

ADDENDUM TO APPENDIX 29D

COMMENTS AND RESPONSE REPORT (LATE COMMENTS ON IN-PROCESS AMENDED EIA PHASE)

CONFIDENTIALITY NOTICE - INFORMATION SUBJECT TO POPIA AND COMMERCIALLY SENSITIVE CONTENT HAS BEEN REDACTED FROM THE PUBLIC VERSION OF THIS DOCUMENT AND IS ONLY INCLUDED IN THE VERSION SUBMITTED TO DEADP FOR DECISION-MAKING PURPOSES.

Registered Interested and Affected Parties Late Comments & Responses

No.	Name & Presenting unit	Issue/ Concern	Response
Late Comments: Amended Environmental Impact Assessment Report (DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref No: WU33620) [Comments received after submission of the final EAIR on the 11th of July 2025, up to and inclusive of 9 September 2025]			
423	George - Orsmond Aviation	Comments received via email dated 16 July 2025: 1. Please do not forget to me and Orsmond Aviation in Airspace discussions. It affects our low level operations.	
429		Comment received via email dated 22 August 2025: 1. I'm following up with regards to the airspace promulgation around the proposed Cape Winelands airport expansion. I have heard from other interested parties that inputs regarding the controlled airspace and the size of it, is now open for discussion. Our industry has been operating geographically from Durbanville and surrounding areas including Malmesbury, for many years servicing the farming industry which has never been in conflict with controlled airspace in the Western Cape. The size and boundary of the proposed Control zone is of particular interest to our fraternity as it could severely impact/restrict ag-operations. Do you have an E-mail address of the ATNS representative involved? It is imperative that the crop-spraying industry is not left out from the discussions.	Response provided from CWA via email dated 28 August 2025: 1. Thank you for your email DD 22 August 2025 and for sharing your concerns regarding the proposed controlled airspace around Cape Winelands Airport. Please be assured that airspace stakeholder engagements with impacted groups have been ongoing for quite some time. We have actively included a broad range of aviation users in these discussions, and several crop spraying services have already participated. This has given us valuable insight into your industry's requirements, which we are confident will be addressed through the design of the new controlled airspace and associated airspace / Air Traffic Control procedures. This response is not intended to alter or replace any part of the ongoing Environmental Impact Assessment (EIA) processes. Nothing in this email replaces or substitutes the formal EIA activities, which will continue as prescribed. Our aim here is simply to ensure that all surrounding aviation groups remain engaged and informed as the project develops. We fully recognize the important role the crop-spraying sector plays in the region and are committed to ensuring your operations can continue safely and efficiently within the future airspace framework. I will add your name to our stakeholders list we would be glad to keep you updated on the progress of the process and provide details of upcoming

			opportunities to contribute directly. Please let me know if you would like me to facilitate this.
424	Gavin George – Bulk Water (Water and Sanitation Directorate) City of Cape Town	Comment received via email dated 16 July 2025 1. I hope all is well. I can't recall registering a I&AP for this EIA. Please advise who registered me and on which date?	Response provided via email dated 16 July 2025 1. Your email address was cc'd in a submission from SANRAL on the application dated 12 March and was therefore included in the I&AP register. Please let me know if you would prefer to be removed from the list.
425	Francois Naude - Udec Engineering	Comments received via email dated 17 July 2025 1. Just for your record – I have sold my house in MIKPUNT and moved away from you're your airport. For your record – I'm still think you are bullshitting your way through this with paid professionals doing the masters bidding I will be interesting to see how you handle the noise issue once the planes start flying.	EAP response: Noted
426	John Snyman	Comment received via email dated 17 July 2025 1. We have sold our property in Joostenbergvlakte. We are not more an affected party, you may remove us from your mailing list.	EAP response: The I&AP register has been amended
427	Alison Muller - Darson Trust	Comment received via email dated 18 July 2025 1. Where and when can we see that our objections sent on Monday, 27 November, 2023 18:25:18 have been included in the consolidated compilation of all the comments and responses received ?	Response provided via email dated 21 July 2025 1. Your objection dated 27 November 2023 is included in Appendix 29A from page 57 to page 60. Documents can be downloaded from the following link - https://phsconsulting.co.za/proposed-expansion-of-cape-winelandsairport/
428	Barry Schreiber - Paardeberg Conservancy	Comment received via email dated 5 August 2025: 1. As a Committee Member and on behalf of The Paardeberg Conservancy, we would very much appreciate if you could inform us on the proposed flight path and options for air traffic arriving & departing the New Winelands Airport. You may well be aware that the Paardeberg mountain is situated slightly East of your northern approach, about 20 – 25 km from the Winelands Airport. There are two private Nature Reserves, a Conservancy consisting of private farming	Response provided via email dated 6 August 2025: 1. Please note the EIA process has been completed and the final EIAR submitted to DEA&DP. Please refer to the final EIAR and supporting documents for information on your query. Documents are available on our website at download link https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

