全国低空经济领域行业发展动态月报（2026 年 7 月）

2026 年 7 月 July 2026

全国低空经济行业发展动态月报

Monthly Report on National Low-Altitude Economy Industry Development Trends

一、立法方面 | I. Legislative Developments

（一）2026 年 7 月 1 日《中华人民共和国民用航空法》正式施行

The Civil Aviation Law of the People's Republic of China officially took effect on 1 July 2026

本次修订在法律层面首次以专章（第十三章"发展促进"）形式对民用航空产业发展、低空空域资源利用、通用航空与低空经济作出促进性规定，改变了此前低空经济领域主要依靠行政法规、部门规章和地方性文件调整的局面。明确了国家支持通用航空和低空经济发展、支持民用航空新技术新业态应用，为无人驾驶航空器、eVTOL 等新型航空器的运行管理与产业扶持提供上位法依据。与 2024 年 1 月 1 日施行的《无人驾驶航空器飞行管理暂行条例》形成"法律—行政法规"的纵向衔接。

For the first time, the amendment sets out, in a dedicated chapter (Chapter XIII, “Development and Promotion”), promotional provisions at the statutory level for the development of the civil aviation industry, the use of low-altitude airspace resources, general aviation and the low-altitude economy. This changes the previous situation in which the low-altitude economy was regulated mainly through administrative regulations, departmental rules and local documents. It clarifies the State’s support for general aviation and the low-altitude economy, as well as the application of new civil aviation technologies and business models, providing a higher-level legal basis for the operation and management of new types of aircraft such as unmanned aircraft and eVTOLs and for industry support. It also establishes a vertical connection between the “law” and “administrative regulations” through the Interim Regulations on the Flight Management of Unmanned Aircraft, which took effect on 1 January 2024.

（二）2026 年 7 月 17 日，交通运输部《通用航空经营管理规定》（2026 年第 14 号令）正式施行

The Ministry of Transport’s Provisions on the Administration of General Aviation Operations (Order No. 14 of 2026) officially took effect on 17 July 2026

7 月 17 日，交通运输部正式发布 《通用航空经营管理规定》 。规定对通用航空经营许可、经营范围分类、经营活动监督管理等作出系统规定，衔接新《民用航空法》施行后的

通航管理需求；对低空经济中的载人/载货运营、无人驾驶航空器商业运营的经营资质管理具有直接影响。

On 17 July, the Ministry of Transport officially issued the Provisions on the Administration of General Aviation Operations. The Provisions systematically regulate general aviation operating licences, the classification of business scopes and the supervision and administration of business activities, responding to the general aviation management needs following the implementation of the new Civil Aviation Law. They directly affect the qualification management of passenger and cargo operations and the commercial operation of unmanned aircraft in the low-altitude economy.

（三）《浙江省开发区条例》正式施行

The Regulations of Zhejiang Province on Development Zones officially took effect

2026 年 7 月 1 日起，《浙江省开发区条例》将正式施行。条例涉及开发区产业培育与新兴产业布局，为低空经济产业园区、低空制造集聚区提供制度支撑。

The Regulations of Zhejiang Province on Development Zones officially took effect on 1 July 2026. The Regulations cover industry cultivation and the layout of emerging industries in development zones, providing institutional support for low-altitude economy industrial parks and low-altitude manufacturing clusters.

