

22 March 1948

STAT

A F G H A N I S T A NAVIATION CONVENTIONS

Chicago Convention - Ratification deposited April 4, 1947. Afghanistan is a member of ICAO. (Refs. 1 and 2)

BILATERAL CIVIL AVIATION AGREEMENTS

There have been no bilateral agreements concluded by Afghanistan since the Afghan Government has become a member of the International Civil Aviation Organization.

1. Pre-war Germany - There was an agreement with the Deutsche Lufthansa which enabled the German company to operate a commercial service Berlin to Kabul during period from 1937 until it was interrupted by the war. (Ref. 3)
2. USSR - The Soviet Government requested Afghan Government that a commercial plane service be allowed from Stalinbad in Tajikistan to a Soviet village in the Russian Pamirs east of the Afghan province of Badakhshan and north of the Afghan province of Wakhan. An airline between the places named crosses the Afghan boundary. (Ref. 4)
3. G.O.I. - In June 1947 before the partition of India a delegation from India visited Afghanistan for the purpose of negotiating an air agreement for service Kabul to Peshawar, but returned without a definite agreement. (Ref. 5)
4. Iran - A preliminary bilateral was signed in 1946 but not ratified, although one survey flight seems to have been made September 1946. (Ref. 6)
5. US - At the regional civil air conference held in Cairo in September 1946, two Afghan representatives attempted to negotiate for either TWA or PAA to serve Kabul on its route to India. TWA drew up a contract including services and the setting up of Afghan airlines but nothing further was done to implement the agreement. (Ref. 7)

US-Afghanistan agreement for exchange of Military Air Attache sought by the Legation, Kabul, in December 1947. (Ref. 8)

AIRLINES (Domestic)

There is no domestic commercial airline serving Afghanistan. TWA in 1946 drew up a contract for a domestic line to be organized and managed by TWA, but the project was not carried through. There are indications that some of the 12 Avro Anson XIX aircraft recently purchased in Great Britain for the Afghan Air Force may be used for the establishment of a domestic civil airline. (Ref. 9)

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 DECLASSIFIED
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INTERNATIONAL AIRLINES

The only international operation into Kabul at present is the Soviet courier plane, a C-47, but there is no scheduled commercial international carrier serving Afghanistan.

AIRPORTS

Khwaja Rawash north of Kabul, used by USSR courier C-47.
Sherpur Airport, used by Afghan Air Force. (Ref. 10)

PRODUCTION

There is no aircraft production in Afghanistan.

AIR POLICY

Afghanistan has discouraged approaches by neighboring States for concessions and apparently desires to be served by an American trunk-line on a round-the-world basis. (Ref. 11)

The Government desires a local airline and connections outside the country with Tehran, Dhahran, Karachi and Peshawar, but apparently wishes to avoid assistance by British, Iranians, Russians or Indians. (Ref. 7)

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A F G H A N I S T A N

1. (List of ratifications of Chicago Convention 3 Dec. 1947 - telephone conversation EBE with Mrs. Wright, State Dept.)
2. State Dept. Bulletin, May 27, 1945, p. 968.
3. R-2-45 Kabul, 13 Feb. 1945.
4. R-54-45 Kabul, 14 Aug. 1945, Secret.
5. State #1128 New Delhi, June 6, 1947, Conf.
6. R-97-46 Kabul, 22 Aug. 1946, Conf.
7. State, Cairo #2202, Feb. 8, 1947, Rest.
8. State to Kabul #246, Nov. 26, Secret.
9. OMA Kabul, R-13-48, 20 Jan. 1948, Conf.
10. R-14-45, Kabul, 10 April 1945, Rest.
11. State to Tehran #947, 14 Nov. 1946.
12. R-25-45 Kabul, Rest.
13. R-80-45 Kabul, 24 Sept. 1945, Secret.
14. R-112-46, Kabul, 16 Sept. 1946, Rest.

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