



International Civil Aviation Organization

WORKING PAPER

A42-WP/564¹

EX/259

13/9/25

(Information paper)

English and Chinese only

ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Facilitation Programmes

SHARING OF CHINA'S NATIONAL AIR TRANSPORT FACILITATION

(Presented by China)

EXECUTIVE SUMMARY

This paper systematically elaborates on China's practical experience in implementing Annex 9 — *Facilitation* to the Convention on International Civil Aviation, with a focus on the issues identified during the 2023 International Civil Aviation Organization (ICAO) Universal Security Audit Programme (USAP) the corrective measures and the achievements in mechanism building. The audit revealed universal issues, such as the lower mechanism level of the National Air Transport Facilitation Committee, inconsistencies between the national facilitation programme and ICAO Standards, and non-compliance of airport facilitation committees. China has effectively addressed these challenges by enhancing the effectiveness of mechanisms, strengthening interdepartmental coordination and deepening international engagement, providing valuable references for other states to optimize air transport facilitation.

<i>Strategic Goals:</i>	This information paper relates to Strategic Goal <i>Aviation Delivers Seamless, Accessible and Reliable Mobility for All</i> .
<i>Financial implications:</i>	No additional resources are required for the activities mentioned in this paper.
<i>References:</i>	Resolution A40-16: <i>Consolidated statement of continuing policies related to facilitation</i> Resolution A40-27: <i>Innovation in aviation</i> Resolution A41-17: <i>Consolidated statement of continuing policies related to facilitation</i>

¹ English and Chinese versions provided by China.

1. INTRODUCTION

1.1 During the aviation security audit conducted by the International Civil Aviation Organization (ICAO) of China in September 2023, there were some issues in the links related to facilitation that were similar to those in other States. Taking the audit correction as an opportunity, China comprehensively upgraded the national working mechanism for air transport facilitation. In March 2025, it convened the first plenary meeting of the Sub-committee to arrange and promote the implementation of systematic reform tasks, achieving positive results.

2. ISSUES IDENTIFIED IN THE AUDIT AND BACKGROUND OF CORRECTION

2.1 During the aviation security audit in September 2023, the audit team pointed out several key issues in China's work on facilitation.

2.2 Insufficient Level and Binding Force of the Mechanism

2.2.1 The national-level coordination mechanism has insufficient effectiveness. The work plan of the former National Committee for Air Transport Facilitation was issued solely by the Civil Aviation Administration of China (CAAC), lacking adequate binding force on other ministries and commissions. Furthermore, the "division of responsibilities" did not further transform the provisions of Annex 9 — *Facilitation* into specific tasks or assign detailed work to member entities in light of China's national conditions. This has resulted in difficulties in the full implementation of some standards and requirements in the practice.

2.3 Lack of Coordination Mechanism at the Airport Level

2.3.1 The building of coordination mechanisms at the airport level has been somewhat lagging. Limited work has been carried out according to the existing similar mechanisms, which has one-sidedly focused on tasks such as port joint inspection and customs clearance, and international transfer facilitation, failing to fully cover all requirements of Annex 9.

2.4 Deviations in the Understanding and Implementation of International Standards.

2.4.1 Some member entities pay insufficient attention to the latest revision of Annex 9. When formulating policies and carrying out specific work, they lack the awareness of aligning with the requirements related to facilitation. As a result, formulation of policy lags behind and there is a certain gap with international standards.

3. CORRECTION MEASURES AND MECHANISM BUILDING

3.1 In response to the issues identified in the audit, China has carried out a series of systematic correction efforts.

3.2 Establishment of the Air Transport Facilitation Sub-committee under the National Committee for Facilitation of Transport

3.2.1 CAAC, a national administration under the Ministry of Transport of China, has taken significant steps to enhance aviation facilitation since 2024. In collaboration with the Ministry of Transport,

CAAC proactively advocated for the establishment of the Air Transport Facilitation Sub-committee (hereinafter referred to as the Sub-committee) under the National Committee for Facilitation of Transportation (NCFT), which was formally endorsed during the NCFT's first meeting on 17 February 2025. This initiative has substantially strengthened the level and effectiveness of the national cross-departmental facilitation mechanism.

