APPENDIX 40B

ENGAGEMENT WITH IAP'S TO DATE (PROOF OF PPP) APPENDIX

CONFIDENTIALITY NOTICE – INFORMATION PROTECTED UNDER POPIA HAS BEEN EXCLUDED FROM THE PUBLIC VERSION OF THIS DOCUMENT.

ADDITIONAL STAKEHOLDER ENGAGEMENTS

Appendix A: Public Meeting Summary Report - 8 May 2024

See attached below

Appendix B: Durbanville & Fisantekraal Farmers Association Meeting Summary Report - 4 June 2024

See attached below

Appendix C: Durbanville Heritage Society Focus Group Meeting Summary Report - 17 August 2024

See attached below

Appendix D: Fisantekraal Community Representative Summary Report - 16 August 2024

See attached below

Appendix E: CoCT Air Quality Management and Noise Meeting Summary Report - 22 August 2024

See attached below

Appendix F: Background Information Document (provided during in-process EIA Phase)

See attached below

Appendix G: Aviation Stakeholder Engagements

See attached below

Appendix H: Public Open Day Summary Report - 20 November 2024

See attached below

Appendix I: Community Policing Forum Stakeholder Engagement - 21 November 2024

See attached below

Appendix J: LUPA Pre-consultation Meeting Notes - 25 November 2024

See attached below

Appendix K: Corobrik Consultation

See attached below

Appendix L: Paardeberg Sustainability Initiative Farmers Day Presentation - 20 March 2025

See attached below

Appendix M: Public Open Day Summary Report - 15 April 2025

See attached below

Appendix N: Meeting with an IAP held as part of the EIA 4th public participation process for the proposed CWA development – 15 April 2025

See attached below

Appendix O: Confirmation of Collaboration between Stellenbosch University and Cape Winelands Airport

See attached below

APPENDIX A

PUBLIC MEETING SUMMARY REPORT



The Proposed Expansion of the Cape Winelands Airport EIA

(DEA&DP REF: 16/3/3/6/7/2/A5/20/2209/23)

Public Meeting Summary Report

Fisantekraal Community Hall

8 May 2024 18:30 PM-20:00 PM

A Public Meeting was held on the *8th of May 2024*, during the in-process Scoping Phase, in order for the public to learn more about the application and to have the opportunity to ask any questions deemed relevant. The public meeting plays an integral role in terms of public/community engagement to ensure transparency, prevent any gaps in knowledge or understanding and to receive valuable input in terms of comments & constraints that have not yet been received during the previous public participation process.

The public was informed prior to the meeting via:

- Site Notices were erected at strategic locations in Fisantekraal & Klipheuwel e.g. Public Library, Schools, Clinic, Spaza Shop (*Appendix 1*);
- E-mail notifications were sent to registered Interested & Affected Parties (*Appendix 2*);
- An advert was placed in the *Tyger Burger* on the 1st of May 2024. (*Appendix 3*).



Figure 1: An advert was placed in the Tyger Burger to advertise the Public Meeting (English & Xhosa). Please refer to Appendix 3 for Tyger Burger Extract.



Figure 2: Community members were welcomed by the team and were requested to sign a register sheet for future communication. Please refer to Appendix 5 for register.



Figure 3: The community hall filled up quickly and approximately 370 people attended the meeting.

Public Meeting Summary:

- Councellor introduction. Community member opens with prayer.
- Paul Slabbert takes the floor. Starts power point presentation (*Appendix 4*). Project description, layouts, timeframes & technical information is presented and discussed.
- Deon Cloete takes the floor. Shares project background, CWA history and vision for the future.
- Key points translated in Xhosa by community volunteer (Note: Ensure that a professional translator/interpreter is present for future meetings.
- Floor is opened for questions & answers session.



Figure 4: Deon Cloete discussing the CWA vision for the future.



Figure 5: Project team taking notes of questions. Community volunteer can be seen translating a key point from English to Xhosa.

Questions

- 1. What is a poultry assessment, what does it entail? (General confusion regarding specialist assessments and specific themes to be assessed, Paul explains and ensures that results of the various assessments will be made available to the public once completed)
- 2. Why is the media advertising the CWA development as if it's already authorised? 2027 is mentioned (Confusion regarding timeframes, various stages of application. Media advertising forms part of marketing strategy & awareness raising. Intention is to be successful and receive authorisation, therefore portrayed as such i.e. transparency)
- Water demand & supply (Aim/goal is to be self-sufficient and use municipal water supply as back-up. Subject to change due to development demand, usage & unforeseen scenarios. Additional boreholes could be considered)
- 4. How will the CWA ensure that the local communities within the vicinity of the development get access and opportunity to jobs at the CWA during construction & operational phase? (Registration of businesses, skilled & unskilled workers on CWA website, get involved in COCT procurement strategy, community forums, skills development & learning. CWA intends to include the communities they are their neighbors. Procurement plan still in progress but intent is to include local community, local register essential for feedback regarding procurement plan)
- 5. When is the commencement date? (Confusion regarding various levels/layers of application, legislative process, project program etc. When will jobs become available i.e. construction & operation?)
- 6. Unskilled work/laborer opportunities? (CWA will accommodate unskilled labor where applicable as it is a requirement)
- 7. Procurement process enquiry? How does it work? Where can the local community get involved? (Registration of businesses, skilled & unskilled workers on CWA website, get involved in COCT procurement strategy, community forums, skills development & learning. CWA intends to include the communities they are their neighbors. Procurement plan still in progress but intent is to include local community, local register essential for feedback regarding procurement plan)
- Traffic & Roads concerns? Congestion etc (Traffic and road upgrades will reduce congestion and future development in the vicinity of the development. Traffic Impact Assessment & Transport Engineers assessed traffic scenarios. R300 & Lucullus Road upgrades, MyCiti bus route expansion, railway)
- 9. Taxi issue? MyCiti & private airport transport vs taxis? (Existing conflict between public & private transport vs taxis. Concerns about transport service opportunity, who will benefit? What is the priority? How will CWA ensure that local taxis get opportunity for transport services delivery at CWA? Register names & businesses. Transport & Procurement Plan to be circulated as feedback. Keep track of various engagements and developments)
- 10. Existing businesses like security companies & cleaning services, how will CWA ensure they get access to opportunities? (Registration of businesses, skilled & unskilled workers on CWA website, get involved in COCT procurement strategy, community forums, skills development & learning. CWA intends to include the communities they are their neighbors, procurement plan still in progress but intent is to include local community. Local register essential for feedback regarding procurement plan)

- 11. Employment opportunities should only be made available to South African citizens. How will CWA ensure SA citizens get access to opportunities? (Register businesses on CWA website database, localization is valued, contractors and sub-contractors will be employed on localized approach as far as feasibly possible, CWA will work and consult with community, councellors etc. Encourage community to get papers, upskill at colleges etc.)
- 12. Who is the community leaders? How do we identify them? Suggesting CWA are misleading residents in terms of job opportunities. Crime concern, small police station in Fisantekraal. Safety concerns with roads and children. Concerns about wetland and botanical loss and feasibility of offset arrangements. Critique against media representation of development. (Concerns & constraints will be addressed and responses will be shared with registered I&AP's)
- 13. Jobs & promises, future for the community? (CWA intend to stick to their promise and include the community, neighbors, Garden City development, Procurement plan etc.)
- 14. Noise Contours? Bella Riva requires noise cones prior to commencement with Bella Riva development. (Not available until impact phase, currently scoping phase, assessment still to be completed, will be made available to public once available)
- 15. Xhosa Translator essential.

