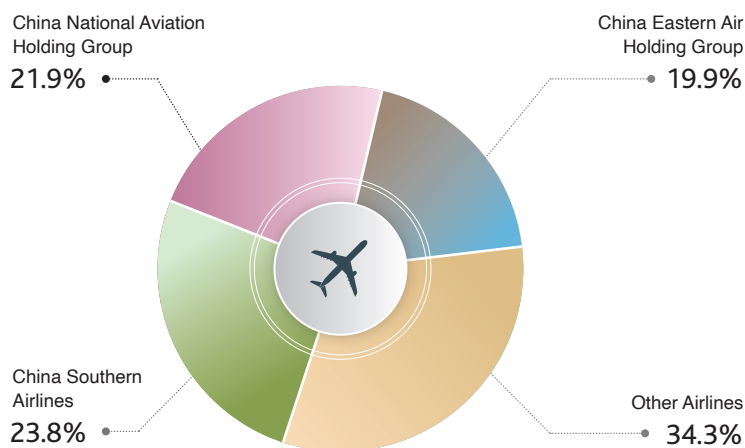


Figure 6 Share of total transport turnover by airlines (groups) in 2025

year on year, with passenger traffic of 289.140 8 million, up by 6.0% year on year; and 4.427 8 million tons of cargo and mail, up by 18.6% year on year.

## 9. Major Air Transportation Tasks

In 2025, by demands of relevant entities and ministries, CAAC carried out such major transportation tasks as emergency rescue and organized 359 flights, which transport 33 020 persons and 1 943.9 tons of materials.

## 10. Transport Airports

As of the end of 2025, there were 270 transport airports in China (excluding Hong Kong, Macao and Taiwan), a net increase of 7 from the end of 2024. Newly-built airports in 2025 included Lishui Airport, Balikpapan Dahe Airport, Ganzhou Ruijin Airport, Bozhou Airport, Jiaxing Nanhui Airport, Tongren Dejiang Airport and Bengbu Tenghu Airport.

Classified by airfield category among all certified airports: 16 were 4F, 40 were 4E, 35 were 4D, 174 was 4C, 4 were 3C and 1 was below 3C.

In 2025, the industry registered 17 newly-built runways and 701 parking stands, with terminal area of 2.622 million square meters. As of the end of 2025, the transport airports across the industry had 311 runways and 8 773 parking stands, with terminal area of 23.993 million square meters.

## 11. Traffic Handled by Airports

In 2025, a total passenger traffic of 1.529 billion was handled by the civil



Table 3 Number of certified transport airports by region in 2025

| Region           | Number of Certified Transport Airports | Percentage of the Total (%) |
|------------------|----------------------------------------|-----------------------------|
| Nationwide       | 270                                    | 100.0                       |
| East Region      | 59                                     | 21.9                        |
| Central Region   | 47                                     | 17.4                        |
| West Region      | 136                                    | 50.4                        |
| Northeast Region | 28                                     | 10.4                        |

transport airports across China, up by 4.8% year on year.

Specifically, 802 million passengers were handled by airports in the east region, 164 million in the central region, 469 million in the west region, and 95 million in the northeast region, representing a year-on-year increase of 6.0%, 1.6%, 4.4% and 1.7%.

In 2025, a total of 21.864 2 million tons of cargo and mail were handled by civil transport airports across China, up by 9.0% year on year.

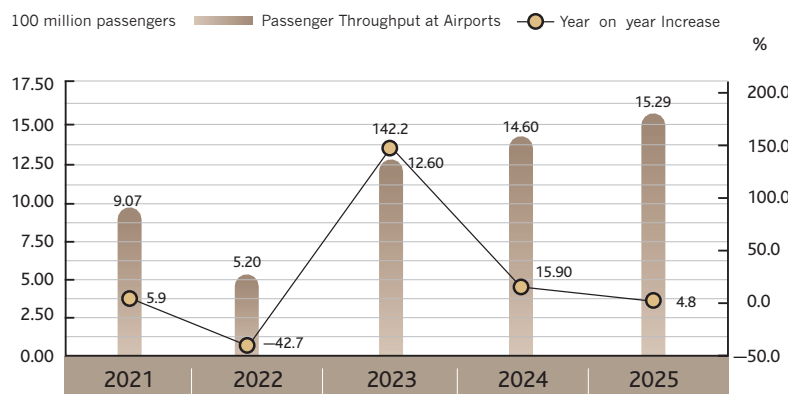


Figure 7 Passenger throughput at civil transport airports 2021–2025

Specifically, 14.642 0 million tons of cargo and mail were handled by airports in the east region, up by 6.4% year on year; 2.903 8 million tons in the central region, up by 20.9% year on year; 3.670 0 million tons in the west region, up by 12.8% year on year; and 648.4 thousand tons in the northeast region, up by 1.2% year on year.