		properties & a large mountain area nature reserve belonging to the Swartland Municipality. The altitude is close to 700 meters and approx. 4000 ha mixed farming & wild natural mountain terrain.	
430	Councillor Rhynhardt Bresler- Councillor Ward 102 – City of Cape Town	Email dated 17 July 2025: 1. I take note of the mail.	No response required
431	JP Matthee – Prime OHS Management	Email dated 17 July 2025: 1. Well done team, this is good progress!	EAP response: noted
432	Roxanne Moses & Lorraine Frost – Subcouncil 3	Internal email from Roxanne Moses to Lorraine Frost dated 18 July 2025: 1. The subjoined email and attached communication is for your attention.	No response required
433	SP Nigrini	Email dated 11 August 2025: 1. Hi net se my email adres het vir ander na [REDACTED] so julle kan vedere dokiemente na daai nuwe adres toe stuur groete sp nigrini	EAP response: The I&AP register has been amended

Late Submissions via the Cape Winelands Airport Website

No.	Name & Presenting unit	Issue/ Concern	Response
Late Comments: Amended Environmental Impact Assessment Report (DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref No: WU33620) [Submissions after 16 May 2025 up to and inclusive 9 September 2025]			
W346	Wikus Ferreira - Perdeberg Group	This will benefit the community of the greater Cape Town area and surrounding Cape Winelands, boosting economic growth and accesability immensely.	EAP response: Noted
W347	Matthew de Freitas - Treat Coffee Roasters	We can't wait for the new airport in Durbanville, and can't wait to fly out from here to explore the world!	EAP response: Noted

W348	Vincent van der Vlis - Vincent van der Vlis	As a resident of Durbanville and owner of a software development bussiness, I fully support the Cape Winelands Airport development, South Africa needs jobs. Keep up the good work and do not be discouraged by the incompetent and corrupt ANC led government.	EAP response: Noted
W349	Douglas Kotze	The expanded airport will be a great boost to the local economy.	EAP response: Noted
W350	Michael Mawawa	Wishing the team building our new airport all the best! This project will bring growth, opportunities, and convenience to our community. Can't wait to see it take off! Hopefully soon out apart of the journey and become an investor or supplier.	EAP response: Noted
W351	Michael Baue - Apollon Property	Please build the airport	EAP response: Noted
W352	Landiso Mbatha	I would like to be registered as an i	EAP response: The I&AP register has been amended
W353	Heinrich Christians - Mercury Fittings	I would like to formally express my support for the proposed development of the Cape Winelands Airport. This initiative represents a significant opportunity to enhance regional connectivity, stimulate economic growth, and create meaningful employment across the Western Cape. As someone with a vested interest in the built environment and infrastructure development, I believe the airport will serve as a vital asset to the region— supporting tourism, logistics, and long-term investment. The project’s commitment to sustainability and community upliftment further strengthens its value. I look forward to seeing this vision take flight and would be proud to be associated with its progress.	EAP response: Noted
W354	Laurens Barnard - LAUBAR ART&FILM	n/a	No response required
W355	Tinyiko Baloyi - University Student	I'm keenly interested in aviation in general. My dad put me on watching Air Crash Investigation on National Geographic, through them documenting and detailing how these accidents occurred I learnt about the incredible engineering of modern aircraft and learnt how flights are coordinated and airspace is managed. This was really interesting to me. I'd be interested in knowing how or if CWA has plans for on site power generation (solar and battery systems for example: to primarily keep the control tower and the instrument landing system operational at all times) I wonder	EAP response: Noted