END

APPENDIX 1: SITE NOTICES PROOF OF PLACEMENT



Figure 6: A Site Notice was placed at the Fisantekraal High School.



Figure 7: A Site Notice was also placed at the Fisantekraal Primary School.



Figure 8: Site Notice proof of placement in the Fisantekraal Primary School staff room.



Figure 9: A Site Notice was placed at the Fisantekraal Public Library.



Figure 10: A Site Notice was placed at the Fisantekraal Clinic.



Figure 11: Clinic proof of placement.



Figure 12: Site Notices were also placed at the Klipheuwel Creche.



Figure 13: Proof of Site Notice placed at a creche in Klipheuwel.



Figure 14: A Site Notice was also placed at a popular spaza shop in Klipheuwel.

	PHS
	CONSULTING
PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT	UKWANDISWA KWEZIKO LEENKQWELO- MOYA I CAPE WINELANDS
NOTICE OF AN OPEN PUBLIC NEETIN	NG ISAZISO SENTLANGANISO KAWONKE-WONKE
DEAADP Ref No. (Pre-Application) 16/3/36/1/2/A5/20/2209/23 DWS Ref No. VIJJ3620	DEA5DP Ref Ne. (Ngaphantbi Kokufaka Isicelo) 163/3/6/7/2/A5/20/2209/3 DWS Ref No: Wu33620
DATE & TIME: 8 MAY 2024 AT 18:30	UMHLA NEXESHA: 8 MEYI 2024 NGO-18:30
LOCATION: AT THE FISANTEKRAAL COMMU	NTY INDAWO: KWIHOLO YOLUNTU YASEFISANTEKRAAL;
ADDRESS: CORNER DULAH OMAR AND PETER MOKABA STREET, FISANTEKRAAL	DILESI: CORNER DULAH OMAR AND PETER MOKABA STREET, FISANTEKRAAL
A Scoping / ElA Process is being undertailion public participation process in terms of the to enveloped National Environmental Management (Act No. 107: df 1996). (NELMA): National En Management: Waste Act (Act No. 59 of 2006), National Environmental Management: A do auty 36 of 2004; (NELM AQA), National mettage Res 1996 (Act No. 25 of 1996) (NERA), and National 1986 (Act No. 26 of 1996) (NERA).	Jakung as hulandelayo, ngototshinishio ofwenzweyo I. Hational K.A. 1998. EnvironmeralManagemenAd. 1998 (Adv. No 107 et 1969) (NEMA) I. Hational Environmeral Management I. Wasie Act (NEM XVA). National Environmeral Management (NEM XVA). National Environmeral Management (NEM XVA). National Environmeral Art (Acho. No. 194 Adv. Jakiera (Adv. No. 38 et 2004)
Applicant: Cabeamwlands Aero (Phy) Ud	Iskampani efaka isicelo: Capewinelands Aero (Pty) Ltd
Location: The proposed site is located appr notificate of Durta-Invite on the R312 and approx of Joostencery Vasiz on the R104. The devel- will be located on the following farms: 10/72 23/928.1/542.REI474.3/874.4/174.	Ekm North Ve-loostanberg Vakte, ku-R304, Le ndow Ra kuphuhlowa oniwit zroa Ita kuto xwazi fana zilandeayo 10/724, RE/724, 23/724 Ita RE/724, 7/942; RE/474, 3/474, 4/474
Propisal: A phased arport development ap include the constitution of a privately remark and 3 Sen, and the mask relation and refutable secondary orose runway with a length of 70m appoint detailsources to facidate and and/or us phased paradomic the demand Bet P contact Information:	a kingh di terent di angen azakwahtan andela syntako etamata angena terent di angen andada genetan enore etavahantea ingeneta ingen kinatua interesti etavahantea ingeneta ingen Anoocuta etavahantea angeneta ingeneta angeneta ingeneta ingeneta etavahantea angeneta ingeneta abatempe rigitausetere kausalagen abatempe rigitausetere kausalagen abatempe
Pris Concurs Trag (Abertan) Address: PO Bol 1152, Hermania: Toto Mal b25 312, 1134, Cell, 076 651 0300 (vinatea) Email: emergagipticcensulting co ra	Hakcukacha Zoghagamshelwano Ze-EAP PHS CONSULTING (Attendion Antanda Fritz-Winyle) Iclicies ND Bio: 1727. Hermanaz, 7280 Umiwetia 028 312 1734 Honobio Telbaumi (06 691 0366 (whistap) Email avandagtphiconsulting os za

Figure 15: Site Notices were in English & Xhosa.

APPENDIX 2: PROOF OF E-MAIL NOTIFICATIONS TO I&AP'S

Subject:	Proposed Expansion of Cape Winelands Airport (DEA&DP ref: 16/3/3/6/7/2/A5/20/2209/23) - Notice of open public meeting
Date:	Tuesday, 30 April 2024 at 17:28:25 South Africa Standard Time
From:	amanda@phsconsulting.co.za
To:	Chumani.Kobeni@capetown.gov.za
CC:	paul@phsconsulting.co.za
Attachments	: Advert public meeting 8 May 2024 final.pdf, Advert public meeting 8 May 2024 final Xhosa.pdf

Good afternoon Councillor

As discussed with Paul, attached please find copies of the adverts placed for the public meeting on the 8th May 2024, in order for you to distribute on your communication networks. I have included both the English and the Xhosa versions.

Paul will also distribute these to you on whatsapp.

Best wishes Amanda

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa Registered Environmental Assessment Practitioner: Number 2019/367 (EAPASA) Pri.Sci.Nat (118385)

PHS Consulting

Environmental, Heritage, Eco-Tourism and Land-Use cell: 082 327 2100 landline: 028 312 1734 fax: 086 508 3249 Paarl Office Company postal address: PO Box 1752, Hermanus, 7200 amanda@phsconsulting.co.za www.phsconsulting.co.za Corporate responsibility: www.africanvisionfoundation.co.za

You are receiving communication from us for professional reasons or as Interested and Affected Party only.

The Protection of Personal Information Act (POPIA) requires that we protect your information and that we obtain your consent to communicate with you in the future.

