



WORKING PAPER

**SEVENTH WORLDWIDE AIR TRANSPORT CONFERENCE
(ATCONF/7)**

Montréal, HQ, 16 to 20 November 2026

Agenda Item 3: Strengthening regulatory and institutional frameworks

3.3: Strengthening emergency planning mechanism and consumer protection for a resilient aviation system

**CHINA'S PRACTICES AND RECOMMENDATIONS FOR ENHANCING
ACCESSIBILITY IN AIR TRANSPORT FOR PERSONS WITH
DISABILITIES**

(Presented by China)

EXECUTIVE SUMMARY

This paper outlines recent initiatives by China in planning and coordination, legislation, policy development, standard-setting and service delivery relating to air transport for persons with disabilities. It analyses the need for cooperation to enhance accessibility across the global air transport system and puts forward recommendations for strengthening accessibility in air transport for persons with disabilities.

Action: The Conference is invited to:

- a) note China's practices and progress in enhancing accessibility in air transport for persons with disabilities;
- b) encourage Member States, in light of their national circumstances, to improve their regulatory and standards frameworks for the air transport of persons with disabilities and to consult organizations of persons with disabilities in the policy-making process;
- c) encourage Member States, air carriers and airport operators to share best practices in the development of accessible facilities, service procedures and personnel training; and
- d) request the International Civil Aviation Organization (ICAO), within existing resources, to continue to advance its work on accessible air transport for persons with disabilities and facilitate the exchange of experience among Member States.

<i>Strategic Goals:</i>	This working paper relates to Strategic Goal: <i>The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All and Aviation Delivers Seamless, Accessible, and Reliable Mobility for All.</i>
<i>Financial implications:</i>	The activities referred to in this paper will be carried out subject to the availability of resources under the 2026, 2027 and 2028 Regular Programme Budget and/or from extra-budgetary contributions.
<i>References:</i>	Annex 9 — <i>Facilitation to the Convention on International Civil Aviation</i> ; ICAO Doc 9984 — <i>Manual on Access to Air Transport by Persons with Disabilities</i> ; <i>Convention on the Rights of Persons with Disabilities.</i>

¹ English and Chinese versions provided by China.

1. INTRODUCTION

1.1 Protecting the rights of persons with disabilities in air travel is an integral part of the global agenda for the sustainable development of air transport and the advancement of societal well-being for all. Annex 9 — *Facilitation to the Convention on International Civil Aviation* (Chicago Convention) sets out Standards and Recommended Practices (SARPs) to facilitate the air transport of persons with disabilities, while ICAO Doc 9984 — *Manual on Access to Air Transport by Persons with Disabilities*, provides implementation guidance for States. The International Civil Aviation Organization (ICAO) Assembly has urged Member States to prioritize the accessibility of air transport services for persons with disabilities and, in close cooperation with organizations of persons with disabilities, to strive for uniformity in accessibility regulations, standards and procedures to the greatest extent practicable.

1.2 China is a State Party to the *Convention on the Rights of Persons with Disabilities* and attaches great importance to protecting the rights of persons with disabilities in air travel. Across facilities, information, procedures, personnel and oversight, China's civil aviation sector has continued to improve institutional arrangements and service provision, and its capacity to support accessible air travel for persons with disabilities has steadily increased. This paper outlines China's work in this area, examines the need for enhanced international cooperation and puts forward recommendations.

2. DISCUSSION

2.1 **Strengthening the legislative, regulatory and policy framework.** In September 2023, the *Law on the Construction of a Barrier-Free Environment of the People's Republic of China* entered into force, providing a higher-level legal basis for protecting the rights of persons with disabilities in air travel. In June 2026, building on the 2014 *Measures for the Administration of Air Transport for Persons with Disabilities* (CAAC Document [2014] No. 105) and addressing priority areas and persistent service challenges in the air transport of persons with disabilities in China, the Civil Aviation Administration of China (CAAC) issued the *Measures to Strengthen the Capacity of Air Transport Support for Persons with Disabilities*. The document sets out tasks in five areas: facilities, information, procedures, personnel and oversight. It requires air carriers to progressively improve accessible cabin facilities and equipment; airport operators to permit passengers with disabilities to use their wheelchairs up to the aircraft door, with the wheelchair checked in for the hold at the door and returned to them at the aircraft door upon arrival, and to establish a seamless, standardized, end-to-end service chain from terminal drop-off points to arrival pick-up points.

2.2 **Developing a comprehensive system of standards and guidance materials.** Since 2021, the group standard *Accessibility Service Standards for Civil Airports* (T/CITSA 17-2021) and industry standards such as the *Technical Standards for the Provision of Accessible Facilities and Equipment in Passenger Terminal Areas of Civil Airports* (MH/T 5047-2020) have been issued to guide airports in continuously improving accessible facilities and equipment. In May 2025, CAAC issued the *Guidelines for the Planning and Construction of Barrier-Free Environment in Passenger Terminal Areas of Transport Airports*. Drawing extensively on recommendations from organizations of persons with disabilities, experts and scholars, the Guidelines provide systematic guidance on planning and constructing barrier-free environments in airport passenger terminal areas and compile examples of good practices from airports across China for industry reference.

2.3 **Promoting coordinated multi-stakeholder governance.** CAAC and the China Disabled Persons' Federation have established a coordination mechanism. During policy development, they undertake focused studies and conduct broad consultations with representatives of persons with disabilities, industry associations, experts and scholars.

2.4 **The need for enhanced international cooperation.** Air transport for persons with disabilities is inherently cross-border. A single international journey often involves multiple air carriers, airports and ground handling agents at points of departure, destination and transit. Differences in regulations, standards and procedures among States may impede seamless travel by persons with disabilities. China considers that enhanced exchange of experience and coordination in accessible air transport within the ICAO framework would strengthen the inclusiveness and resilience of the global air transport system and benefit passengers with disabilities in all States.

2.5 Since 2021, Chinese air carriers have carried persons with disabilities on more than 580,000 passenger journeys.

3. **RECOMMENDATIONS**

3.1 Based on the above discussions, the Conference is invited to:

- a) note China's practices and progress in enhancing accessibility in air transport for persons with disabilities;
- b) encourage Member States, in light of their national circumstances, to improve their regulatory and standards frameworks for the air transport of persons with disabilities and to consult organizations of persons with disabilities in the policy-making process;
- c) encourage Member States, air carriers and airport operators to share best practices in the development of accessible facilities, service procedures and personnel training; and
- d) request ICAO, within existing resources, to continue to advance its work on accessible air transport for persons with disabilities and facilitate the exchange of experience among Member States.

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