（四）《河北省民用机场条例》正式施行

The Regulations of Hebei Province on Civil Airports officially took effect

2026 年 7 月 1 日起，《河北省民用机场条例》将正式施行。这是新民航法出台后全国首部民用机场领域的地方性法规。条例厘清了政府和有关部门职责，注重机场与地方规划的有效衔接。条例明确规定，省人民政府交通运输主管部门会同有关部门编制全省民用航空发展规划、省发展改革部门会同有关部门编制全省运输机场建设规划。县级以上人民政府编制与民用机场相关的交通、临空经济区等规划时，应当征求有关民用航空管理机构、机场运营人意见。

The Regulations of Hebei Province on Civil Airports officially took effect on 1 July 2026. They are the first local regulation in the civil airport field nationwide following the promulgation of the new Civil Aviation Law. The Regulations clarify the responsibilities of the government and relevant departments and emphasise effective coordination between airports and local planning. They stipulate that the provincial transport authority, together with relevant departments, shall prepare the province-wide civil aviation development plan, while the provincial development and reform authority, together with relevant departments, shall prepare the construction plan for transport airports. When people's governments at or above county level prepare plans relating to civil airports, including transport and airport-adjacent economic zones, they shall solicit the opinions of the relevant civil aviation administration authorities and airport operators.

（五）《沈阳市低空经济促进条例（草案）》公开征求意见

Shenyang publicly solicited comments on the Regulations of Shenyang on the Promotion of the Low-Altitude Economy (Draft)

7 月 2 日，沈阳市人民代表大会常务委员会办公厅公告，市十七届人大常委会第三十二次会议于 2026 年 6 月 29 日对市人民政府提报的《沈阳市低空经济促进条例（草案）》进行了初次审议。现面向社会广泛征求意见，征求意见的时间截止到 2026 年 8 月 6 日结束。《条例（草案）》旨在为沈阳市低空经济高质量发展提供系统性法规保障，包含总则、安全保障、基础设施、产业发展、应用场景、促进措施、附则共八章 43 条。《条例（草案）》系统规划了低空基础设施网络的建设与运营，鼓励社会资本参与。在产业发展方面，着力推动技术创新与产业集聚，并重点规划了农林作业、城市治理、物流运输、应急救援、医疗救护及旅游消费等九大应用场景，旨在推动低空技术与社会经济深度融合。为支持产业发展，条例提出了综合运用财政、金融、土地、科技、人才等政策工具，建立政府引导的投入机制，并完善人才引进与知识产权保护体系。该草案为沈阳市布局低空经济提供了全面的法律框架。

On 2 July, the General Office of the Standing Committee of the Shenyang Municipal People's Congress announced that the 32nd session of the 17th Standing Committee had conducted its first review, on 29 June 2026, of the Regulations of Shenyang on the Promotion of the Low-Altitude Economy (Draft) submitted by the municipal government. Public comments are now being solicited, with the consultation closing on 6 August 2026. The draft aims to provide a systematic legal framework for the high-quality development of Shenyang's low-altitude economy and contains eight chapters and 43 articles covering general provisions, safety assurance, infrastructure, industrial development, application scenarios, promotion measures and supplementary provisions. It systematically plans the construction and operation of the low-altitude infrastructure network and encourages participation by private capital. On industrial development, it focuses on technological innovation and industrial clustering and identifies nine key application scenarios, including agricultural and forestry operations, urban governance, logistics and transport, emergency rescue, medical assistance, and tourism and consumption, with a view to deeply integrating low-altitude technologies with the social economy. To support industrial development, the draft proposes the coordinated use of fiscal, financial, land, science and technology, and talent policies, the establishment of a government-guided investment mechanism, and improvements to talent recruitment and intellectual property protection. It provides a comprehensive legal framework for Shenyang's low-altitude economy strategy.

（六）《武汉市低空经济促进条例（草案征求意见稿）》公开征求意见

Wuhan publicly solicited comments on the Regulations of Wuhan on the Promotion of the Low-Altitude Economy (Draft for Comment)

2026 年 7 月 15 日，武汉市司法局发布公告，就《武汉市低空经济促进条例（草案征求意见稿）》公开征求意见，意见反馈截止时间为 8 月 14 日。此次征求意见的《条例（草案征求意见稿）》设八章四十五条，包括总则、基础设施、飞行服务、产业促进、应用推广、安全管理、法律责任、附则八部分，聚焦明晰部门权责、统一基建标准、建强飞行服务平台、完善产业扶持、拓宽应用场景、筑牢安全防线六大维度细化制度安排。