If you wish to be removed from any data list, simply state so, or we will remove your detail after a project is completed.

Note we will use your personal information confidentially and professionally.

	amanda@phsconsulting.co.za	S Reply	Reply All	\rightarrow Forward	
A	То			Tue 2024/04/3	30 17:46
	Bcc			A	
	r.			•	
				•	
	Advert public meeting 8 May 2024 final.pdf .pdf File				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa Registered Environmental Assessment Practitioner: Number 2019/367 (EAPASA)

	amanda@phsconsulting.co.za	S Reply	S Reply All	→ Forward	
A	То	- N		Tue 2024/04/3	0 17:46
	Bcc				
				•	
PDF	Advert public meeting 8 May 2024 final.pdf 🗸 .pdf File				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa Registered Environmental Assessment Practitioner: Number 2019/367 (EAPASA)

	amanda@phsconsulting.co.za	S Reply	K Reply All	→ Forward	•••
A	То			Tue 2024/04/3	30 17:48
	Bcc			Û	
				•	
PDF	Advert public meeting 8 May 2024 final.pdf 🗸				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	S Reply	S Reply All	→ Forward][•••]
A	То	13		Tue 2024/04/3	30 17:48
	Bcc				
				•	
PDF	Advert public meeting 8 May 2024 final.pdf 🗸				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	5 Reply	K Reply All	\rightarrow Forward	
A	То			Tue 2024/04/3	30 17:48
	Bcc			•	
				-	
PDF	Advert public meeting 8 May 2024 final.pdf .pdf File				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes



Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	S Reply	Keply All	→ Forward	
A	То			Tue 2024/04/3	17:48
	Bcc			•	
				*	
PDF	Advert public meeting 8 May 2024 final.pdf 🗸				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	5 Reply	K Reply All	→ Forward	
A	To	2		Tue 2024/04/3	30 17 <mark>:4</mark> 9
	bcc			Ī	
20				•	
	Advert public meeting 8 May 2024 final.pdf				

Dear Registered I&AP

.pdf File

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	S Reply	 ≪ Reply All 	→ Forward	•••
A	То			Tue 2024/04/3	0 17:49
	Bcc				
				0	
				w	
PDF	Advert public meeting 8 May 2024 final.pdf .pdf File				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	S Reply	S Reply All	→ Forward	•••
A	То			Tue 2024/04/3	0 17:49
	Bcc			•	
()			N	•	
PDF	Advert public meeting 8 May 2024 final.pdf .pdf File				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	S Reply	Keply All	→ Forward] [•••]
A	To			Tue 2024/04/3	30 17:49
	Bcc			•	
				•	
	Advert public meeting 8 May 2024 final.pdf	90			

Dear Registered I&AP

.pdf File

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

A	amanda@phsconsulting.co.za	S Reply	Keply All	→ Forward][•••]
	То			Tue 2024/04/3	30 17:53
	Bcc			-	
		an a		•	
P	Advert public meeting 8 May 2024 final.pdf				

Dear Registered I&AP

.pdf File

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

A	amanda@phsconsulting.co.za	S Reply	S Reply All	→ Forward		
	То			Tue 2024/04/3	30 17:53	į
	Bcc					
				0		
				•		
	Advert public meeting 8 May 2024 final.pdf 🗸					

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	S Reply	Keply All	→ Forward	
A	То	<u></u>		Tue 2024/04/3	30 17:53
	Bee				
				-	
PDF	Advert public meeting 8 May 2024 final.pdf				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	S Reply	(Reply All	\rightarrow Forward	•••
A	То			Tue 2024/04/3	0 17:53
	Bcc				
				1	
				*	
PDF	Advert public meeting 8 May 2024 final.pdf .pdf File				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

	amanda@phsconsulting.co.za	S Reply	Keply All	→ Forward][•••]
A	То			Tue 2024/04/3	30 17:55
	Bcc			-	
		21		*	
PDF	Advert public meeting 8 May 2024 final.pdf .pdf File				

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes



Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes



Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa Registered Environmental Assessment Practitioner: Number 2019/367 (EAPASA) Pri Sci Nat (118385)

	amanda@phsconsulting.co.za	S Reply	🤲 Reply All	→ Forward	
A	То			Tue 2024/04/3	17:58
	Bcc			A	
				Ŧ	
	Advert public meeting 8 May 2024 final.pdf				

Dear Registered I&AP

.pdf File

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa Registered Environmental Assessment Practitioner: Number 2019/367 (EAPASA)


Dear Registered I&AP

pdf File

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa

	amanda@phsconsulting.co.za	S Reply	S Reply All	→ Forward][•••]	
A	То			Wed 2024/05/0)1 08:33	
	Bcc					
	Advert public meeting 8 May 2024 final.pdf v .pdf File					

Dear Registered & AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa

	amanda@phsconsulting.co.za	S Reply	Keply All	\rightarrow Forward
A	То			Wed 2024/05/01 08:57
	Boc			
PDF	Advert public meeting 8 May 2024 final.pdf			

Dear Registered I&AP

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa Registered Environmental Assessment Practitioner: Number 2019/367 (EAPASA)



Dear Registered I&AP

A One Environmental Management System application for a Scoping / ElA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa

	amanda@phsconsulting.co.za	S Repl	" Reply All	→ Forward	•••
A	То			Fri 2024/05/0	3 08:37
	Bcc				
	Advert public meeting 8 May 2024 final.pdf				

Dear Registered I&AP

.pdf File

A One Environmental Management System application for a Scoping / EIA Process is being undertaken for the project: Proposed Expansion of Cape Winelands Airport, which includes a joint public participation process in terms of the following, as amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Notice is hereby given of an open public meeting to be held on 8 May 2024 at 18h30 as part of the Pre-application Scoping Phase.

Attached please find further information relating to the proposed meeting.

Please also refer to the PHS Consulting Website for the draft Pre-Application Scoping Report at download link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Best wishes

Amanda Fritz-Whyte BSc; BSc (Hons) Geology; MSc Water Resource Management Fellow Member WISA Member IAIAsa Registered Environmental Assessment Practitioner: Number 2019/367 (EAPASA) **APPENDIX 3: ADVERT EXTRACT**

NUUS



Candidates in action during the mass Project 1000 training session last week.

Training for safer communities

he City of Cape Town is currently training 1 000 candidates as part of its plans to grow municipal policing resources over time.

The Project 1 000 initiative builds on the work of the LEAP programme to grow municipal policing resources in partnership with the Western Cape Government to help the police in the fight against crime.

The programme offers youth the opportunity of an intense 18-month fulltime learnership, including extensive physical training, training on legislation, theory and practical training, among others.

Premier Alan Winde, who attended a mass training session on Monday 22 April, said the impact LEAP officers are making in tackling crime would not be possible without the type of intensive training he saw on display. The Western Cape Government commended these brave recruits for choosing this line of work.