In 2025, civil transport airports across China saw a total of 12.447 5 million movements, up by 0.4% year on year, including 10.865 6 million movements for commercial flights, a year on year increase of 2.6%.

In 2025, there were 41 transport airports with annual passenger throughput of 10 million or above in China. The passenger throughput of airports in Beijing, Shanghai and Guangzhou contributed 22.4% of the total passenger traffic among all airports in China, an increase of 0.7 percentage points from 2024. Specifically, the

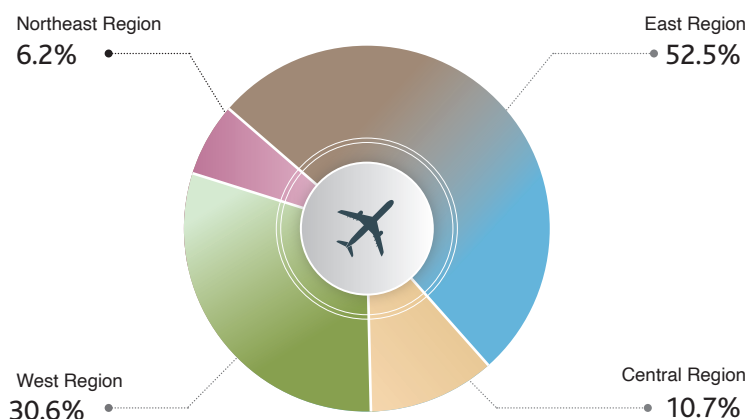


Figure 8 Passenger throughput of civil transport airports by region in 2025

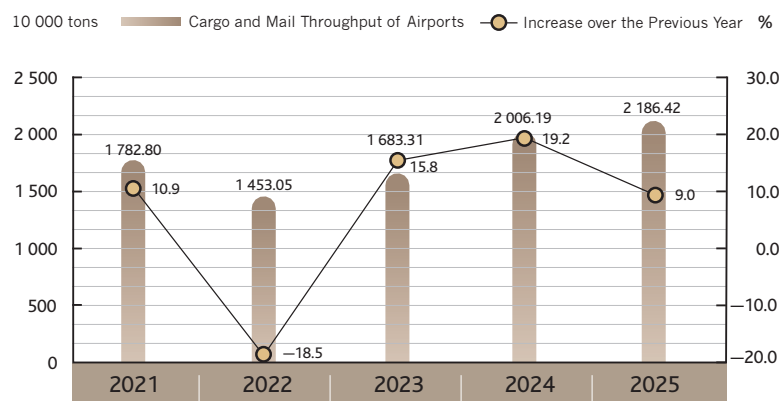


Figure 9 Cargo and mail throughput of civil transport airports 2021–2025

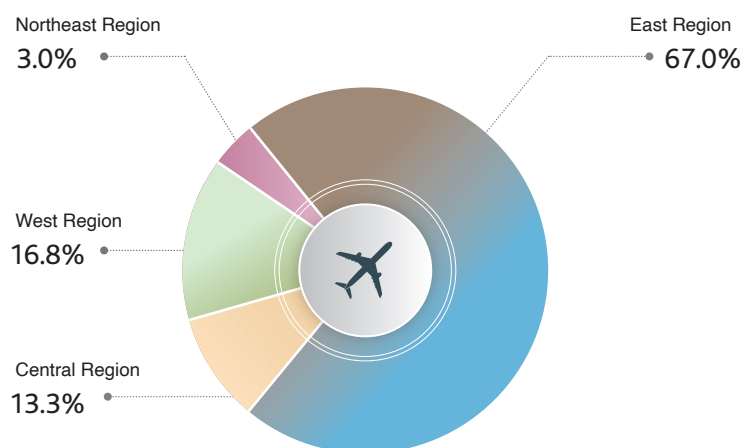


Figure 10 Cargo and mail throughput of civil transport airports by region in 2025