On 15 July 2026, the Wuhan Municipal Bureau of Justice issued a notice soliciting public comments on the Regulations of Wuhan on the Promotion of the Low-Altitude Economy (Draft for Comment), with feedback due by 14 August. The draft contains eight chapters and 45 articles, covering general provisions, infrastructure, flight services, industrial promotion, application development, safety management, legal liability and supplementary provisions. It refines institutional arrangements across six dimensions: clarifying departmental responsibilities and powers, unifying infrastructure standards, strengthening the flight service platform, improving industrial support, broadening application scenarios and reinforcing safety safeguards.

（七）《海南自由贸易港低空经济促进条例（征求意见稿）》发布，此次意见征求时间于 7 月 15 日截止。

The Regulations of Hainan Free Trade Port on the Promotion of the Low-Altitude Economy (Draft for Comment) were released; the consultation closed on 15 July

为规范和促进海南自由贸易港低空经济产业发展，加快培育和发展新质生产力，海南省发展和改革委员会起草了《海南自由贸易港低空经济促进条例（征求意见稿）》，文件包含总则、产业发展、应用场景、基础设施、飞行服务、安全管理、保障措施、附则共 8 章 58 条。《征求意见稿》提出低空经济发展遵循安全第一、因地制宜、应用牵引、产业协同的原则。海南省人民政府应当加强对全省低空经济发展工作的领导，将其纳入国民经济和社会发展规划，统筹协调产业发展、安全监管和服务保障体系建设，推动重点区域先行先试，促进基础设施互联互通、应用场景拓展，研究解决发展中的重大问题，带动全省低空经济协调发展。市、县人民政府应当结合本地区资源禀赋和产业基础，建立健全工作机制，有序推进低空经济发展各项工作落地实施。此次公开征求意见时间为 2026 年 6 月 16 日至 2026 年 7 月 15 日。

To regulate and promote the development of the low-altitude economy in the Hainan Free Trade Port and accelerate the cultivation and development of new quality productive forces, the Hainan Provincial Development and Reform Commission drafted the Regulations of Hainan Free Trade Port on the Promotion of the Low-Altitude Economy (Draft for Comment). The document contains eight chapters and 58 articles covering general provisions, industrial development, application scenarios, infrastructure, flight services, safety management, support measures and supplementary provisions. It proposes that low-altitude economy development follow the

principles of safety first, adapting measures to local conditions, application-driven development and industrial coordination. The Hainan Provincial People's Government shall strengthen leadership over the province's low-altitude economy, incorporate it into economic and social development planning, coordinate industrial development, safety regulation and service-support systems, promote pilot programmes in key areas, facilitate interconnection of infrastructure and expansion of application scenarios, and study and resolve major development issues so as to drive coordinated growth across the province. Municipal and county governments shall establish sound working mechanisms in light of local resources and industrial foundations and orderly implement low-altitude economy development tasks. The public consultation ran from 16 June to 15 July 2026.

二、政策方面 | II. Policy Developments

（一）国家层面政策部署

(1) Policy Deployment at the National Level

1、民航局集中发布 8 部适航审定领域规范性文件，所有新规均于 7 月 1 日同步生效实施

The Civil Aviation Administration of China centrally issued eight regulatory documents in the airworthiness certification field, all taking effect simultaneously on 1 July

为精准对接 2026 年 7 月 1 日正式施行的新版《中华人民共和国民用航空法》，进一步完善民航适航审定管理制度、规范全链条监管流程。为此，民航局集中发布 8 部适航审定领域规范性文件，所有新规均于 7 月 1 日同步生效实施。本次制度更新覆盖航空器型号审定、设计与生产机构监管、证书签发、无人机登记等全业务链条，其中核心调整为沿用多年的生产许可证（PC）正式更名为生产机构许可证（POA），标志着我国民航适航审定管理体系迈入规范化、精细化、全品类监管新阶段。