"I wish you all well," Winde said.

BUDGET

Cape Town Mayor Geordin Hill-Lewis said the City is putting R35 million behind Project 1 000 learnerships in the

"With this project, candidates give themselves a head start for any job opportunities ..."

- JP Smith

coming year.

"Our investments are showing promising results, particularly in helping the police combat gang, gun and drug crime.

"Overall City policing operations resulted in the confiscation of 447 illegal firearms in the last two financial years. Firearm-related arrests went up 35% in 2022-'23, with law enforcement also doubling annual drug arrests from 4 000 to 8 000 over the same period."

The Project 1 000 programme is offered in conjunction with the City's Education and Training Development Department within corporate services.

Mayco member for safety and security JP Smith said training started in December 2023 following an extensive recruitment process.

"With this project, candidates give themselves a head start for any job opportunities that become available," Smith said.



Volunteer Charmaine Myburgh paints Bernardus le Roux's face.

Daniel and Friends Fund volunteers spread Easter joy

Volunteers of Daniel and Friends Fund in Cape Town last weekend hosted an Easter outreach to Sunfield Home in Wellington.

Sunfield Home is a protective workshop and residential centre for intellectually disabled adults, unable to function without guidance and protection. Says a director of Daniel and Friends Fund Lianie le Roux about the day: "The love and joy of the residents cannot be explained in words. It was the most wonderful morning and we were welcomed like family. We laughed, we chatted and we danced!"



Director Lianie le Roux shares a bit of love with Leah Ormiston.



PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT

NOTICE OF AN OPEN PUBLIC MEETING

DEA&DP Ref No. (Pre-Application): 16/3/3/6/7/2/A5/20/2209/23 DWS Ref No: Wu33620

DATE & TIME: 8 MAY 2024 AT 18:30

LOCATION: AT THE FISANTEKRAAL COMMUNITY HALL;

ADDRESS: CORNER DULAH OMAR AND PETER MOKABA STREET, FISANTEKRAAL

A Scoping / EIA Process is being undertaken with a joint public participation process in terms of the following, as

UKWANDISWA KWEZIKO LEENKQWELO-MOYA I-CAPE WINELANDS ISAZISO SENTLANGANISO KAWONKE-WONKE DEA&DP Ref No. (Ngaphambi Kokufaka Isicelo):

DEA&DP Ref No. (Ngaphambi Kokufaka Isicelo) 16/3/3/6/7/2/A5/20/2209/23 DWS Ref No: Wu33620

UMHLA NEXESHA: 8 MEYI 2024 NGO-18:30 INDAWO: KWIHOLO YOLUNTU YASEFISANTEKRAAL;

IDILESI: CORNER DULAH OMAR AND PETER MOKABA STREET, FISANTEKRAAL.

Kwenziwa Iskowuphu / Inkqubo yeEIA ngokwenkqubo yendibaniselwano kawonke-wonke ngokunxulumene noku kulandelayo, ngokotshintsho olwenziweyo: I-National

amended: National Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); National Environmental Management: Waste Act (Act No. 59 of 2008), (NEM:WA); National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEM:AQA); National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); and National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Applicant: Capewinelands Aero (Pty) Ltd

Location: The proposed site is located approx. 10.5km northeast of Durbanville on the R312 and approx. 6km North of Joostenberg Vlakte on the R304. The development area will be located on the following farms: 10/724, RE/724, 23/724, 7/942; RE/474, 3/474; 4/474.

Proposal: A phased airport development approach that include the construction of a primary runway with a length of 3.5km and the initial retention and refurbishment of a secondary cross runway with a length of 700m. Associated airport infrastructure for landside and airside use will also be phased based on market demand.

EAP Contact Information:

PHS CONSULTING (Attention: Amanda Fritz-Whyte) Address: PO Box 1752, Hermanus, 7200 Tel: 028 312 1734; Cell: 076 691 0368 (whatsapp) Email: amanda@phsconsulting.co.za Environmental Management Act, 1998 (Act No. 107 of 1998), (NEMA); I-National Environmental Management: I-Waste Act (Act No. 59 of 2008), (NEM:WA); I-National Environmental Management: I-Air Quality Act (Act No. 39 of 2004) (NEM:AQA); I-National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA); ne-National Water Act, 1998 (Act No. 36 of 1998) (NWA).

Inkampani efaka isicelo: Capewinelands Aero (Pty) Ltd

Indawo: Le ndawo imalunga ne-10.5km ukusuka kumntla we-Durbanville, kwindlela i-R312 malunga ne-6km kuMntla we-Joostenberg Vlakte, ku-R304. Le ndawo iza kuphuhliswa iza kuba kwezi fama zilandelayo: 10/724, RE/724, 23/724, 7/942; RE/474, 3/474; 4/474.

Isiphakamiso: Siceba ukwenza uphuhliso kwiziko Iweenkqwelo-moya oluza kuba zizigaba ngezigaba. Okokuqala, siza kwakha indlela eyintloko ehamba iinkqwelomoya enobude obuziikhilomitha eziyi-3.5. Emva koko, siza kwakha indlela yesibini encinci ekwahamba iinkqwelo-moya nenobude obuziimitha eziyi-700. Izakhiwo zakwiziko leenkqwelo-moya zaphantsi nasemoyeni ziza kulungiswa ngokusekelwe kwizidingo zabathengi.

linkcukacha Zoqhagamshelwano Ze-EAP: PHS CONSULTING (Attention: Amanda Fritz-Whyte) Idilesi: PO Box 1752, Hermanus, 7200 Umnxeba: 028 312 1734; Inombolo Yefowuni: 076 691 0368 (whatsapp) Email:amanda@phsconsulting.co.za

Daniel and Friends ambassador Patricia Smith poses with Kyle Hall.

APPENDIX 4: POWERPOINT PRESENTATION

PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT PUBLIC MEETING

(P10 OF FARM 724, RE OF FARM 724, P23 OF FARM 724, P7 OF FARM 942, RE OF FARM 474, P3 OF FARM 474 AND P4 OF FARM 474)

> DEA&DP PRE-APPLICATION NR:16/3/3/6/7/2/A5/20/2209/23 DWS REF: WU33620



8 MAY 2024



Introduction

- PHS Consulting is the appointed independent EAP to undertake the EIA
- Cape Winelands Airport Team
- Order of the meeting and housekeeping (register, start and finish time)
- A Scoping / EIA Process is being undertaken for the proposed project At the moment in Pre-application Scoping Phase



Reasons for the public meeting

- To inform the public about the proposed expansion of the CWA to become a commercial airport and what it entails
- To register people interested support or object
- Highlight any additional concerns/ queries/ inputs by IAPs

CWA - Proposed Development Cadastrals







CWA – Proposed SDP PHASE 1



CWA – Proposed SDP PHASE 2







CWA – **Proposed SDP** - **Services**











EIA 1- Consultation to date

Pre-application Scoping 30-day public consultation period (8 November to 8 December 2023):