3.2.2 To further strengthen system building, CAAC, together with the member entities, revised and refined the Work Plan for the Air Transport Facilitation Sub-committee of the National Committee for Facilitation of Transport, drawing on Doc 10042, *Model National Air Transport Facilitation Programme*. Officially issued on 26 February 2025, this plan provides a regulatory foundation for effective operation of the Sub-committee's working mechanism, clarifying responsibilities and coordination and cooperation among the member entities.

3.2.3 On 13 March 2025, the first plenary meeting of the Sub-committee convened with the participation of the member entities, including the Ministry of Foreign Affairs, Ministry of Transport, National Health Commission, General Administration of Customs, National Immigration Administration, CAAC, State Post Bureau, National Disease Control and Prevention Administration, China Air Transport Association (CATA) and China Civil Airports Association. The meeting considered and adopted an annual work plan that is comprised of 11 key tasks, covering: Advancing building of airport facilitation mechanism; Optimizing visa policies for inbound travelers; Enhancing border inspection policies and measures; Expanding coverage of through flight; Upgrading ground infrastructure and refining service processes; Improving international air cargo efficiency. For each task, the leading entity and the supporting ones have been clearly defined. All areas and links of facilitation have been covered.

3.3 Advancing the Building of Airport Facilitation Mechanisms

3.3.1 On 12 July 2025, CAAC issued the lists of members of the Facilitation Committees for the Top 10 International Aviation Hub Airports. This marks the establishment of the Facilitation Committees for the Top 10 International Aviation Hub Airports, whose member entities all include airport-based joint inspection entities, airlines, ground service providers, ensuring the representativeness and operability of the mechanism.

3.4 Enhancing the Understanding and Implementation of International Standards

3.4.1 In conjunction with the 30th revision of the Facilitation and its entry into force, CAAC has organized relevant departments to study the latest document of ICAO, submit differences as required, and promote the transformation of the latest Standards and requirements into domestic regulations. Meanwhile, CAAC has actively participated in various ICAO meetings, including the 2024 ICAO Facilitation Global Forum held in Colombia, the 2025 ICAO Facilitation Conference held in Qatar, and meetings of the Facilitation Panel (FAL Panel). It has put forward constructive recommendations and deeply engaged in global civil aviation governance.

4. FOLLOW-UPS

4.1 In the future, China will continue to leverage the Sub-committee as a key platform to enhance coordination among member entities and ensure the efficient operation of the national-level cross-departmental working mechanism.

4.2 Phased Promotion of Full Coverage of Airport Coordination Mechanisms

4.2.1 China will strive to achieve full coverage of facilitation mechanisms at over 80 port airports by the end of 2026.

4.3 Identifying Issues through Research

4.3.1 Within this year, CAAC plans to conduct on-site research at hub airports in Beijing, Shanghai and Guangzhou in collaboration with the ministries involving foreign affairs, customs and immigration. The research will focus on specific demands and bottlenecks raised by enterprises, passengers and cargo owners, with the aim of developing in-depth solutions that address one issue to resolve a broader category of issues.

4.4 Meticulously Organizing Specialized Training

4.4.1 Within 2025, specialized training will be organized for all levels of member entities in the facilitation mechanism and market players. The training will present the Standards and Recommended Practices of facilitation in their original form, with relevant Sub-committee members sharing specialized expertise and innovative practices in their respective fields to ensure that theoretical knowledge guides practical implementation.

4.5 Continuing to Strengthen International Exchanges and Cooperation

4.5.1 China will actively participate in ICAO's international conferences, and exchanges and seminars on facilitation matters with various levels, topics and formats. It will contribute more Chinese wisdom and solutions to addressing common challenges in air transport facilitation faced by all States.

5. CONCLUSION

5.1 Through this audit correction, China has established a more well-developed collaborative working system involving the State, relevant departments and airports, significantly enhancing the level of facilitation in air transport. Our practical experience demonstrates that the effective implementation of facilitation measures relies on:

5.2 High-level coordination mechanisms ensure efficient implementation of policies.

5.3 A standardized airport system achieves service consistency.

5.4 A regular training mechanism ensures specialized competence.

5.5 Open international cooperation promotes experience sharing.

5.6 The experience is not only applicable to China, but also serves as a valuable reference for other member states. China is willing to further deepen cooperation with the ICAO and its Member States to jointly promote the facilitation of global air transport, contributing to the realization of a safer, more efficient and inclusive air transport system.