

**39<sup>th</sup> Plenary (Triennial) Session of the European Civil Aviation Conference**  
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Greetings to all from Kazakhstan, I am sorry my colleague DGCA Talgat Lastayev cannot be here in person but sadly he is not very well and we look forward to him making a full recovery soon. In the mean time I have been asked to provide a short statement on behalf of Kazakhstan. As you are aware Kazakhstan, a few short years ago was on the black list of the European Union and had many restrictions on its operations as a result. The Republic of Kazakhstan therefore made a commitment to the EU and other regional and State bodies to address this. Written into the National Plan by the President Nur Sultan Nazabayev Step 68 made a commitment to build a regulator which:

*Improves Efficiency of the state regulation of air services in Kazakhstan shall be enhanced to boost its attractiveness. The Civil Aviation Committee of Kazakhstan shall use the experience of the Civil Aviation Authority of the UK and the European Aviation Safety Agency.*

In 2019 the change in legislation to bring this about was implemented and the Aviation Administration of Kazakhstan was born.

It has not been an easy build though an accident with a Fokker 27-100 jet, a global pandemic and an illegal arms enquiry which took up 8 months of time were just part of the things we have had to deal with. But during that time we have grown from one person on the 1<sup>st</sup> August 2019 to 150 staff today and still growing. With staff training going on around the ICAO training centres as well as in house support from the UK EASA and very soon Ireland.

It is not often we get to build a new regulatory regime in a country but it is a pleasure to be here in Kazakhstan and work alongside a very capable and skilled team who are all focused on one thing ensuring that never again will they be found wanting again. A key to that success will be a successful audit by ICAO currently expected in 2023.

During the pandemic we unlike our colleagues in Europe we only had a short period of disruption of approximately 80 days. Since then our domestic market has continued to operate and is now expanding beyond its pre covid level. Based on current plans we are expecting to expand our work load by 5% per annum. So we are delighted to become one of the ECAC observer states so that we can benefit from the work programmes of ECAC as well as benefiting from ECAC support mechanisms.

Kazakhstan is a big country of just over 2.7 million square kilometres. Our industry has approximately 20 000 employees and 26 operating airports. Our latest airport Turkestan was built from a desert site to an fully operational international airport in seven months requiring 40 inspectors to carry out a detailed inspection spanning the period of build. During that time there was 18 serious safety issues in the build that needed to be corrected and 79 findings

overall that had to be addressed. It was our first new airport since the state of Kazakhstan was created just over 30 years ago.

Work continues on the Aviation Administration and will take another 5 years to get to a level of maturity which will meet expectations of the International Community but we continue to focus our work on achieving the goals set up the Step 68 of the National Plan and thank all member states who have been involved so far in our development for the excellent support we get from our European Colleagues.

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