

THE AIRPORT OF ALMATY

ALMATY INTERNATIONAL AIRPORT



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- There are the airports designed to connect countries, but the airport of Almaty connects continents - Europe and Asia. For last 10 years, opportunities of this airfield were evaluated by dozens of airlines of the world. The reason of its popularity is the advantageous geographical location and size of the runway. The first runway with the width of 60 meters has the length of 4.5 kilometers, and can accept all types of aircraft. In 1998 the full reconstruction of first runway was carried out, which was equipped on all international standards (ICAO certificate). And in 2008 it was opened the second runway of the same size, and also equipped with up-to-date facilities. For first 10 years of XXI century such giants as FedEx, UPS, Lufthansa, Asiana, British Airways, Air France and many other became the partners of Almaty International Airport. Today they make daily direct and transit flights here. The airport is considerably increased. In 2004 new passenger terminal was put into operation, and in 2007 the business terminal was added to it. For this decade the airport really increased up to world level. It was improved not only the technical support of airfield but the service in terminals. The policy of airport management is aimed on selection of qualified and polite personnel, on constant upgrading of infrastructure. The airport equipment allows to wait comfortably for one's flight and to pass the quick registration at arrival. In addition it is connected with the city by highway, which takes from 15 to 30 minutes of way. And business terminal has special halls for negotiations and conferences. This airport was built in 1935 and the most part of existence it was regional, but today due to its possibilities and advantages it became the real giant in Central Asia. ■

OWNERS AND MANAGEMENT

Almaty International Airport JSC is 100% owned by Venus Airport Investments B.V., a company registered in Amsterdam.

- Aibol (Aybola) Anuarovich Bekmukhambetov, President and Director
- Bakhtiyer Kadyrov, Vice President of Finance
- E. L. Eliseeva, Acting Chief of Economics and Financial Analysis Department
- Akzholtayev Murat Serikovich, Head of Automatic Systems - Terminal Service
- Nurimanov Sagdat Yerikbekovich, Head of the First-Aid Post
- Anvar Saydenov, member of the Board of Directors, the independent director of the Company
- Diyar Kanashev, member of the Board of Directors.

HISTORY

Early years

The airport was built in 1935, for all small civil/military flying ships. Up to 1990 it was the part of Kazakh Department of Civil Aviation, and then reorganized into "Alma-Ata Airport" in 1991. Since 1993 it has run as an independent business unit. In 1994, it was reorganized into OJSC "Almaty Airport" and later renamed to JSC Almaty International Airport.

The supersonic transport (SST) Tupolev Tu-144 began service on 26 December 1975, flying mail and freight between Moscow and Alma-Ata in preparation for passenger services, which commenced in November 1977. The Aeroflot flight on 1 June 1978 was the Tu-144's 55th and last scheduled passenger service.

Following a runway reconstruction in 1998, Almaty airport was awarded II category and status of an International Airport.

On 9 July 1999 a fire started in the shashlik kitchen of the airport restaurant. The terminal building burned down in just a few hours, fortunately without major injuries.

Development since the 2000s

Construction of a new terminal was completed in 2004. On 30 September 2008 a second runway was opened with a first departure of a BMI flight bound for London Heathrow. The new runway has also been given an ICAO certificate for CAT III landings which will significantly reduce the number of planes diverting to nearby airfields due to low visibility, especially during the winter months. This runway is the longest in central Asia. The new runway can accept all types of aircraft without limitation of take-off weight and operations frequency.

Growth in connectivity is in danger of being compromised by airport infrastructure that is comparatively expensive and not keeping pace with demand growth. [IATA](#) is urging the Kazakhstan government to follow [ICAO](#) principles and eliminate differential [ANSP](#) charges between domestic and international carriers. Currently (2012), it is 18% more expensive to turn around an [Airbus A320](#) in Almaty than at similarly-sized airports in Europe. The differential rises to 43% for a [Boeing 767](#).

There are plans to build a new passenger terminal for international flights with six loading bridges and capacity up to 2,500 passengers per hour in the near future. A developed infrastructure complex consisting of a Marriott Hotel, conference halls, business center, shopping center and cinemas will be within this terminal.

The new terminal was to be located along Kuldja Road to help reduce traffic on the way to the airport. However the terminal's construction was delayed due to lack of managers handling the project's construction. The airport is still looking for a new manager to handle the construction. There has also been proposal to build the entire new Almaty airport 48 km to the North-East of Almaty or still focus on expanding new terminal.

ACCIDENTS AND INCIDENTS

- 7 July 1980, Aeroflot flight 4227: All 163 occupants of a Tupolev Tu-154B-2, tail number CCCP-85355, lost their lives when the aircraft crashed shortly after take-off from Alma-Ata Airport. The airplane was due to operate a domestic scheduled Alma-Ata–Simferopol passenger service under the Kazakh division as Flight 4227; the airspeed suddenly dropped because of thermal currents it encountered during climb out, causing the airplane to stall about 5 km (3.1 mi) away, crashing and catching fire.
- 30 August 1980, Aeroflot Flight CCCP-65129, Tupolev Tu-134 crashed on approach to Almaty after a flight from Chelyabinsk where all 90 passengers and crew died.
- 29 January 2013, SCAT Airlines flight 760, a Bombardier CRJ-200ER, registration UR-CJ006, crashed during a low-visibility approach into Almaty International Airport that originated from Kokshetau. All 21 occupants died. The deputy mayor of Almaty, Maulen Mukashev, visited the crash site and told reporters that the preliminary cause of the crash is bad weather. The accident is currently under investigation.