



INTERNATIONAL CIVIL AVIATION ORGANIZATION

HIGH LEVEL MEETING ON AFGHANISTAN AIRSPACE CONTINGENCY PLANNING (HLAACP)

Hong Kong, China
28 November 2014

SUMMARY OF DISCUSSIONS

1. INTRODUCTION

1.1 The High Level Meeting on Afghanistan Airspace Contingency Planning (HLAACP) was held at the Headquarters of the Hong Kong Civil Aviation Department on 28 November 2014.

Attendance

1.2 The meeting was attended by 17 participants from: Hong Kong, China, Pakistan, United States, IATA, IFALPA, IFATCA and NATO. Apologies were sent by Afghanistan.

Officers and Secretariat

1.3 Mr. Arun Mishra, Regional Director, Asia and Pacific Office, acted as Moderator to the Meeting. He was supported by Ms. Nancy Graham, Director Air Navigation Bureau (D/ANB), and Mr. Len Wicks, Regional Officer ATM, ICAO Asia and Pacific Office. RDs EUR/NAT and MID, DD/TCB and C/IMP also participated in the meeting.

Opening of the Meeting

1.4 Mr. Arun Mishra welcomed all participants to the meeting. The ICAO Director of Air Navigation Bureau Ms. Nancy Graham noted that the objective of the meeting was to apply a risk management approach to develop a regional Air Traffic Management (ATM) contingency plan in case of a disruption of services in the Afghanistan airspace. The meeting would focus on the worst case scenario and establish alternative routings that bypassed the Kabul Flight Information Region (FIR) to the north and south, with capacity analyses and safety/security cases supporting these contingency arrangements. D/ANB then read a message and letter received from Afghanistan which is presented in the Attachment to the report. ICAO will reply to the letter and include the results of the meeting.

2. DISCUSSIONS

Agenda Item 1: Adoption of Agenda

2.1 The proposed agenda of the meeting was adopted.

Agenda Item 2: Background, current status and outcomes from the First and Second AHACG meetings

2.2 The Secretariat presented WP02 (Ad Hoc Afghanistan Contingency Group – AHACG Meeting Outcomes). The HLAAC meeting noted that no State had delivered safety/security cases based on their contingency scenarios to ICAO. It was proposed that the Secretary General would write to the concerned States (including Turkey, Iran, Afghanistan, Pakistan, India, Tajikistan, and China). The letter would:

- remind States of the initial request for capacity analyses and safety and security cases for the alternative routings; and
- invite States to the High Level Safety Conference when a side meeting on Afghanistan is planned to be held 2 February 2015.

2.3 The HLACC meeting agreed that the High Level Aviation Donor Coordination Board (ADCDB) Afghanistan (chaired by the Minister of Transport and with representatives from Afghan Civil Aviation Authority, donors, the international military presence and relevant international organizations) would be the best option to support and coordinate efforts between the Afghan Minister of Transport/Director General, Afghan Civil Aviation Authority and the international community. This would allow Afghanistan to make well informed decisions regarding the development of their civil aviation sector (as custodian of the existing Aviation Action Plan) as well as the transition of aviation responsibilities from the military to Afghanistan aviation authorities.

2.4 The HLAAC meeting reviewed the vital steps ahead that could act as milestones:

- 17 December 2014 – start of the ‘bridging contract (extension of the current Air Navigation Service Provider);
- 01 January 2015 – Afghanistan CAA budget approval (USD 25 million, note: the Airspace Control Authority may not pass to the Afghanistan government at this time);
- 28 February 2015 – Very Small Aperture Terminal (VSAT) contract (renewal or new provider – IATA agreed to discuss the situation with VSAT vendors and Afghanistan, and report back to ICAO);
- 01 April 2015 – Deadline date for the new Air Navigation Service (ANS) contract to be signed;
- 30 June 2015 – earliest end date for the ANS extension (dependent on service cost).

2.5 The HLAAC meeting agreed that the planning for the Inter-regional Contingency Plan [related to Afghanistan], with alternative route systems south of Afghanistan (via Iranian airspace) and north of Afghanistan (via Tajikistan and possibly existing route L888 via China, should be completed by the third and final meeting of the Ad Hoc Afghanistan Contingency Group (AHACG/3, venue and time in 2015 to be determined by the Regional Offices).