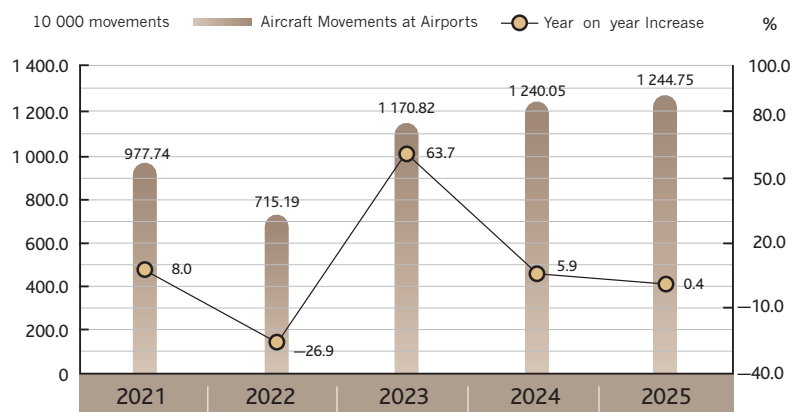


Figure 11 Aircraft movements at civil transport airports 2021–2025

passenger throughput on international routes of airports in Beijing, Shanghai and Guangzhou made for 60.0% of the total among all airports in China, an increase of 0.6 percentage points from 2024.

In 2025, China had 68 transport airports with annual cargo and mail throughput of 10 thousand tons or above. The cargo and mail traffic handled by airports in Beijing, Shanghai and Guangzhou accounted for 40.7% of the total among all airports in China, a decrease of 1.0 percentage point from 2024.

## II. General Aviation and Low-Altitude Economy

### 1. Number of General Aviation Enterprises

As of the end of 2025, there were 773 traditional general aviation enterprises with general aviation business licenses in China, a net increase of 13 from the end of 2024, including 149 in north China, 45 in northeast China, 225 in east China, 161 in central south China, 128 in southwest China, 39 in northwest China and 26 in Xinjiang.

### 2. General Aviation Aircraft Fleet

As of the end of 2025, there were a total of 3 140 registered general aviation aircraft, including 1 274 aircraft for training.

### 3. General Aviation Airports

As of the end of 2025, there were a total of 513 general aviation airports,



Table 4 Number of airports by passenger throughput in 2025

| Annual Passenger Traffic | Number of Airports | Increase from 2024 | Percentage of Total (%) |
|--------------------------|--------------------|--------------------|-------------------------|
| 10 Million or Above      | 41                 | 1                  | 83.7                    |
| 2-10 Million             | 38                 | 1                  | 10.4                    |
| Under 2 Million          | 191                | 5                  | 5.9                     |

Table 5 Number of airports by cargo and mail throughput in 2025

| Annual Cargo and Mail Traffic | Number of Airports | Increase from 2024 | Percentage of Total (%) |
|-------------------------------|--------------------|--------------------|-------------------------|
| 100 000 Tons or Above         | 35                 | 1                  | 93.6                    |
| 10 000-100 000 Tons           | 33                 | 0                  | 5.3                     |
| Under 10 000 Tons             | 202                | 6                  | 1.0                     |

a net increase of 38 from the end of 2024, with 173 Category A general aviation airports, a net increase of 1 from the end of 2024.

#### 4. General Aviation Flight Hours

In 2025, across China, the general aviation industry posted 1.219 million flight hours, down by 9.1% from a year earlier, including 25 thousand hours of passenger transport, up by 2.8% year on year; 195 thousand hours of manned transport, a year on year increase of 9.5%; and 523 thousand hours of other general aviation activities, down by 18.4% year on year; and 476 thousand hours of non-profit operations, a year on year decrease of 4.4%.

#### 5. Unmanned Aerial Vehicle

As of the end of 2025, there were 38 872 companies holding UAS operation certificates, a net increase of 18 893 from the end of 2024, including 5 819 in North China, 3 727 in Northeast China, 11 028 in East China, 8 389 in Central-South China, 5 821 in Southwest China, 3 126 in Northwest China, and 962 in Xinjiang.