- Documents placed on PHS Consulting website
- Placed adverts (Tygerburger, Cape Times, Burger Xhosa, English, Afrikaans) &
- Notice boards (Xhosa, English, Afrikaans)
- Letters to adjacent landowners and identified IAPs (English)
- Document in library

Public open meeting part of Pre-application Phase

EIA 2 – Studies (35)

- Groundwater Report for Scoping
- Geotechnical Baseline Report
- Air Quality Baseline and Scoping Report
- Noise Baseline and Scoping Report
- Botanical Baseline Report
- Botanical Scoping Report
- Freshwater Ecological Report
- Terrestrial Ecology (Fauna and Avifauna)
- Socio-economic Report for Scoping
- Heritage Report for Scoping
- Archaeological Report for Scoping
- Visual Report for Scoping
- Agro-Ecological Report for Scoping
- Civil Aviation Baseline and Scoping Report
- OLS Report

- Airspace CONOPS Report
- Transport Report for Scoping
- Bulk Engineering Services Report
- Electrical Supply Technical Report
- Spatial Planning and Land Use Report
- Aircraft Refueling Facilities Report
- Preliminary Architectural Report
- MHI Study
- Landscaping plan and bird strike specialist
- Climate Change
- Hydropedology
- Offset requirements (terrestrial and wetland)
- Glint and Glare
- Poultry assessment





QUESTIONS & ANSWERS





WAY FORWARD

In Process Application to be lodged Two more rounds of consultation going forward Name in register at door

Contact us: Paul Slabbert – paul@phsconsulting.co.za Amanda Fritz-Whyte - amanda@phsconsulting.co.za Landline: 028 312 1734 Whatsapp: 072 630 8716

Documents available on PHS Consulting website (www.phsconsulting.co.za) under public participation tab - Proposed Expansion of Cape Winelands Airport



WINELANDS . AERO

APPENDIX 5: ATTENDEE REGISTER

PUBLIC MEETING ON THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT (DEA&DP PRE-APPLICATION REF:

16,	/3/3/6/7/2/A5/20/2209/23)		
Date: Wednesday 8 May 2024 Time: 18:30	C / WINELAI		2 1 5 CONSULTING
Venue: FISANTEKRAAL COMMUNITY HALL Name	Telephone number	E-mail	
LAMLANI Nozombile			
Boki			
Jikingquna Mgqibelo T			
		• 	
P. NJikelano			
L. Kebeni T. MANTANGA			

Name	Telephone number	E-mail
Nokumun Jama		
Noncedo Vunolisa	-	
MAKHAUHELO LETJERAD	-	
USISIPLO Jongnamba		
Nostheth, Spento	C	
Zimkhitina Spamba		
Esihle Moyakhe		
Zimkhithe Dibela		· · · · · · · · · · · · · · · · · · ·
Ref. Loe levela		
Makwena Lebeko		
Mpaballeng Monethi		

•

ж. .

Name	Telephone number	E-mail
· · · · · · · · · · · · · · · · · · ·		
NTSHOMREIONG SEILO		
Sinazo Naothe	6	
Phelokazi Tom	<u>.</u>	
MAGWA NOMBEKO		
Sinokhanyu Mbotshana	-	
Refinile Lesesa		
LEHLOHLA REIKANNE		
JANKIE DIATLEHO		
S. Navi wy		· · ·
LEBETA NISHOKOLENG		
LEBETA NISHOKOVA MOXOLO NGKALIME		

.-----

.----

.....

_

المست التنامي الاستمادين

.....

.....

-----.

·--- -----

فيستبيد فيستريب فتستريب

PUBLIC MEETING ON THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT (DEA&DP PRE-APPLICATION REF:

16/3/3/6/7/2/A5/20/2209/23)

Date: Wednesday 8 May 2024

Time: 18:30

ate: Wednesday 8 May 2024 ime: 18:30	C / WINELAN	NDS. AERO	CONSULTING
Venue: FISANTEKRAAL COMMUNITY HALL	Telephone number	E-mail	
Name			
Nonkongozelo Nonthens			
Lumka Jabavu			
Lerato Alothi			
ROBERT MANOLA			
2 MCHASA		<u> </u>	
GORDON Vermaak			
Christo Mentuor			
Bradley Paliso			

Name	Telephone number	E-mail
KLAMAKALELST.		-
Klongskakelsen Sicero Ngakiza		<u>~</u>
Zusekhe Sika		
Buzani Mbungwosna		~
Zakile TShwati		
Sinawo Gawashula	_	
Mehlomakhyly NOSiPho	_	
Menosono Zizibele		-
Nozibele magozo		
Thoty, swa Stephane		
Thoty swa Stephane Ntsukwang Lungiswa		

.

Name	Telephone number	E-mail
Matilda cipnika		
Jikingqina Siposonkosi		لىسسىا
stereldere muller		
Johin Bonda		
Abulele Soknetye		
Siphumezo unda		e
MAQUER NOKUlung?		
NosiPHO Mengugne		
Phumile Magodia		
Bulelwa Ndayi		
Emile Twesi		~

. .

PUBLIC MEETING ON THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT (DEA&DP PRE-APPLICATION REF:

16/3/3/6/7/2/A5/20/2209/23)

Date: Wednesday 8 May 2024

Time: 18:30

ime: 18:30	C / WINELAN		CONSULTING
Venue: FISANTEKRAAL COMMUNITY HALL	Telephone number	E-mail	
Name			•
Siwaphine Sihlali			
MASIBULELE RALASI			
Yandisne Phates		N/A	
Shiela Mongo			
Sinalo Mbulawa			
AUDISIND MERNANI		NA	
ZKHUNA MAANSO		NIA	
Zintie Memani		NIA	

SHEFTSG

Name	Telephone number	E-mail
Sixhoppiele Gekepus		
Your Mulana		·
LATHITHA LINGANISO		
Samora Ishabiso		
NTODERO SCROMBELQ		
Jabulo Gezana		· · · · · · · · · · · · · · · · · · ·
SINETHEMA MIKULGUNDAA		
Nhosoxolo NJikelane		
lonela Lephaila		·
SIBONGELE MANKAY!		
Phelo Nictha		78 —
Telephone number F-mail Name M20X020 MAKENKESE JEFFELDY NISHERA Bugani Made ATTFICKOSi SIGAMY Mandlenkosi MHLABA BRIAN ASPELINC Moviedis: Ngese BUNTY SINELE Anele Gwele LONNAGO, MJUKUSUKU

PUBLIC MEETING ON THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT (DEA&DP PRE-APPLICATION REF:

16/3/3/6/7/2/A5/20/2209/23)