2.6 The HLAAC noted that as part of this work, efforts would continue on an Inter-regional Capacity Building Plan. The DANB requested a preliminary proposal for inter-regional capacity building plan by March 2015. RD BKK would lead the coordination of this work. The meeting noted that the IRCM planned in March 2015 and the Advance Inter-Regional ATS route Development Task Forces (AIRARD/TF) agreed by Trans-Regional Airspace and Supporting ATM Systems Steering Group Fourth Meeting (TRASAS/4) could contribute to this plan, which was based on end-to-end route development using a seamless approach with applicable Aviation System Block Upgrade (ASBU) elements.

Agenda Item 3: Afghanistan Capacity Building and Contingency Response plan

2.7 NATO provided a presentation on the current status of Afghanistan planning. Key points from that presentation were:

- airspace services would be funded by US for six to nine months in 2015; and
- In 2015, aerodrome services, including ATC services, would be funded by NATO (over 100 million USD).

Agenda Item 4: Adoption of Afghanistan Contingency Action Plan

2.8 WP03 was not presented as Afghanistan was not present at the meeting.

Agenda Item 5: Any other business

2.9 There was no other business.

Closure of the Meeting

2.10 In closing the meeting, the Moderator thanked the Hong Kong CAD and participants.

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Islamic Republic of Afghanistan
Civil Aviation Authority
آمریت دفتر

..... شماره
..... تاریخ
..... ضمیمه

25 Novemeber , 2014

Mr. Raymond Benjamin
Secretary General
International Civil Aviation Organization
Montréal, Canada

Subject: 51st Conference of Directors General of Civil Aviation, Asia and Pacific Regions
Hong Kong, China 24 – 27 November 2014 and the High-Level Meeting on Afghanistan
Airspace Contingency Meeting to be held in Hong Kong SAR, China on November 28, 2014.

Dear Mr. Benjamin,

Reference is made to the letters from the Director General of Civil Aviation Hong Kong, China for the invitation of the Afghanistan Civil Aviation Authority (ACAA) delegation at the 51st conference of DGCA, Asia and Pacific Regions holding in Hong Kong, China from 24 to 27 November 2014 and also to the letter regarding the High-Level Meeting on Afghanistan Airspace Contingency Meeting to be held in Hong Kong SAR, China on November 28, 2014.

I would like to inform you that my team and I were going to participate in both of these important meetings. We prepared all required documents for the Hong Kong visa and submitted to the embassy of China in Kabul, Afghanistan because we don't have Hong Kong Embassy in Kabul. The embassy of China in Afghanistan refused issuing the Hong Kong visa stating that Hong Kong is an independent state adding that ICAO has to send the Exchange of Note to the Hong Kong Civil Aviation notifying to issue the Hong Kong visa to above participants upon arrival. We are trying to figure it out that how to get to Hong Kong before November 28, 2014.

At the meantime, I would also like to inform you that the ACAA representative participated in ICAO's meeting regarding Afghanistan's Airspace Contingency Plan in Istanbul. The airspace contract extension has been approved by the US Government, which is going to be between 6 to 9 months. The Afghanistan Civil Aviation Authority has also budgeted US 25 million dollars for the Airspace Contract for the year 2015 and is approved by Afghanistan Ministry of Finance and the Cabinet of Ministers. We would like to assure you that there will not be any disruption in the services over the airspace of Afghanistan beyond the bridge contract, which is approved by the US Government.

The Afghanistan Civil Aviation Authority has made a plan for the training of Afghans in order to take over the operation and control of the Airspace and Airfield operations in future. We can share this plan anytime with the international community and will be open to their contribution if they want to support us in training. This plan will not be possible if the NATO will not provide On the Job training to our personnel. Although that the airports operations of the four international airports has been extended by the NATO for one more year but unfortunately it is still lacking training the Afghans, which means we will not be able to train the Afghans for one more year. We are strongly asking for the On the Job Training to be provided by NATO contractors as soon as possible otherwise we will not have a smooth transition, which was the responsibility of ISAF/NATO to smoothly transition the Airspace and Airfields operations to Afghans by training Afghans but they have failed to do so.

We would like to kindly inform you that we are trying our best to get the entry visas for Hong Kong but if due to the lack of time we don't get it then the Afghanistan delegation will not be able to participate in these meetings. We would like to request if the above message would be delivered to the meeting participants on our behalf.

Please, Mr. Benjamin, accept the assurances of my highest consideration.

Yours faithfully,

A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Capt. Hamid Zahir
Director General
Afghanistan Civil Aviation Authority

Copy to: -

Hong Kong Civil Aviation Authority
ISAF HQ, Kabul