		what if there's a plan for something like that, I think it would be extremely valuable. I'm studying Electrical & Electronic Engineering and this is my final year (on path to graduate this December at Stellenbosch University) and I wonder if I'd be able to touch such an awesome project in a small way. Besides my own personal interest from a technical side, I do think it would be so have room for growth for flying in South Africa in general and you made a very good point of how Cape Town is very isolated. I've met people in my studies from across the country and an overwhelming amount of them have to fly in when they come and go for the semester. People's from Johannesburg, Durban, Pretoria, Pietermaritzburg, Kimberly, Bloemfontein, PE, East London, Mpumalanga in general etc. find themselves having to fly because Cape Town is just far. Whereas if you're needing to go to Johannesburg and you live in the Free State, driving is feasible, or in Mpumalanga, driving can still be feasible then. But with Cape Town you sort of have to fly unless you're prepared for 1-2 days (depending on where you're going) on the road. So I really think if executed (plans are good and all but execution is what matters at the end of the day) this could be game-changing for traveller's to the Cape.	
W356	Enrico Niewenhuys	Great plan, great explanation on the benefits of this and another great project to improve an already beautiful Place, can't wait to visit the city for my 1st time to experience what people all over the world have said about Cape town. Thank you!!	EAP response: Noted
W357	Dawood Hendricks - Zaliindex CC	Zaliindex , its Staff and employees would like to contribute 110% input to the Historical Aero Space Environment and Development of our integrated diverse social economic growth objective. As a Small Medium Micro Enterprise in the Construction sector, we are thankful for the implementation and approved Plan to the Mega Development of The Historical Cape Winelands Airport.	EAP response: Noted
W358	Hercules Weyers - Pam Golding Properties Swartland Junction	This is an amazing draw card for people across the country wanting to invest in property in Malmesbury.	EAP response: Noted
W359	Harry Griezel - ACCU AIR	Accu Air for all your HVAC and ventilation needs	No response required

W360	Amanda Juqu	I would like to be a part of your company ..please fell free to contact me .I am applying for a job. Thankyou ...!!	EAP response: Noted
W361	Amanda Gadlela - AG Construction Pros (Pty)Ltd	I would like to be added on your database to receive RFQs	EAP response: The I&AP register has been amended
W362	Lwandile Shiba	Hi ,My name is Lwandile Shiba and I would very much like to be part of your wonderful flight school to do my trainings because it seems as a perfect school that could assist me in reaching my goal.I am willing to support Cape townWinelands because I trust it. Thank you for your time.	EAP response: Noted
W363	Vathiswa Abigail Pakati - Kwandi Catering and Projects	I'm interested to get an opportunity for my company	EAP response: Noted
W364	Brent Hellawell - Cabrico	Major upliftment for all!	EAP response: Noted
W365	Kobus Smit - Cape Reptile Institute	We will assist when building starts at the site to remove and relocate all reptiles safely to private nature reserves & approved private land in the surrounding area of Cape Winelands Airport	EAP response: Noted.
W366	Thom van der Merwe Koupes Holdings	Cannot wait for all the opportunities this will bring.	EAP response: Noted
W367	Zibele Nqeketo	I am Zibele Nqeketo ,I got interested to this post because i saw my skills & Knowledge .	EAP response: Noted
W368	Fakazi Ngcobo - First Thursdays Gin	I'm ready to volunteer should you need people.	EAP response: Noted

W369	Annamarie Barnard Skye Holdings Africa	Dream big, have vision and go for it!!!	EAP response: Noted
W370	Marthinus Erasmus - Shaircraft	I fully support the development of Cape Winelands Airport. I am in the corporate aviation sector and believe that this airport will substantially improve the efficiency of aviation in the Western Cape.	EAP response: Noted
W371	Lance Williams - i capital Group	The Cape Winelands airport will support regional growth by improving connectivity, enabling quicker access for business and tourism, and relieving congestion at Cape Town International Airport. It will also create jobs—both during construction and through ongoing operations—and attract investment by supporting industries like logistics, training, maintenance, and emergency services. Additionally, it strengthens the Cape's aviation infrastructure, which is essential for long-term economic resilience and development.	EAP response: Noted
W372	MD Edwards -M6 Entertainment	I am in support of this project and firmly believe it would prove to be beneficial in the long run.	EAP response: Noted
W373	Danie Erasmus - MDSA Project Management	Looking forward to the Development.	EAP response: Noted
W374	Lizelle Williams - Kasi Lions FC	Explanation of Impact on Kasi Lions FC Kasi Lions FC is a community-based grassroots soccer club located in Fisantekraal, serving approximately 60 youth players aged 10–17. The club provides a safe space for children and teenagers to engage in positive recreational activities, develop their soccer skills, and grow as disciplined, community-minded individuals. As an integral part of the Fisantekraal community, any environmental developments or projects in the area directly affect the club in the following ways: Access to Facilities: Construction or environmental changes could impact the soccer field or surrounding areas we use for training and community events. Health and Safety of Players: Environmental factors such as dust, pollution, water quality, or waste management can impact the health and well-being of our young players. Community Engagement and Youth Development: Our club plays a key role in keeping youth off the streets and engaged in productive activities. Any changes that disrupt our training environment or access to safe	EAP response: The I&AP register has been amended