As of the end of 2025, the number of registered CAS owners in the industry reached 2.378 million, an increase of 759 000 from the end of 2024. This included 2.342 million individual users and 36 000 institutional users (enterprises, public institutions, government agencies, etc.).

As of the end of 2025, the total number of registered UAS in the industry was 3.287 million, a year on year increase of 51.0%, including 423 000 medium and large UAS. A total of 415 500 valid UAS operator licenses had been issued, up by 68.0% from the end of 2024. In 2025, the cumulative flight hours of UAS reached 45.302 9 million, a year on year increase of 69.89%. There were 46 low-altitude flight service stations across the country, covering 23 provinces, autonomous regions and municipalities directly under the Central Government.

### III. Transport Efficiency and Financial Performance

#### 1. Transport Efficiency

In 2025, the industry-wide average daily utilization of registered transport aircraft stood at 9.11 hours, up by 0.22 hours from 2024. Specifically, the average daily utilization of medium and large aircraft as well as small ones was 9.28 hours and 6.32 hours, up by 0.20 hours and 0.68 hours from 2024 respectively.

In 2025, the passenger load factor of scheduled flights averaged 85.1%, up by 1.8 percentage points from 2024. The cargo load factor of scheduled flights averaged 73.4%, up by 1.4 percentage points from 2024. The utilization rate of PBB at airports with annual passenger throughput of 10 million or above across the industry reached 85.8%, up by 2.0 percentage points from 2024.

Table 6 Passenger load factor and cargo load factor of scheduled flights in 2025

| Indicator                                     | Value (%) | Increase from 2024 (Percentage Points) |
|-----------------------------------------------|-----------|----------------------------------------|
| Passenger Load Factor of Scheduled Flights    | 85.1      | 1.8                                    |
| Domestic Routes                               | 86.4      | 1.9                                    |
| Including: Hong Kong, Macao and Taiwan Routes | 79.5      | 2.9                                    |
| International Routes                          | 81.0      | 1.9                                    |
| Cargo Load Factor of Scheduled Flights        | 73.4      | 1.4                                    |
| Domestic Routes                               | 75.7      | 2.4                                    |
| Including: Hong Kong, Macao and Taiwan Routes | 66.3      | 3.4                                    |
| International Routes                          | 69.7      | 0.2                                    |

## 2. Financial Performance

According to preliminary statistics, in 2025, the whole civil aviation industry witnessed the business revenue of 1 143.64 billion yuan, up by 3.0% from 2024. Specifically, airlines made 783.06 billion yuan in business revenue, up by 5.2% from 2024; airports made 116.40 billion yuan in business revenue, up by 3.4% from 2024; and supporting enterprises made 244.18 billion yuan in business revenue, down by 3.7% from 2024.

According to preliminary statistics, in 2025, across the whole industry, the revenue was 4.50 yuan per ton-km, down by 4.9% from 2024. Passenger revenue per ton-km was 5.29 yuan, down by 3.8% from 2024; and cargo and mail revenue stood at 2.16 yuan per ton-km, down by 4.0% from 2024.

According to preliminary statistics, in 2025, tax payment paid by the whole civil aviation industry was 44.32 billion yuan, up by 3.34 billion yuan from 2024.

## IV. Aviation Safety and Service Quality

### 1. Aviation Safety

In 2025, the civil aviation industry achieved safe operation which remained stable and controllable, with the 10-year rolling value of the major transport accident rate per million movements standing at 0.023, and the value of accidents per 10 000 movements in

general aviation standing at 0.055.

2025 saw 612 transport aviation incidents, including 5 severe incidents and 15 incidents attributable to human factors. In 2025, a total of 11 transport airlines experienced human factors induced incidents.

In 2025, the rate of severe incidents per 10 000 flight hours was 0.003 4 in transport aviation, up by 18.7% year-on-year. All safety-related indicators fell within the target ranges set for the year.

### 2. Aviation Security

As of the end of 2025, there were 77 464 security screeners and guardians across the whole civil aviation industry, a decrease of 1 132 from 2024.