To align precisely with the revised Civil Aviation Law of the People's Republic of China, which formally took effect on 1 July 2026, and to further improve the civil aviation airworthiness certification system and standardise full-chain regulatory procedures, the Civil Aviation Administration of China centrally issued eight regulatory documents in the airworthiness certification field. All took effect simultaneously on 1 July. The update covers the entire business chain, including aircraft type certification, supervision of design and production organisations, certificate issuance and drone registration. The key adjustment is the formal renaming of the long-used Production Certificate (PC) as the Production Organisation Approval (POA), marking a new stage of standardised, refined and all-category supervision in China's civil aviation airworthiness certification system.

此次施行的 8 部新规包含《型号合格审定程序》《生产机构审定和监督程序》《设计机构审定和监督程序》《批准放行证书的签发和管理程序》《技术标准规定项目批准书合格审

定程序》《无生产机构许可证生产的监管程序》《补充型号合格证和改装设计批准书合格审定程序》《民用航空器国籍登记和民用无人驾驶航空器实名登记管理程序》，全面对标新版民航法要求，整合优化原有制度细则，补齐轻小型航空器、民用无人驾驶航空器监管短板，同步衔接国际适航管理先进理念，适配国内航空制造业、低空经济发展新形势。

The eight new rules include the Procedures for Type Certification, the Procedures for Production Organisation Certification and Supervision, the Procedures for Design Organisation Certification and Supervision, the Procedures for Issuance and Administration of Approved Release Certificates, the Procedures for Type Certification of Technical Standard Order Authorisation Items, the Procedures for Supervising Production without a Production Organisation Approval, the Procedures for Type Certification of Supplemental Type Certificates and Modification Design Approval, and the Procedures for Civil Aircraft Nationality Registration and Real-Name Registration of Civil Unmanned Aircraft. They comprehensively align with the new Civil Aviation Law, integrate and optimise existing rules, address regulatory gaps for light and small aircraft and civil unmanned aircraft, and incorporate advanced international airworthiness management concepts to suit the new circumstances of China's aviation manufacturing industry and low-altitude economy.

2、民航局适航审定司正式公示《首批民用载人 eVTOL 适航审定合规企业名录》

The Airworthiness Certification Department of the Civil Aviation Administration of China officially published the List of the First Batch of Compliant Enterprises for the Airworthiness Certification of Civil Passenger-Carrying eVTOLs

2026 年 7 月 22 日，民航局适航审定司正式公示《首批民用载人 eVTOL 适航审定合规企业名录》，小鹏汇天、亿航智能、沃兰特、峰飞航空 4 家企业入选，享受三大专项便利政策。

On 22 July 2026, the Airworthiness Certification Department of the Civil Aviation Administration of China officially published the List of the First Batch of Compliant Enterprises for the Airworthiness Certification of Civil Passenger-Carrying eVTOLs. XPeng Aeroht, EHang Intelligent, Volant and Autoflight were included and will benefit from three special facilitation policies.

3、《低空产业标准化体系建设三年行动方案（2026—2028）》正式印发

The Three-Year Action Plan for Developing a Standardisation System for the Low-Altitude Industry (2026–2028) was officially issued

7 月 21 日，国家发展改革委低空经济发展司联合工信部装备工业一司正式印发《低空产业标准化体系建设三年行动方案（2026—2028）》（下称《行动方案》）。明确 2026 至 2028 三年低空产业标准研制、落地实施、验证迭代完整路径，搭建起未来低空产业标准建设总体框架，瞄准飞行器、低空空中交通管理、低空基础设施三大核心板块补齐规范短板，为行业由试点探索迈向规模化商业运营划定清晰技术基线。

On 21 July, the Low-Altitude Economy Development Department of the National Development and Reform Commission, together with the First Department of Equipment Industry of the Ministry of Industry and Information Technology, officially issued the Three-Year Action Plan for Developing a Standardisation System for the Low-Altitude Industry (2026–2028) (the "Action Plan"). It sets out a complete pathway for developing, implementing, validating and iterating low-altitude industry standards from 2026 to 2028, establishes the overall framework for future standardisation, and targets three core areas—aircraft, low-altitude air traffic management and low-altitude infrastructure—to address regulatory gaps and define a clear technical baseline as the industry moves from pilot exploration to large-scale commercial operations.