		spaces will affect the club's ability to fulfill this mission. Long-Term Sustainability: Decisions made through the EIA process could influence whether we retain access to safe and suitable spaces for sports development in the area. For these reasons, Kasi Lions FC would like to be formally registered as an Interested and Affected Party in the EIA process. This will ensure that our input as a community youth development organization is considered, and that we are kept informed of any environmental decisions that may affect our players and the broader Fisantekraal community.	
W375	Zane Williams - Greater Durbanville Business Chamber	Excited for the economic growth opportunities. Great individuals driving this exciting, historic project. Excellent work.	EAP response: Noted
W376	Nigel Solomon - Denham Medical	This will be great for the area and the community to provide more jobs.	EAP response: Noted
W377	Russel Van Rooy	To the Cape Winelands AERO management best wishes with the development and future plans. Earmarking another chapter in the growth and development of the fairest Cape!!	EAP response: Noted
W378	Siphesihle Wondo	This is a great plan for the future of our local development. Love this.	EAP response: Noted

ADDITIONAL STAKEHOLDER ENGAGEMENT

COROBRIK CLOSURE APPLICATION

Corobrik (Pty) Ltd
49 Germiston 1400
Dick Kemp Street
Edenvale 1610

ACKNOWLEDGEMENT OF RECEIPT

The Regional Manager

Department of Mineral & Petroleum Resources : Western Cape Region

Atterbury House, 9th Floor

Corner of Lower Burg & Riebeeck Street

Cape Town

Western Cape

8012



21 July 2025

Dear Sir / Madam

RE: Submission of the Closure Application WC30/5/1/1/2/311MR

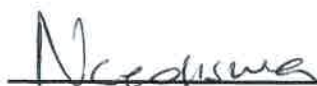
Corobrik hereby submits the 6 sets of the Closure Application as well as the duly completed Form P.



Signature

23/7/2025

Date



Name of the person accepting the above documents

ADDITIONAL AIRSPACE ENGAGEMENTS

olivia@phsconsulting.co.za

To: paul@phsconsulting.co.za; amanda@phsconsulting.co.za
Subject: RE: CWA AIRSPACE

From: Hein Reid <[REDACTED]>
Sent: Thursday, 28 August 2025 15:20
To: Godfrey <[REDACTED]>
Cc: Mark Wilkins <[REDACTED]>; Deon Cloete <[REDACTED]> Paul Slabbert
<[REDACTED]>; Amanda Fritz-Whyte <[REDACTED]>
Subject: Re: CWA AIRSPACE

Dear Godfrey

Thank you for your thoughtful and detailed response. We greatly appreciate Morningstar Flying Club's engagement and the constructive input you have shared. Your re-affirmation of ongoing interest and attention to this project is highly valued.

We acknowledge your observations regarding the north-south traffic flow, particularly the significant general aviation and training activity north of CWA, as well as the movement of aircraft between FACT, FASH, and other regions. This perspective is important and will be incorporated into our ongoing planning and airspace design considerations.

While formal processes such as the Environmental Impact Assessment continue as prescribed, our aim here is to ensure that all surrounding aviation groups remain engaged and informed as the project develops. We appreciate Morningstar Flying Club's support in helping to achieve an amicable and efficient integration of the involved airspaces.

We will continue to provide updates and progress reports as the process unfolds and look forward to our ongoing collaboration.

Kind regards,

Hein

On Tue, Aug 26, 2025 at 4:01 PM Godfrey <[REDACTED]> wrote:

Good day, Hein

Thank you for the widely considered and comprehensive project schedule, detailed in your email post of 15 August.

We are satisfied that the vast range of topics, compliances and affected parties have all been adequately addressed.

On behalf of Morningstar Flying Club, we would like to re-affirm our ongoing interest and attention to this project, as the project, without doubt, will have direct consequences for local flying activities, both the general aviation and the two or three flight schools operating from our airfield.

While we have constructive input to add to the comprehensive processes detailed, we would like to add that the GA traffic considered in the schedule, namely to provide optimised route efficiency for operations

between Morningstar, Stellenbosch, and D69, is one area of consideration, there is also a considerable volume of traffic routing between FACT, FASH and the north (eg Upington, Namibia and the west coast). FASD and Morningstar has a notable traffic volume, especially on the weekends, routing close to the west , or directly over CWA.

While we understand that possibly two east / west corridors will be implemented to allow traffic to cross the greater CWA airspace, the north / south traffic is also sufficient, outside of the D69 zone, to warrant special mention and due attention.

My personal observation is that the greater majority of north / south traffic is GA and many on training sorties, at or below 4 000 feet while north of CWA, but also notable numbers of aircraft on flight plans routing to or from flight levels in the same zone.

I do look forward to receiving updates and progress reports as this process unfolds.

The Morningstar community will provide whatever support we can, to ensure an amicable and efficient solution to the involved airspaces.

Kind regards

Godfrey Needham

Chairman

Morningstar Flying Club