In 2025, the security entities across the country screened 752 million departing and transfer passengers, 1.339 billion cabin baggage, 356 million checked baggage and 738 million air cargoes (excluding mail and express deliveries), and 254 million mail and express deliveries. In addition, the public security entities in the civil aviation industry dealt with 19 cases involving the spread of false information endangering aviation security and operation order, and addressed 14 238 security incidents, effectively ensuring sustained aviation security, achieving 283 consecutive months of aviation security.

### 3. Flight Regularity

In 2025, passenger airlines in China operated 5.105 8 million flights in total, among which 4.650 9 million flights were operated punctually, with



an average flight regularity rate of 91.09%.

In 2025, major airlines operated 4.046 0 million flights in total, among which 3.680 1 million flights were operated punctually, with an average flight regularity rate of 90.96%.

In 2025, the average value of passenger flight delay across the country was 7 minutes, a decrease of 3 minutes from 2024.

4. Service Quality

In 2025, full paperless service for air travel was achieved at 100% major airports with annual passenger throughput exceeding 10 million, and the rate of full-process tracking for domestic baggage reached 90.25%.

In 2025, the penetration rate of electronic document in air cargo services across the industry reached 83.4%. The data integration across 133 enterprises, including 109 airports and 24 airlines, was completed through the civil aviation logistics public information service platform.

In 2025, the entire industry provided first-time traveler services to 45.00 million passengers. 34 major airports with annual passenger throughput exceeding 10 million reduced the check-in cutoff times published. The industry managed nearly 870 000 oversized, overweight, or improperly packed baggage items throughout the year, and 266 aircraft were equipped

Table 7 Flight irregularity by causes in 2025

| Item                                             | Percentage of the Total (%) | Increase from 2024 (Percentage Point) |
|--------------------------------------------------|-----------------------------|---------------------------------------|
| Causes of Flight Irregularity for All Airlines   | 100.00                      |                                       |
| Weather                                          | 56.00                       | 2.31                                  |
| Airlines                                         | 17.04                       | 0.52                                  |
| ATC (Including Air Traffic Flow)                 | 0.02                        | -0.01                                 |
| Others                                           | 26.94                       | 1.79                                  |
| Causes of Flight Irregularity for Major Airlines | 100.00                      |                                       |
| Weather                                          | 55.64                       | -3.55                                 |
| Airlines                                         | 17.63                       | 0.80                                  |
| ATC (Including Air Traffic Flow)                 | 0.02                        | 0.00                                  |
| Others                                           | 26.71                       | 2.75                                  |

with air-to-ground internet communication capabilities.

As of the end of 2025, the Through Flight Service Management Platform had incorporated 41 airlines and 259 airports, and enabled 3.13 million passengers to enjoy the "one-time payment, one-time check-in, one-time security screening, baggage through-check, and a worry-free journey". Meanwhile, the Civil Aviation Transfer Passenger Service Platform had incorporated 260 airports and provided digital transfer services to 73.93 million passengers, with approximately 37% benefiting from "one-time check-in and baggage through-check" services.

In 2025, 41 major airports with annual E-Screening passenger throughput exceeding 10 million launched the E-Screening service. The service gained 11.42 million new registered users, bringing the cumulative number of registered users to 20.45 million, and processed 34.39 million appointment requests. The number of E-Screening lanes increased to 127.

In 2025, 688 700 passenger service requests were handled by the Consumer Affairs Center of the CAAC, including 502 100 complaints. Regulatory violation complaints accounted for 1.56% of total requests.

## V. Education and Technological Innovation

### 1. Education

In 2025, the universities and colleges affiliated to CAAC enrolled a total of 22 318 students, including 2 013 postgraduates, 20 030 undergraduates and junior college students, and 275 adult students. In addition, 2 035 flight students were enrolled.

In 2025, there were 83 295 registered students at universities and colleges affiliated to CAAC, including 4 233 postgraduates, 78 431 undergraduates and junior college students, and 631 adult students.

In 2025, a total of 21 574 students graduated from universities and colleges affiliated to CAAC, including 1 636 postgraduates, 19 580 undergraduates and junior college students, and 358 adult students.

### 2. Scientific and Technological Innovation

In 2025, 5 projects under the National Key R&D Program were approved in the civil aviation sector. A total of 62 scientific and technological achievements in civil aviation underwent evaluation, with 31 projects receiving the CATA Science and Technology Award.