Date: Wednesday 8 May 2024

D ate: Wednesday 8 May 2024 Ti me: 18:30	C / WINELAN		D 11 S CONSULTING
Venue: FISANTEKRAAL COMMUNITY HALL	Telephone number	E-mail	
Name			
Unatti Mbolickoller			
<u> Inalti, Mbolickollua</u> Zukisani Ngxishe		· · · · · · · · · · · · · · · · · · ·	
Adam Manko		,	
LETSOLLA NEO			
Thondi's no ALAM		·	
ZIMASO XHOMO		P	
A savela NONDER			
Siyanda nogleta			

CONSULTING

E-mail **Telephone number** Name Konny Joy NA NA Nielan Jacobs N/A RETSHEPILE MORWA SRIPHINE LUDZIYA N/A Khang Mbedlashe Bandhe Mpukumpa Nozamitneye Sawu Musonwabe Yaka Livando Walerzer Unathi MENIZWANA

Name	Telephone number	E-mail
Siphumzi NKosiyane		
Lindiknaya Bente		
Lindiknaya Bente Collin Hanzeberg		
Fabian Manues		
Nonvuyo Ngunga		
Dictacon		
Mantswang Simbougite		
Loyiso Noyiba		
Khutha Nokosiyatze		
IVINE MALETYE		
sinle khobe		

PUBLIC MEETING ON THE PROPOSED EXPANSIO	N OF CAPE WINELANDS AI	RPORT (DEA&DP PRE-APPLICATIO	ON REF:
16/3/	3/6/7/2/A5/20/2209/23)	, ,	
Date: Wednesday 8 May 2024	c ,		
Time: 18:30	WINELAN		CONSULTING
Venue: FISANTEKRAAL COMMUNITY HALL	Telephone number	E-mail	
Name			
Dulle Heritage Duning Macais			
GEORMA WESTRAADT			
Thokesile Lephafa			
Nonazizi Marhele		NA	
Lirontso Khathali		/	
THANDOLWENKOS: NDABA		P	
MADDOR MAMBA			
SiPLelere MKL, 19		RIA	

.

Telephone number E-mail Name Alvin-Hendricks alven Lze-Peter Sigs NigelRosenberg CHUMAN, MOKABER. Mooom Maddle Phumla Nggakotye Sokhetye Anath, Ntumiseha Lethole Janile Nohaba Sannie Lesch Siphokazi Marenene

E-mail **Telephone number** Name huarga malina sigalo/Tomose Sanbulato Malongeosano MONWARIS JIM Sibabele komansi Simpline Brigwand NTANDAZO MSWEWY SAKhele MAntile IUANSKAN Nokwanda Mayekiso 2. apambeni N Maques

· · · · · ·

.

PUBLIC MEETING ON THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT (DEA&DP PRE-APPLICATION REF:

16/3/3/6/7/2/A5/20/2209/23)

Date: Wednesday 8 May 2024

Time: 18:30

me: 18:30	WINELAN	
Venue: FISANTEKRAAL COMMUNITY HALL	Telephone number	E-mail
Name		
handert Manne		
MZUIS: GURAZA		
JASON HANSEN		
M. MThuy		
B. Simone		
T Matsherete		
T Mahangara		
Levato THAMahan	24	len



INELANDS . AERO

Name	Telephone number	E-mail
Janessa Stockhall		
MASOnwaBe Mdibant		<u>1445</u>
Simlindile Shueni		
Ramahlele Mpolokanş		
Simpline Kell,		
Danielle Cranje		
LIBBY BARNARD		
Dumizweni R. Thandrine		- A
Emply Kward.		R th Y
Sindigua Pieterse		
NGQ01057 Yanga		

لمست لاحت ليست لاحت المست لاحت السنا ليست السنا ليسا ليسا ليسا ليسا ليسا السا الم

.

1

.

Name	Telephone number	E-mail
S. LEVETAN (ASTRAL)		
A. CARSTENS (ASTRAL)		
H. MATSHILL (AKSA)		
S. braditrae (AESA)		
A. Zibeke		
N. Nojeke		
B. Tomese		<u> </u>
R. Pekenene		
L.Mboyiyang		·
S.Futshane	<u> </u>	·····

· · · · · ·

·-----

• • •

.....

PUBLIC MEETING ON THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT (DEA&DP PRE-APPLICATION REF:

16/3/3/6/7/2/A5/20/2209/23)

Date: Wednesday 8 May 2024

Time: 18:30

ime: 18:30	WINELA	
Venue: FISANTEKRAAL COMMUNITY HALL	Telephone number	E-mail
Name		
Kutiwisiso Belebesi		
Neeba mperum/		MR)
MKhiduli MGC. K. Jac J.F. VAN WYK		
J.F. VAN WYK		Averyle
Mzuvukile Dyalocan	, A	Distigna
P, MYAIRA		
Regizana		
		×8
ATHAYAMON DYAKALASHE		

CAPE AERC

Telephone number E-mail Name Vuyani Wendy Mardla Nompezeko Mgobo Zuzera Masala Vivian Mzukang Selwin Sullies Someleze Tshipile SAKHINO MADUNA SINOXOLO DI'NGWE LUCAMA Dyobhani Chumani Bentyi

E-mail **Telephone** number Name Nyameko Gabavu Dipen Katel Motaung Ramaota Chyman yuven Situandine nojeanase SiyAKUAU Mis aNRUK Eltenor November Thembakazi Mankede Mouthy Nolitha Mbebe Zurckq

PUBLIC MEETING ON THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT (DEA&DP PRE-APPLICATION REF:

16/3/3/6/7/2/A5/20/2209/23)

Date: Wednesday 8 May 2024

Time: 18:30

Time: 18:30	WINELAI		CONSULTING
Venue: FISANTEKRAAL COMMUNITY HALL	Telephone number	E-mail	
Name			
Nullise ka Conga		- · ·	
Esihle Dycentyi		-	
Jongikhaya Dyantyi		-	
Fikiswa Boki			
MANIAR PHERANG			
Nosipho msuthu			
MOU MEULE (INTAMBISO)			
ZIMASA MAHLANSANA			

P IL S CONSULTING

WINELANDS. AERO

Name	Telephone number	E-mail
Zonte Mrului		
THOBER Ngoli		
Asanda Ghokoyi		
Nomziki Lupindu		
Thosama Mbi		
Sarah NKonzombi	-	
Aziphiwe Moyache	-	
Sindise Lucas. Singisway	-	la
Osipha petile		······································
lingth, Sim		/
Phelo Aterna		<u>}</u>

Ν.,

,

Name	Telephone number	E-mail
ALizwa Nzo		· · · · · · · · · · · · · · · · · · ·
Grabern: TuTu		
WALTER BOBO		·
MAWANDA JOKi		
Jabulo Gezana		
Phomolo Mytabane		
LATIHITHA LINGINISO		_
Adrian Christiaanse		
MKOSINCEdile Siboya		~
Bongo Mguntou		
Nkosithandile 405a		

1.1

.

