**Frequenty Asked Questions Regarding VIP Terminal**

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| **Why is the relocation of the VIP terminal building even considered?**  |
| The existing terminal building with will not be capable to accommodate the expected passenger traffic of 14 million people a year. The projected growth in passenger numbers is fundamental to the business case and the driving factor behind the project. During Covid Almaty airport has already reached 2019 figures for the passenger capacity. This shows the airport needs the upgrading urgently. The need for a new serious and modern full-fledged terminal, which will really increase the attractiveness of the country and that fits within the 21st century is therefore unquestionable. Today we face a sharp competition from other Central Asian airports for tourists and passenger flows. Various alternative locations were considered, detailed information is provided in the Evaluation of Alternatives report. However the only suitable location option was in the place of VIP terminal . |
| **Why is incorporation of the VIP terminal to the new terminal so problematic?** |
| Having the VIP building in front of the new terminal would result in construction of a large vehicle ramp/drop off zone in front of the VIP building. There is a big risk that the structural foundations of the new terminal could damage the structure of the VIP building. Moreover, such a construction would detract significantly VIP terminal’s heritage value. On the other hand, disregarding the ramp/drop off zone would result in very low comfort levels for passengers and non-compliance with fire and life safety requirements.  |
| **How is compliance with national laws assured and were all the relevant approvals and permits obtained?**  |
| The Akimatof the City of Almaty approved the relocation of the Building on 11th November 2020 in Resolution No. 4/492 which states: ‘In accordance with the subparagraph 2) of paragraph 2 of Article 29 of the Law of the Republic of Kazakhstan dated December 26th, 2019 ‘On protection and exploitation of objects of historical-cultural heritage’ and based on the conclusion historical-cultural examination of the monument of history and culture having local heritage significance dated October 26th, 2020.*The prerequisites of this approval are:* ●  *That the image of the building shall be preserved after relocation; and* ●  *The building will be utilised as the ‘Presidential and General Aviation Terminal’ following relocation.* Environmental Resources Management, Inc. (ERM), ERM Eurasia, Kazrestovratsiya and Archrest completed studies to assess the cultural heritage significance of the Building in 2021 and to assess the various impacts of the relocation  |
| **Will the relocation of VIP terminal building facilities result in loss of cultural heritage value?** |
| The cultural significance of the VIP Terminal building is derived from its historic, aesthetic and social value. Its combination of regional architectural styles unique to south Kazakhstan with Stalinist forms which are reflective of a Soviet Union wide type, gives it historic and social value. Conservation requires the retention of an appropriate setting. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the cultural significance of the place. New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.Changes in the setting of the Building, are considered to have resulted in a detrimental effect on the ability to appreciate the design intent of the Building. This includes the construction of a new terminal building in 2005-2008 to the south, a new hotel building to the north, a helicopter maintenance facility also to the north, and other airport infrastructure including parking barriers and vehicular ramps. They alter views of the Building from approaches along Mailin Street and from the airport runway. These lessen the contribution setting makes to the Building’s aesthetic value, as it no longer reflects the symmetry and open space that would have existed when the building was constructed in 1947. Relocation of VIP terminal building will have heritage impacts. However, in doing so an opportunity would be taken to reproduce some original building features which have since been lost in the existing building such as the first-floor balcony. Existing heritage features would be moved across where appropriate.   |
| **Why there was no open architectural competition for design and construction of the new terminal?** |
| Open architectural competitions for such significant projects are not practiced in Kazakhstan. |
| **Why it is not possible to relocate the airport out of the city zone?** |
| This is not within the scope of TAV Airports. During runway location selection such aspects as wind direction, obstacles, foggy days count, cloud ceilings need to be taken into consideration for calculation purposes |
| **Is the information related to the current physical condition of the VIP terminal publicly available?** |
| Significant Fabric Assessment report has outlined the significant fabric within the Building, in order to inform and understand its overall cultural significance and was disclosed on [www.alaport.com](http://www.alaport.com) website |
| **Will the VIP terminal building facilities lose its protection status once relocated?** |
| The VIP terminal has a status of a historical monument (Clause 1.2 of Article 5 of the Law of the Republic of Kazakhstan No. 288-VI LRK of 26 December 2019 "*On Conservation and Use of Historical and Cultural Heritage Assets" as an architectural and urban planning heritage asse, it is in the national list of protected historical buildings and will remain a historical monument after relocation*”. Moreover, the relocation is allowed by Kazakh law as per above.  |
| **How will be managed the ownership of plots adjacent to the Almaty airport?** |
| It is up to government of Kazakhstan to deal with properties located in Sanitary Protection Zone and out of scope of TAV Holding |
| **Are qualified experts employed in relation to this issue?** |
| To comply further with various national and lender’s requirements we have brought in renowned local and international consultants with vast experience in assessing cultural heritage value of buildings and civic amenities. Moreover, the lenders have involved a third-party consultancy firm that is in continuous contact with our consultants and serve as a reviewer of technical documents.  |
| **Was the environmental impact of the relocation assessed? What will happen with the current green spaces?** |
| An international consultancy company has been appointed by TAV to undertake an Environmental and Social Impact Assessment (ESIA) to determine the potential impacts, and subsequent effects of the construction of the new terminal including impacts of various VIP building options. Upon completion of the draft ESIA, the disclosure process commenced in line with the requirements of EBRD and IFC. A separate national EIA was submitted by TAV in line with Kazakhstan national requirements. ESIA is disclosed on www.alaport.com |
| **Is there a good example of such relocation?** |
| There are plenty examples of reconstruction projects  |
| **Why Aydyn Akbay’s design of the new terminal was not taken into consideration?** |
| This design envisages incorporation of the VIP terminal into the new one, however, it is unfeasible as it would rely on underground development (not possible due to the high water table and operational restrictions); VIP terminal structures would have to be seismically compliant (which would detriment its cultural heritage value); drop-off/pick-up would be impossible and non-compliant with standards; as well as the flow of passengers would result in removal of key heritage features (e.g. stained glass). |
| **What functions will the VIP building carry, if it is will be moved to a new location?** |
| The building will be utilised as the ‘Presidential and General Aviation Terminal’ following relocation.  |
| **Why not build a new terminal on the opposite side of the airport itself, closer to the Kuldzhinsky tract?** |
| First of all utilites are located where current terminal is located. Second of all, it is preferrable that domestic and international terminal are connected to reduce taxiing for planes as the same planes are used for domestic and international flights. |