### 3. New Navigation Technologies

As of the end of 2025, 31 airlines in the industry implemented HUD operations, 1 261 transport aircraft were equipped with HUD capability,

122 airports supported HUD Special Category I standards, 17 airports supported HUD Special Category II standards, and 20 airports supported HUD RVR 150-meter takeoff standards.

267 transport airports in the industry were equipped with PBN flight procedures, 39 airports had implemented RNP AR procedures, 4 560 transport aircraft were equipped with ADS-B (OUT) capability, and 55 airlines were utilizing EFB.

## VI. Professionals

### 1. Number of Pilots

By the end of 2025, there were 69 345 pilots and 95 557 flight attendants in China's transport airlines, 3 893 and 3 783 more than those of 2024 respectively.

By the end of 2025, there were a total of 92 265 valid pilot licenses in China's civil aviation industry, a net increase of 3 035 from the end of 2024, including 3 724 Sport Pilot Licenses (SPLs), 4 833 Private Pilot Licenses (PPLs), 52 588 Commercial Pilot Licenses (CPLs), 104 Multi-crew Pilot Licenses (MPLs) and 31 016 Airline Transport Pilot Licenses (ATPLs). There were 78 valid flight engineer licenses in China's civil aviation industry.

Table 8 Statistics of civil aviation pilot licenses of China by type in 2025

| Type of License                        | Number | Year on year Increase |
|----------------------------------------|--------|-----------------------|
| Sport Pilot License (SPL)              | 3 724  | 585                   |
| Private Pilot License (PPL)            | 4 833  | -382                  |
| Commercial Pilot License (CPL)         | 52 588 | 1 834                 |
| Multi-crew Pilot License (MPL)         | 104    | -23                   |
| Airline Transport Pilot License (ATPL) | 31 016 | 1 021                 |
| Total                                  | 92 265 | 3 035                 |

### 2. Other Professionals

By the end of 2025, a total of 92 504 aircraft maintenance personnel licenses had been issued, an increase of 7 716 from the previous year; there were 11 084 licensed dispatchers, an increase of 357 from the previous year.



By the end of 2025, there were 38 155 professionals across four categories in the air traffic management sector, an increase of 1 377 from the previous year. Among these, there were 19 585 air traffic controllers, representing an increase of 775 from the previous year.

## VII. Foreign Relations

In 2025, China conducted bilateral air service talks or written consultations with 16 countries or regions. By the end of 2025, China had signed 132 bilateral air service agreements with other countries or regions, on a par with the end of 2024, including 45 in Asia (including ASEAN), 27 in Africa, 38 in Europe (including the European Union), 14 in the Americas and 8 in Oceania. In 2025, China conducted bilateral air service talks with 16 countries.

By the end of 2025, 32 countries or regions had established bilateral airworthiness relations with China, with a total of 201 valid bilateral airworthiness documents currently.

## VIII. Airworthiness Certification

In 2025, the entire industry saw 581 new aircraft completing the nationality registration, including 258 newly registered commercial aircraft and 323 general aviation aircraft.

In 2025, the airworthiness certification departments in civil

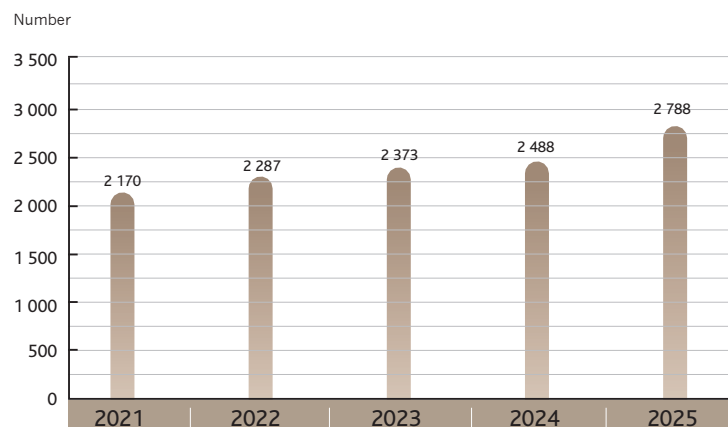


Figure 12 Number of type certification and validation of type certification 2021—2025

aviation issued a total of 300 design approvals (including initial issuances and amendment sheets), 1 791 production approvals (including initial issuances and lists of revised data), and 538 approvals for aviation fuel and chemical products (including initial issuances and lists of revised items).