.....

PUBLIC MEETING ON THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT (DEA&DP PRE-APPLICATION REF:

16/3/3/6/7/2/A5/20/2209/23)

Date: Wednesday 8 May 2024

Time: 18:30

ime: 18:30	C / WINELAM	APE. AERO	P H S CONSULTING
Venue: FISANTEKRAAL COMMUNITY HALL	Telephone number	E-mail	
Name			
LUUUYO CIMELA			
Sinalo			
ISAMIAE O FONELANE			
ISAMIAE'O FONElANE Dynison Mdhil			
Lyolath 9			
Abongila mole leni			
Nondandibe Mankayi Reference Magale			



Telephone number E-mail Name KAMohelo Mokocry Jeboho Malibo Sipho Mavata Noncedo HOFMANI Nerophica Veronica Mijuano ONGEZIWE NGXITHI THEMBELANI JIKWANA *Cobeni* UZYKO ANELE LAL SIGALO TOMOSE Monica Juga

:

Telephone number E-mail Name Bocheletsone Diketso Tumelo Neo Matiwane Anoyolo MAQUBA NELISWA Keshia Alams Onella Mashalaba < NASIMAN Maliboque Ntame Nolwardo Findike Nggohesi Langeza Dyontyi

PUBLIC MEETING ON THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPOR	T (DEA&DP PRE-APPLICATION REF:
---	--------------------------------

,

	· · · · · · · · · · · · · · · · · · ·		ULTING
Venue: FISANTEKRAAL COMMUNITY HALL	Telephone number	E-mail	
Name	·····		
Mondumisà Ngunga			
Akhona Qalu			
ELEM GXOWA		/	
Vusumzi Msutu			
Xdani tokhachezi			
Neumisa Mbukushe			
MBIBI MUDULEDSE KETUNE LARABANE			

Name	Telephone number	E-mail
AIBUSERIG LETHELA		
Wondo Sipawetu		-
Nortinka Sesethu		
COME LURAI		
Nonyoniso Bambelo		مبر 12 میر
Phumeza Smith		
Yonela Msotho		
NKeletseng Jankie		
Mdekazi Analu		
Lutho Koring		
Nombuleio Koying		

•

•....

E-mail Telephone number Name Fundisind Sedil. Boxi ASANDA Rowyhod Janse Matatisi Ntumeleng AMAHDA NOVALIVANE Nompumezo Ngothe Nondibaniso Bokleni Oyama Tejesi S: Vabonga Nyang: WE Nehererso Chitors Sholdo Asavely mayuba

NAME + SUCNAME Mfanelo Szingwe NG MAKSLOPE) Myckeni Nyaba Holana Sibargo PHnThang Man Anthing Notbor Borng. Si Phamandia Moyakhe Vonela hephaila Dumisani lighediti Nhosozalo NJihelana Sibusiso molelen liphamandle Gerongwen Sala Sigogayi NIKCI BINK Susan Rhuder Lyyonda MKhosana Mosigazi maditiona 7Shabilo Samora Lebuba Baanetsi Sisando Dacheld Thabisa Fanti Aluncedo Batinina MASixole Jafta Mombranele Mseboz Nouriso Luberry Activia Nondin

TGEPHONE

GMAIL



NAME + SURNAME GLORY DYAWANI Devenity Thomas Petronisha Haltzenberg Phumeza SmiTH Asonala Meishalaba Imanda tanishe Hendy Habena Ziyanda Magushana Snammanda Bunzi Thembisa Makelon: Sikelelusa Gwaza ESHSER Nom and ZMKWHLATUUR Nikelwa SikiTI Nokullinga Boo; Bunkazi NTUNDIN. Notwazi Kuingana e Dyushe Nonzosingh Nobodla Aphille Duduzile Mkhethi Nonfundiso Xerqxe Unathi mgetyengon Themba Masubula Batabile Jafta 4 Sarah Nkonzomusi 0 Crupho Lupindo 0 Baba Ing Makhaphela Nomfysi NAMBA d Asiphe Maquby Daniell' Afrilconer 0

TERHONE

EMAIL

NAME + SURNAME TEBOHO LEFEFA SIMETHEMBO HANISE SAMKELO MATYOBENI Xolelug Ruranag Portia LoJ. Odwa Dyonase Emoralo Tuna Davian Daniels JOHN MATTHEMP Berneles Cherry 1 ganette Nolehua Marchene Jenner Smith mas Typanti-Mohny' seto Vundsa MERNIN KIETVHIMAS RithemBE KANDO Aviwe mazantsi holisusa cetuso Anoisine Monani Zintle Memani Pakang Adams Mbylelo Kube Sigurnely Mulderza Retsepile Lephan Bochelutsane Rebabaletswe Pulane moilefe NKeletseng Molete NEUSWA THAKHUU JOHA THAGASO QOYS

TAEPHONE

EMAIL

EMAIL NAME + SURNAME TELEPHONE EMAL NELISW a Mangatha Cebokar Managatha

APPENDIX B

DURBANVILLE & FISANTEKRAAL FARMERS ASSOCIATION MEETING SUMMARY REPORT



The Proposed Expansion of the Cape Winelands Airport EIA

(DEA&DP REF: 16/3/3/6/7/2/A5/20/2209/23)

Meeting Summary Report for the

Durbanville & Fisantekraal Farmers Associations

Loch Lynne

4 June 2024 19:00 PM -21:00 PM

A Meeting was held on the 4th of June 2024, during the pre-application Scoping Phase, by the Durbanville and Fisantekraal Farmers Associations and CWA was requested to present to the meeting on the proposed CWA. PHS Consulting was invited to attend in order to observe and record comments raised after the CWA presentation on the proposed project, and to address any queries related to the EIA process during the meeting. Notice of the meeting was distributed by the Durbanville and Fisantekraal Farmers Associations through their respective channels of communication.

Paul Slabbert from PHS Consulting explained where the project is in terms of the EIA process and what it entails and requested attendees to sign the attendance register. Deon Cloete from CWA presented on the proposed project.



Photo 1: Deon Cloete from CWA presented to the meeting.



Photo 2: Attendees were requested to fill in a register during the meeting. Please refer to Appendix 1 for register.