4、《关于对拟成立的全国低空经济标准化技术委员会进行公示的通知》

Notice on the Public Announcement of the Proposed Establishment of the National Technical Committee for Low-Altitude Economy Standardisation

7 月 30 日，全国专业标准化技术委员会信息公示系统发布《关于对拟成立的全国低空经济标准化技术委员会进行公示的通知》，公示截止时间为 2026 年 8 月 29 日。第一届全国低空经济标准化技术委员会拟由 67 名委员组成。全国低空经济标准化技术委员会主要负责全国低空经济基础共性、低空航空器、低空基础设施、应用场景、管理评价等领域标准化工作，由国家发展和改革委员会负责日常管理和业务指导。

On 30 July, the National Professional Standardisation Technical Committee Information Disclosure System released the Notice on the Public Announcement of the Proposed Establishment of the National Technical Committee for Low-Altitude Economy Standardisation. The announcement period closes on 29 August 2026. The first National Technical Committee for Low-Altitude Economy Standardisation is proposed to comprise 67 members. It will be responsible for standardisation in such areas as basic common requirements, low-altitude aircraft, low-altitude infrastructure, application scenarios, and management evaluation, under the daily administration and professional guidance of the National Development and Reform Commission.

（二）地方层面政策部署

(2) Policy Deployment at the Local Level

1、福建省政府印发《"十五五""海上福建"建设规划》

The Fujian Provincial Government issued the 15th Five-Year Plan for "Maritime Fujian" Development

福建省政府印发《"十五五""海上福建"建设规划》。在积极培育海洋未来产业方面：海洋空天产业。完善"低空+海洋"立体网络，探索海岛低空飞行器起降点、起降场等设施布局，加

快无人机、电动垂直起降飞行器等技术在海洋监测与生态保护、物流与补给、海岛低空旅游、海上应急救援等领域的应用。

The Fujian Provincial Government issued the 15th Five-Year Plan for "Maritime Fujian" Development. In cultivating marine-oriented future industries, the plan addresses the marine aerospace industry by improving a three-dimensional "low-altitude + marine" network, exploring the layout of take-off and landing points and sites for low-altitude aircraft on islands, and accelerating the application of drones and electric vertical take-off and landing aircraft in marine monitoring and ecological protection, logistics and supply, low-altitude tourism on islands, and maritime emergency rescue.

2、《中山市低空经济高质量发展行动方案（2026-2028 年）》正式印发

The Action Plan of Zhongshan for High-Quality Development of the Low-Altitude Economy (2026–2028) was officially issued

7 月 14 日，中山市人民政府正式印发《中山市低空经济高质量发展行动方案（2026-2028 年）》。总体的发展目标是到 2026 年底，低空经济产业规模突破 50 亿元；物流配送、应急救援、低空文旅等示范场景 10 个以上，建成无人机起降点 100 个，飞行试验基地、检验检测平台等质量技术设施投入运营。到 2028 年，产业规模突破 200 亿元，形成特色产业集群；应用场景全域覆盖，培育特色应用场景 30 个以上，建设 2 处枢纽型低空起降点。到 2030 年左右，产业规模突破 300 亿元；布局建设 1 个一级低空垂直起降设施，累计建成起降点 300 个，培育制造业单项冠军、专精特新企业 10 家以上。