As of the end of 2025, the cumulative number of type certification and validation of type certification issued reached 2 788 (including lists of revised items).

In 2025, 3 mandatory national standards in the field of civil aviation were successfully approved for development, and a total of 40 industry standards (excluding engineering construction standards) were issued throughout the year. As of the end of 2025, there were 35 currently effective national standards for civil aviation (including 4 mandatory and 31 recommended ones), along with 263 industry standards (excluding engineering construction standards).

## IX. Investment in Fixed Assets

In 2025, the total investment in fixed assets in civil aviation reached 217.33 billion yuan, of which 125.03 billion yuan was allocated to civil aviation infrastructure development and technological upgrading, representing a year on year decrease of 10.9%.

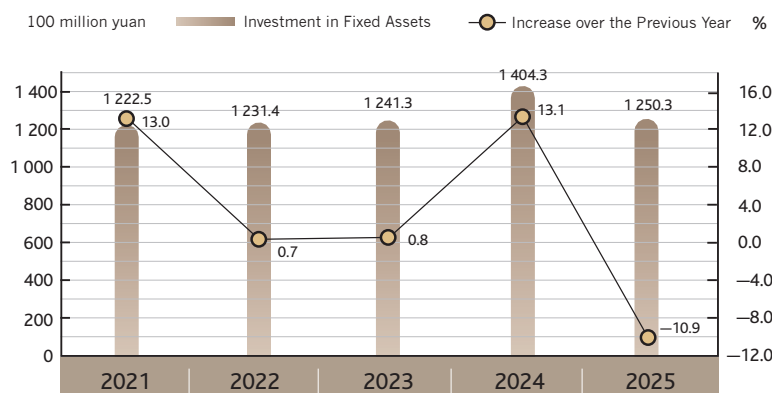


Figure 13 Investment in civil aviation infrastructure development and technological upgrading 2021–2025

## X. Green Development

In 2025, the fuel consumed per ton-km in China's civil aviation industry was 0.260 kg, down by 23.8% from 2005 (the baseline year for energy conservation and emissions reduction in the industry). The energy consumption and the carbon dioxide emission per passenger for airports experienced a decrease of 44.7% and 70.5% respectively compared with the baseline (the average of three years from 2013 to 2015).

In 2025, 2.396 million flights used temporary routes, cutting the flight distance by 63.796 million km, saving 322 thousand tons of fuel and reducing carbon dioxide emissions by approximately 1.014 million tons.

As of the end of 2025, the airports electric vehicles that could be used only inside the airports accounted for 34.7% of the total vehicles, and the utilization rate of aircraft APU replacement facilities remained stable at over 95%. Since the inception of the Blue Sky Protection Campaign in 2018, the industry completed 167 projects with a total investment of 3.886 billion yuan, and saved approximately 4.13 million tons of aviation fuel, equivalent to a reduction of 13.01 million tons of CO<sub>2</sub> emissions.

In 2025, airports maintained a high level of clean energy adoption, with electricity, natural gas and purchased heat accounting for 92.7% of total energy use; the electricity from

photovoltaic projects and other green energy consumed by airports accounted for approximately 5% of airports' total electricity consumption.

## XI. Development of Regulations

In 2025, a comprehensive revision of the Civil Aviation Law of the People's Republic of China was completed. On December 27, 2025, it was reviewed and adopted at the 19th Session of the Standing Committee of the 14th National People's Congress, promulgated by Presidential Order No. 65, and shall take effect from July 1, 2026.

In 2025, 5 rules were formulated or revised and promulgated, including 1 newly formulated one and 4 revised ones.

## XII. The Trade Union

In 2025, 17 individuals from the civil aviation industry were awarded the honorary title of "National Model Worker" by the Central Committee of the Communist Party of China and the State Council. Four highly skilled workers from the civil aviation system were recognized as "Master Craftsmen of the Nation" by the All-China Federation of Trade Unions. The honorary titles of "Blue Sky Citation" and "Blue Sky Medal" was respectively conferred upon 75 exemplary groups and upon 75 exemplary individuals by the CAAC. ■