
KAZAKHSTAN EXPERIENCE KADEX

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The second edition of Kazakhstan international exhibition of weapon systems and military equipment KADEX 2012 during 3-6 May at Astana was a follow-up result of the first attempt in 2010. Although a quite modest exhibition the organisation claimed a growth of 30 % compared with 2010. In general Kazakhstan is an interesting and growing market for aircraft sales, but the country is keen to develop joint ventures and gains benefit by production lines in the country itself. During 20 years existence there was influence of both United States and Russia, but still its military aircraft are mainly of Russian origin with the exception of the European companies, Eurocopter and CASA. At Astana airport the Eurocopter Kazakhstan Engineering facility was established for the assemblage of 45 EC-145 helicopters which will be destined partly for Ministry of defence and partly for the Kazak MCHS (Ministry of Emergencies). Deliveries started in late November 2011 and are expected up to 2016. The first two examples delivered to the air force were both present at KADEX 2012 and furthermore two examples will be completed for the end of 2012. The Ministry of Emergencies received four examples during 2011 and will receive six more during 2012. At the plant an overhaul facility is established and training capability for pilots and technicians in Russian language.

The Focus of Eurocopter will also be on the sale of larger helicopters and therefore performed a demonstration with the Eurocopter EC-725 Caracal in the knowledge that Kazakhstan showed interest in the acquisition of a CSAR helicopter. CASA showed its C-295 transport aircraft of which two examples were ordered for the Kazakhstan Air Force in a signed contract with Kazspetsexport, the competent authority of the Ministry of Defence. Deliveries will start in 2013 with a further interest for another six more examples as stated in a memorandum of mutual understanding. Also Russian Helicopters, Mig design bureau and Antonov design bureau were present. Mig demonstrated the Mig-29M2 as a possibility for upgrading or replacement or addition to the existing Mig-29 fleet of Kazakhstan. Antonov claims growing interest for the AN-74 transport aircraft which is in their opinion not only an issue for civilian companies in Kazakhstan but also attractive for the air force. Russian helicopter delivered two Kamov Ka 32A11BC Firefighting helicopters to the Ministry of Emergencies and were officially handed over to minister Vladimir Boshko on KADEX 2012.

NEW HORIZONS

The major of Astrana, mr. Tasmagambetov stated: 'Fore mostly, Kadex 2012 exhibition will be held in the major city of our country – Astana. Not many people know that Astrana has already been acknowledged as one of the unique and fast developing world cities. I am definitely sure, that intensive exhibition schedule will create an interest for specialists, will strengthen business relations and to serve the successful realization of joint projects between armed forces and defense industry companies.' That's where Kazakhstan bullit hits the bone, participating in

large world-wide industries and development projects to become and be a strong and reliable partner, and to gain the benefits of already existing knowledges as well as participating in it for own benefit and industries. After the first occasion in 2012 where the world could get acquainted with this new phenomenon, Kazakhstan now had a new chance on larger scale to show the newest models of armament and military equipment, goods, works and services of logistics and medical provision, IT-technologies, construction and infrastructure were presented at the exhibition, as the Minister of Defence mr. Dzhaksybekov stated. Kazakhstan does not only give a signal to the outside world, but as much as important also a message to the inhabitants of the country that it is rising and growing of which the many middle-class visitors could see the hard proof.

KADEX 2012 FLYING PROGRAM

Because of the 20 years existence of Kazakhstan Air Force a substantial collection of types were represented on the static part of the show. This included a Su-25 from the 602nd Air Base at Chimkent, a Mig-27 and Su-27 from 604th Air Base at Taldy-Kurgan, a Mig-29 from the 600th Guards Air Base at Zhetigen and a Mig-31 from 610th Air Base at Sary-Arka/Karaganda. Also on a special dispersal three Mig-29 (including one Mig-29UB) and six L-39 were lined up and most of those aircraft took part in the air show. Some Mi-8MTV-5, believed located on Astana Air base were in the field near the runway. One of two Mi-26 heavy lift helicopters from 612th Air Base at Taraz was present. The type was recently modernized in Novosibirsk, Russia.

Three Antonov An-26 from 218 air transport squadron Alma Ata were seen and also a few aircraft based at Astana within the 620 Aviation Regiment such as a Tupolev 134, Yak-40 and Tupolev 154 for Governemental flights were noted. Although the aircraft on the ground allowed a seldom seen sight for people from abroad the air show however was under expectations and quite limited. Two Mig-31 in a overshoot and four Su-27 came from other bases. Mig-29, L-39 aircraft and, Mi-17 and EC-145 helicopters performed from The KADEX 2012 exhibition area while credits were also earned by companies filling a big deal of the flying program.

NEW STRONG ERA EXPECTED

Kazakhstan airforce is believed to enter a transition period while some types such as the Su-24 Fencer are stored and not active anymore; others are ageing and facing replacement in near future. President Nazarbayev has an eye for acting on the right moment on the right place not only to buy new technologies, but also to let Kazakhstan grow to a respected trader of it. In spite of the fact that one would not expect a world trade market on a location surrounded by cold, flat windblown steppe and wide-open empty spaces, it does not prevent the world's largest defense contractors to gather on such a location. Nazarbayev has decided he wants to build a world-class armaments industry in Kazakhstan since as stated the present defence forces have reached more or less the end of an era. When modernisation and new technologies have to be the start of a new lifecycle, why not in Kazakhstan and considering that the largest global industry players participated this confirms that they take him seriously. Not least important is that the country has a rich reserve in not yet

exploited natural gas and oilfields which offers actually opportunities to be a worldplayer. Very near to where the KADEX exhibition was held, a brand new factory rises with the inscription 'Eurocopter Kazakhstan Engineering', a joint venture construction between Eurocopter and a holding company owned by the state. This tangible example indicates that the phase of only requirements is long over. No doubt, Western aircraft manufacturers are prepared to search for their share in this market.

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