On 14 July, the Zhongshan Municipal People's Government officially issued the Action Plan of Zhongshan for High-Quality Development of the Low-Altitude Economy (2026–2028). The overall targets are to exceed RMB 5 billion in industrial scale by the end of 2026; establish more than 10 demonstration scenarios in logistics delivery, emergency rescue and low-altitude culture and tourism; build 100 drone take-off and landing points; and put quality and technical facilities such as flight-test bases and inspection and testing platforms into operation. By 2028, the industrial scale is expected to exceed RMB 20 billion, with distinctive industrial clusters formed, full-area coverage of application scenarios, more than 30 distinctive scenarios cultivated and two hub-type low-altitude take-off and landing points built. Around 2030, the industrial scale is expected to exceed RMB 30 billion; one first-class low-altitude vertical take-off and landing facility will be planned and built, 300 take-off and landing points will have been completed in total, and more than 10 manufacturing single-product champions and specialised, sophisticated, distinctive and innovative enterprises will be cultivated.

3、《江苏省加快场景培育和开放若干措施》

Several Measures of Jiangsu Province for Accelerating the Cultivation and Opening-up of Application Scenarios

江苏省发改委联合省委金融办、省科技厅、省工信厅、省国资委、省数据局共 5 个部门，印发《江苏省加快场景培育和开放若干措施》，同时配套两个指引文件，形成"1 个措施+2 个指引"政策体系。政策明确五大重点赛道：人工智能、低空经济、商业航天、量子科技。低空经济和商业航天首次被并列为重点培育方向。

The Jiangsu Provincial Development and Reform Commission, together with five departments—the Financial Office of the Provincial Party Committee, the Provincial Department of Science and Technology, the Provincial Department of Industry and Information Technology, the Provincial State-owned Assets Supervision and Administration Commission and the Provincial Data Bureau—issued Several Measures of Jiangsu Province for Accelerating the Cultivation and Opening-up of Application Scenarios, supported by two guidance documents to form a "one measure + two guides" policy system. The policy identifies five priority tracks: artificial intelligence, the low-altitude economy, commercial aerospace, quantum technology. The low-altitude economy and commercial aerospace are included as parallel priority cultivation directions for the first time.

三、行业重要会议 | III. Key Industry Conferences

（一）2026 世界人工智能大会（WAIC）低空经济论坛

(1) Low-Altitude Economy Forum at the 2026 World Artificial Intelligence Conference (WAIC)

2026 世界人工智能大会（WAIC）于 7 月 17 日至 20 日在上海举行，本届大会以"智能伙伴，共创未来"为主题。作为大会的重要组成部分，低空经济论坛于 7 月 18 日下午在上海成功举办。本届低空经济论坛以"AI 智联低空，链启未来"为主题，赛道聚焦、专业突出，汇聚了政府部门、高校院所、产业平台、链主企业和生态伙伴等多方力量。论坛以"低空智联网全域协同与载人航空器商业化落地"为核心议题，围绕低空智联网、集群共建、装备产业化和场景开放等热点方向展开交流，共同探索 AI 赋能低空经济发展的新模式、新路径与新空间。

The 2026 World Artificial Intelligence Conference (WAIC) was held in Shanghai from 17 to 20 July under the theme "Intelligent Partners, Creating the Future Together". As an important part of the conference, the Low-Altitude Economy Forum was successfully held in Shanghai on the afternoon of 18 July. Under the theme "AI-Enabled Low-Altitude Connectivity, Linking the Future", the forum was focused and specialised, bringing together government departments, universities and research institutions, industrial platforms, leading enterprises and ecosystem partners. Centred on "all-domain coordination of the low-altitude intelligent network and commercial deployment of passenger-carrying aircraft", the forum discussed hot topics including the low-altitude intelligent network, joint cluster development, equipment industrialisation and opening of application scenarios, exploring new models, pathways and opportunities for AI-enabled low-altitude economy development.

