

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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**AGENDA ITEM 5: AVIATION SECURITY AND
FACILITATION**

**SUPPORTING THE GLOBAL AVIATION ACCESSIBILITY
STRATEGY**

Presented by the International Air Transport Association (IATA)

INFORMATION PAPER

SUMMARY

Aviation, like other transport modes, recognizes this expanding group of passengers and strives to create a disability-inclusive air transport system. The paper highlights the necessity for enhanced collaboration and engagement to develop a safe and sustainable aviation system. This paper highlights the importance of regulatory harmonization, international cooperation, stakeholder engagement, and effective assistance services as essential elements of an accessible aviation system. It further identifies challenges associated with the growing demand for airport assistance services and proposes practical measures relating to regulation, collaboration, communication, infrastructure, and universal design. The paper invites States to support the implementation of the ICAO Accessibility Strategy, to promote consistent accessibility requirements, and to maintain accessibility as a strategic priority within their programme, to achieve a seamless, inclusive, and accessible global air transport system for all passengers.

SUPPORTING THE GLOBAL AVIATION ACCESSIBILITY STRATEGY

1. INTRODUCTION

1.1 The ICAO Assembly, at its 42nd Session, adopted Resolution A42-14: *Accessibility in International Civil Aviation*, reaffirming aviation's commitment to accessibility, dignity, non-discrimination, and the equal participation of persons with disabilities in air transport

1.2 Pursuant to the Assembly mandate, the ICAO Working Group on Accessibility in International Civil Aviation (WGAA), operating under the Facilitation Panel, developed an ICAO Accessibility Strategy designed to establish a long-term, globally coordinated framework for accessible aviation, aligned with the United Nations Convention on the Rights of Persons with Disabilities (CRPD).

1.3 The Accessibility Strategy promotes a rights-based, passenger-centred approach that seeks to ensure accessibility, dignity, safety, independence, and consistency throughout the end-to-end travel experience for persons with disabilities and reduced mobility.

1.4 IATA and its members continue to advance work to ensure accessible aviation is fit for everyone. A range of guidance materials, standards, and good practices has been developed by industry and is increasingly referenced by regulators and service providers worldwide¹.

1.5 The ICAO Ministerial Facilitation Conference and the Doha Declaration highlighted the importance of inclusion and accessibility in international air transport by encouraging the meaningful involvement of persons with disabilities in decision-making processes, improved data collection and sharing, strengthened personnel training, and enhanced international cooperation.

1.6 The Accessibility Strategy and associated work programme support ICAO's broader objective of delivering seamless, accessible and reliable mobility for all while contributing to the implementation of the CRPD and ICAO's long-term strategic priorities.

2. DISCUSSION

2.1 States have taken positive steps to strengthen the accessibility of air transport services, but significant differences still persist among national regulations, definitions, service requirements, and implementation approaches. These divergences create complexity for passengers and operational challenges for airlines, airports, and other service providers operating internationally.

2.2 Recognising these challenges, the ICAO Facilitation Panel at its Fourteenth Meeting (FALP/14) considered and approved the work of the Working Group on Accessibility in International Civil Aviation, including the ICAO Accessibility Strategy and the Compendium of National Accessibility Regulations, Policies and Practices. The Accessibility Strategy establishes a common global vision and framework to support harmonisation, capacity-building, stakeholder engagement, implementation guidance, and monitoring of accessibility progress across the aviation sector.

2.3 The ICAO General Assembly further recognized the importance of common definitions, improved data collection, coordinated policy development, training, and capacity-building activities to support States in advancing disability-inclusive aviation policies and services.

2.4 IATA supports ICAO's leadership role in accessibility and welcomes the development of a global framework that enables governments, airlines, airports, and organizations

¹ Guidance is available in the IATA website and [here](#)

representing persons with disabilities to work collectively toward consistent implementation and improved passenger outcomes worldwide.

2.5 As the Accessibility Strategy enters its implementation phase, sustained State commitment, active participation by regulators and stakeholders, and international cooperation will be critical to ensuring that accessibility is embedded throughout the global air transport system and that future regulatory developments remain aligned with internationally agreed principles and standards while supporting the safe and sustainable development of air transport.

2.6 Along these lines, IATA calls on States participating in DGCA discussions to support ICAO in continuing to ensure the consistent design and application of accessibility regulations within an international cooperation framework, reducing fragmentation and avoiding inconsistent service delivery.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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