**ESIA Public Consultations Meeting Minutes 22/09/2021**

Public consultations were conducted through the ZOOM platform. A link to the meeting was posted on the website [www.alaport.com](https://translate.google.com/translate?hl=ru&prev=_t&sl=ru&tl=en&u=http://www.alaport.com) .

**Attended:**

Yulia Allakhverdiyeva – Community Liaison Officer Almaty International Airport

Mott MacDonald representatives:

Aliona Strokina

Joshua Stroud

Niamh Carty

Sergey Goncharov

 Stakeholder representatives:

Madina Aimbetova

Serikzhan Reporter

Sergejs Balonuskovs

Olga Zenchenkova Atameken Business

Nargiza Ospanova

Elena Chuzhakova

Asel Esentugelova

user samal-2

Tatiana

Daniyar Ibraimov

Akbay Aydin

Emina Kuzhamuratova

Akbope Akb

Erlan Sakipov

Victoria Varnavskaya

YBulatov

Christina Mikheeva

Some users did not give their names, a total of 29 people attended, including 2 translators.

The discussion was opened by Yulia Allakhverdieva, Community Liaison Officer of Almaty International Airport JSC, with a brief presentation of the Environmental and Social Impact Assessment (ESIA) developed by Mott MacDonald. The presentation was developed from a Non-Technical Summary posted at [www.alaport.com](https://translate.google.com/translate?hl=ru&prev=_t&sl=ru&tl=en&u=http://www.alaport.com) .

The presentation highlighted the impacts of the construction of a new terminal at the Almaty International Airport in the context of the following topics:

* Water Resources
* Geology and Soils
* Climate Change
* Biodiversity
* Ambient Air Quality
* Greenhouse Gas Emissions
* Noise and Vibration
* Cultural Heritage
* Social Aspects
* Health and Safety

Measures to reduce impact during construction and operation phases were also provided.

After presentation, the following questions were asked:

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| **Public representative** | **Question** | **A comment** |
| *Daniyar Ibraimov (resident of the village of Guldala)* | The feasibility of building a new terminal, since in the plan of 100 concrete steps of the nation, paragraph 66 indicates that it is necessary to build a new international airport near Almaty. | This issue is not within the scope of the project. ESIA was developed for a new terminal building project within the existing airport |
| *Daniyar Ibraimov (resident of the village of Guldala)* | What is legal reasoning behind establishment of Sanitary Protection Zone. More than 200 houses, whose representatives were not present at the meeting, but are monitoring the problem, may end up in SPZ. How long will the process of determining the SPZ take? Residents are worried about what will happen to their houses, since they have been living in these houses for more than 30 years, and they received this land “not for free,” and the village of Guldala has existed since the 1980s.  Also, residents of nearby areas are worried about the growth of the negative impact of the airport due to the increase in passenger traffic.  It was proposed to expand the zone of influence of the airport to the West | These issues will be considered jointly with local akimats. The SPZ project has not yet been approved. The SPZ is calculated from the runway. The airport operates within the framework of the current legislation of the Republic of Kazakhstan.  During construction, it is expected that only a few buildings will be affected as construction noise becomes background noise at a distance of 2100 m.  With regard to emissions associated with aircraft flights, modern aircraft do not shed fuel, but fly with a minimum fuel load. Nothing will be built in the Guldala area |
| *Asel Yessentugelova (human rights activist)* | On what legal bases was public discussion conducted? When and where was the announcement posted? Why was it not published on the website of the green economy department? | Public consultations announcement was posted on September 3 on the Evening Almaty website and on the airport website. It is planned to attract international investments for the construction of the terminal and, in accordance with the requirements of international banks, it is necessary to prepare an impact assessment in accordance with international standards in addition to the national procedure that had already been carried out earlier by the airport and according to which public hearings were held in accordance with the requirements of the Republic of Kazakhstan, and now the airport is presenting the results of the international assessment for discussion |
| *Asel Yessentugelova (public human rights activist)* | Why does the discussion say the building will be moved?  Under what legislation does the hearing take place? | Work has not started yet.  This meeting is not a public hearing, but public consultation. The documents on the banks' requirements for public consultations will be provided to Asel by mail. |
| *Olga Zinchenko (Business Atameken TV Channel)* | You said that there will be retrenchments and then, after construction, an increase of 800 jobs. If there is reduction in how many jobs will there be, and then later, when the jobs will return, will the employees who previously worked return to these jobs, or will it be new employees and will citizens of other states be attracted to new jobs or will it only be citizens of Kazakhstan? | There was no retrenchment. But there may be reductions as a result of optimization. Additional human resources will be required after the terminal is operational. The airport plans to develop a recruitment policy and thus prioritize employment for former workers, youth, women and residents in the airport area. 800 additional jobs will be created. |
| *Daniyar Ibraimov (resident of the village of Guldala)* | He offered an alternative to look to the West, large, more dangerous planes can be moved to the western route to, and smaller planes can be allowed to take off and land from lane 2, then even in case of possible accidents there will be less losses.  Will there be a road from the airport side?  How the SPZ calculations were carried out. | The proposal will be considered.  The existing airfield infrastructure will not change.  Measurements and calculations were carried out by a design company. Calculation information will be provided after SPZ approval. |
| *Emina Kuzhamuratova (architect, member of the working group on the development of the General Plan of Almaty)* | What is the future fate of our architectural monument? When will you start considering alternatives for integrating this building into the buildings of the new projectes of new terminal? | This issue is still under consideration. The ERM Eurasia report is also expected. |
| *Aydin Akbay (Member of the Public Council)* | The rules for the formation of the architectural appearance of the city of Almaty include the requirement for a public hearing on important objects for the city. The airport is naturally such object and I recommend that you hold public hearings on the terminal design, not environmental hearings  Request for an architectural competition for the building of a new terminal  If you leave the VIP terminal it can be merged it with the new terminal, which will be more cost-effective.    ESIA questions: Will there be noise management measures: noise screens, earth embankments? What methods of noise reduction will be used? By preserving the existing building of the VIP terminal, it is possible to reduce environmental impact, since the building will be demolished and a new one is built, double work will be carried out.  At the new location, the VIP terminal building will interfere with takeoff and landing. If you make the spire brittle, the historical structure is lost.  Does the VIP terminal building belong to the category of fragile objects?  Consideration should be given to all sides around the airport to reduce aircraft engine noise.  Proposal to develop a flights traffic management program. | Recommendations for the VIP terminal have been taken into account and will be considered. The answer will be provided in a separate report.  Plans are now being developed to reduce the noise exposure for Guldala and Nurshashkan. |
| *Yerlan Sakipov (architect)* | Why is the issue of preserving the old building of the VIP terminal not being discussed? Why not talk about compensation in case of forced demolition of cottages? The takeoff / landing corridor should be strictly limited to the eastbound direction. Leave western over the city route for emergencies only. | Answers will be provided in the report. The answers are related to the current operation of the airport. Aircraft routes are formed by Kazaeronavigatsia. |

It was agreed that questions that need further consideration and research will be answered separately and published on [www.alaport.com](http://www.alaport.com) website