（二）第十一届上海国际航空法律论坛暨 2026 国际低空经济博览会法律专题会议

(2) 11th Shanghai International Aviation Law Forum and Legal Session of the 2026 International Low-Altitude Economy Expo

2026 年 7 月 23 日，“第十一届上海国际航空法律论坛暨 2026 国际低空经济博览会法律专题会议”（下称“论坛”）在上海成功举办。本次论坛由上海国际经济贸易仲裁委员会（上海国际仲裁中心）、华东政法大学、中国法学会航空法学研究会联合主办。作为 2026 国际低空经济博览会的配套法律专题会议，本次论坛吸引了民航系统监管与服务机构、高校科研院所、航空与低空经济头部企业及法律实务界的众多嘉宾参会。论坛紧扣新修订《中华人民共和国民用航空法》（下称“《民航法》”）正式施行的时代背景，围绕“新《民航法》视角下上海国际航运中心法治保障”“低空经济行业标准与合同制订探索”两大议题展开深度研讨，成为凝聚行业共识、推动规则构建、赋能产业发展的重要交流平台。

On 23 July 2026, the 11th Shanghai International Aviation Law Forum and Legal Session of the 2026 International Low-Altitude Economy Expo (the “Forum”) was successfully held in Shanghai. It was jointly organised by the Shanghai International Economic and Trade Arbitration Commission (Shanghai International Arbitration Center), East China University of Political Science and Law, and the Aviation Law Research Society of the China Law Society. As a supporting legal session of the 2026 International Low-Altitude Economy Expo, the Forum attracted guests from civil aviation regulatory and service institutions, universities and research institutes, leading aviation and low-altitude economy enterprises, and the legal practice community. Against the backdrop of the new Civil Aviation Law entering into force, the Forum conducted in-depth discussions on two topics: legal safeguards for Shanghai’s international shipping centre from the perspective of the new Civil Aviation Law, and exploration of industry standards and contract drafting for the low-altitude economy. It served as an important platform for building industry consensus, developing rules and empowering industrial growth.

（三）2026 国际低空经济博览会之系列专题论坛顺利举办

(3) Series of Thematic Forums at the 2026 International Low-Altitude Economy Expo Successfully Held

7 月 24 日，2026 通用航空发展圆桌论坛在国家会展中心（上海）正式举办。本届博览会以“驭低空新势，启经济新篇”为主题，立足低空产业实际应用场景，推动产业链、应用链、生态链融合共生。

On 24 July, the 2026 General Aviation Development Roundtable Forum was held at the National Exhibition and Convention Center (Shanghai). With the theme “Harnessing New Low-Altitude Momentum, Opening a New Chapter for the Economy”, the Expo focused on practical application scenarios in the low-altitude industry and promoted integrated development across the industrial, application and ecosystem chains.

博览会同期活动设置多场专业论坛，其中“央地合作，低空致远——低空经济创新实践与协同发展论坛”于 7 月 22 日成功召开。本次论坛以“央地合作、协同发展”为核心理念，汇聚各级政府、领军企业、科研院所及相关单位的领导与专家参会，搭建起政企、央地常态化交流对接平台。论坛围绕低空感知与管控、空域划设管理、低空基础设施、低空运营服务等核心领域展开研讨。

A number of professional forums were held alongside the Expo. The Forum on “Central-Local Cooperation for Long-Term Low-Altitude Development—Innovative Practices and Coordinated Development of the Low-Altitude Economy” was successfully held on 22 July. With “central-local cooperation and coordinated development” as its core concept, it brought together leaders and experts from governments at all levels, leading enterprises, research institutions and relevant organisations, creating a regular exchange and matchmaking platform between government and enterprises and between central and local authorities. Discussions covered low-altitude sensing and control, airspace designation and management, low-altitude infrastructure, and low-altitude operations and services.

作为 2026 国际低空经济博览会的核心配套论坛，2026 通用航空发展圆桌论坛在国家会展中心（上海）正式举办。当前通航与低空经济已连续三年写入政府工作报告，正式纳入国家战略布局，正处于规模化发展的关键阶段，但也面临法规适配、基建供给、运营模式三大核心堵点。本次论坛以“合规、基建、运营”为三大核心议题，通过 1 场主旨演讲+3 场主题圆桌，直面行业痛点、分享一线实践，共同探索产业协同高质量发展的可行路径。

As a core supporting forum of the 2026 International Low-Altitude Economy Expo, the 2026 General Aviation Development Roundtable Forum was held at the National Exhibition and Convention Center (Shanghai). General aviation and the low-altitude economy have been included in the Government Work Report for three consecutive years and formally incorporated into the national strategic framework. They are now at a critical stage of large-scale development, but face three major bottlenecks: regulatory adaptation, infrastructure supply and operating models. With “compliance, infrastructure and operations” as its three core topics, the Forum addressed industry pain points through one keynote speech and three thematic roundtables, shared frontline practices and explored viable paths for high-quality coordinated industrial development.

（四）2026 低空民用航空基础设施发展大会专题论坛

(4) Thematic Forums of the 2026 Low-Altitude Civil Aviation Infrastructure Development Conference

7 月 23 日至 24 日，由中国民用机场协会联合多家单位共同主办的“2026 低空民用航空基础设施发展大会”专题论坛在国家会展中心（上海）举行，包括低空空管基础设施发展论坛、低空起降场地规划建设发展论坛、低空产业配套建设发展论坛和低空应用场景发展论

坛四场专题论坛，有关科研机构、头部企业和社会组织的专家代表，分别聚焦低空空管、起降场地、产业配套及应用场景四大领域展开深入研讨。

From 23 to 24 July, thematic forums of the 2026 Low-Altitude Civil Aviation Infrastructure Development Conference, jointly organised by the China Civil Airports Association and several other organisations, were held at the National Exhibition and Convention Center (Shanghai). The four forums covered low-altitude air traffic control infrastructure, planning and construction of low-altitude take-off and landing sites, supporting facilities for the low-altitude industry, and low-altitude application scenarios. Experts and representatives from research institutions, leading enterprises and social organisations conducted in-depth discussions in these four areas.

四、法律实务动态 | IV. Legal Practice Updates

（一）浙江桐乡法院：破解无人机禁飞限制案

(1) Tongxiang Court in Zhejiang: Case on Circumventing Drone No-Fly Restrictions

本案行为人通过技术手段破解无人机禁飞区、限高等飞行限制功能，并对外提供相关程序或服务。本案中，俞某自以为发现了“技术商机”，实则是在为违法行为“开绿灯”。任何未经授权或者超越授权，提供专门用于侵入、非法控制计算机信息系统程序、工具的行为，无论是否牟利，只要情节严重，均将面临刑事处罚。此外突破无人机禁飞等飞行限制，其实是更改了无人机原有的计算机信息系统，导致无人机不受禁飞、限高等限制，违反了《无人驾驶航空器飞行管理暂行条例》等相关规定。最终，本案以其行为已构成提供侵入、非法控制计算机信息系统程序、工具罪判决。

In this case, the actor used technical means to circumvent flight restriction functions such as drone no-fly zones and altitude limits, and provided related programmes or services to external parties. The defendant believed that he had found a “technical business opportunity”, but in reality was “turning on the green light” for unlawful conduct. Any unauthorised or over-authorised provision of programmes or tools specifically used to intrude into or unlawfully control computer information systems is subject to criminal punishment where the circumstances are serious, regardless of whether the provider sought profit. Circumventing drone no-fly and other flight restrictions also changes the drone’s original computer information system, causing it to operate outside no-fly and altitude-limit controls, in violation of the Interim Regulations on the Flight Management of Unmanned Aircraft and other relevant rules. The case ultimately resulted in a conviction for the crime of providing programmes or tools for intruding into or unlawfully controlling computer information systems.