Summary of Comments raised:

- There is currently a crime problem in the Fisantekraal area. Are there any measures in the design and planning to improve security and prevent theft? – Deon Cloete (CWA) responded that CWA is working closely with the community and though each has their own security plan it forms part of the larger plan. CWA aims to share their camera system and other resources with the community to improve the overall security of the area, working with law enforcement institutions in the area.
- **2.** What is the current orientation of the main runway? Deon Cloete (CWA) responded that it is 01-19.
- **3.** Noise pollution is already present on the northern side of Durbanville. What will be the noise impacts of the new CWA? Paul Slabbert (PHS Consulting) responded that DDA Environmental Engineering is modeling the noise impacts and resultant noise cones for the proposed project, and it will be shared as part of the EIA process; Deon Cloete (CWA) responded that part of the process is to develop noise mitigation measures (ito angle of landing / departure; modeling SIDS & STARS and other measures). An open day to IAPs is planned during the EIA Phase when the noise cones information is available and will give the opportunity to IAPs to raise concerns.
- **4.** Is the proposed project economically viable and does it have a large investor? Deon Cloete (CWA) responded that 25% is on equity and the rest on funding. Also engaging with additional funders to strengthen the local SA funding base, looking at making one airline an anchor.
- 5. Does BEE have any influence on funding and operational capabilities? Deon Cloete (CWA) responded that at present the political influence on this is unsure. The CWA is also launching an international licence, working closely with other role players (e.g. ACSA). Gauteng also has two international licences and Lanseria is also privately

owned- with diversion planning (planned or emergency) diversion can be to the same city (CoCT) and not back to Johannesburg.

- **6.** If you plan a 2027 launch construction will have to start in 2025 already –there is a concern about the amount of trucks with materials through Durbanville and the effect on roads and traffic. Paul Slabbert (PHS Consulting) responded that ITS are working closely with CoCT on the planning of the required roads and this information will become available in the EIA Phase.
- 7. Has a traffic impact assessment been completed? Paul Slabbert (PHS Consulting) responded that the Scoping Phase document has been completed to date and is available on the PHS Consulting website. The Transport Impact Assessment is still in progress and will result in mitigation and management measures that will be implemented, or requirements for additional roads infrastructure development or upgrade. An Environmental Control officer will oversee the building and independent audits will assess compliance with the requirements of the EMPr.

APPENDIX 1: ATTENDANCE REGISTER

PHILIDELPHIA FARMER'S ASSOCIATION MEETING ON

THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT

(DEA&DP PRE-APPLICATION REF: 16/3/3/6/7/2/A5/20/2209/23)

Date: TUESDAY 4 JUNE 2024

WINELANDS . AERO

Venue: LOCH LYNNE

Time: 19:00

Name	Telephone number	E-mail		
	1	1		1
~	1	ο - Δ	77 5 8 19 2 0	
1.6				
1	1			
~				



Name	Telephone number	E-mail
}		
ŀ	 1	
· · · · · · · · · · · · · · · · · · ·		
-		
ŧ	1	
[·····	1	1
E	1	
1	 1	

Name	Telephone number	E-mail
· · · · · · · · · · · · · · · · · · ·		

APPENDIX 2: COPY OF PRESENTATION BY CWA

CAPE WINELANDS AIRPORT

Durbanville & Philadelphia Boerevereniging


FISANTEKRAAL LUGHAWE "The grand old lady"

A1

and the

FERE

Celebrating 80 years of existence

Some Important Questions to start with.....

Who are you?

- Do you know what you want to do?
- Do you have a team?
- Do you have a plan?
- Have you done this before?
- By when will you be done?
- What type of a neighbour will you be?





Our Company

Our mission is to own and operate a reputable and progressive network of selective domestic and international aero cities





Non-Executive Board of Directors

rsa.AERO has incredibly strong leadership, balanced well with extensive property development, business administration and aviation experience



Airforce 2012-2020



 Over 35 years of experience, she has established herself as a thought leader in the public sector.
 Ex-Chairman (Tourism Business Council of South Africa) TBCSA



Executive Board of Directors

rsa.AERO has an incredibly strong team, balanced well with extensive property development, business administration and aviation experience



COMMERICIAL EXPERIENCE

- 22 YEARS COMMERCIAL PROPERTY DEVELOPMENT
- CA(SA) PROPERTY DEVELOPER
- ENTREPRENEUR



AVIATION EXPERIENCE: GENERAL MANAGER ROLES:

- CAPE TOWN INTERNATIONAL AIRPORT 2008-2021
- DURBAN AIRPORT 2001-2008
- SOUTH AFRICAN AIRWAYS 1999-2001



AVIATION EXPERIENCE: AIRPORT PLANNING ROLES:

- 2015 2021 CHIEF AIRPORT PLANNER FOR THE NETWORK OF AIRPORTS, ACSA
- 2006 2014 AIRPORT PLANNING, CAPE TOWN, ACSA



COMMERCIAL EXPERIENCE • CA (SA)



Core Team Members



Gustav Griessel Governance & Commercial Contracts

COMMERCIAL EXPERIENCE

- Business executive with more than 30 years diversified experience in the global mining, manufacturing, oil, and gas industries.
- Positions held include VP Strategic Sourcing and Market Intelligence for the BhpBilliton Group based in Australia.
- COO positions with both BhpBilliton and PetroSA in Southern Africa



Deidre Davids Brand & Communication

AVIATION EXPERIENCE

- ACSA Senior Manager Corporate Affairs
 Cape Town International Airport: 2015 2021
- ACSA Brand and Communication Manager CTIA: 2007 - 2015
- Senior Communication Officer 2003 2007



Anton Olivier Aviation & Assets Security

AVIATION EXPERIENCE

 South African Police Services Colonel
 Cape Town International Airport and the Harbour



Zelda Francis Advertising & Events

AVIATION EXPERIENCE

• ACSA commercial and advertising specialist 12 years



Tanya Jeffrey Procurement & Infrastructure Development

AVIATION EXPERIENECE

- Highly skilled Professional Quantity Surveyor and RICS Accredited Mediator.
- Quantity surveyor on King Shaka International Airport development



Kobus Nel Maintenance & Engineering

AVIATION EXPERIENCE

- ACSA Chief Engineer 1994-2021
- Technical Services and Solutions on international assignments on behalf of ACSA



Location of CWA

Cape Winelands Airport enjoys strategic linkages between Wellington, Paarl and Stellenbosch – enabling excellent future connectivity and new tourism nodes.

CAPE TOWN



R44

R101

R312

N1

R304

BUSINESS

M12

R302

URBANVILL

R300

Land & Land Acquisitions

WINELANDS . AERO



Portion of land to be developed





Integration with other Developments

WINELANDS . A E RO



CWA – Proposed SDP PHASE 1

WINELANDS . AERO



CWA – Proposed SDP PHASE 2



WINELANDS . A E RO

Cape Winelands Airport Expansion

WINELANDS . A E RO

Traffic Forecast

- 2,0 MPPA by 2030
- 3,8 MPPA by 2040
- 5,2 MPPA by 2050
- Code 4 F Runway (A380)

Air Services

- General Aviation
- Scheduled Commercial Services
 - Domestic
 - International
- Diversion Services

Support Services

- Digital Air Traffic
 Control
- Cat 9 ARFF
- Ground Handling
- Fuel Facilities



Value Proposition of a 2nd Airport





Value Proposition of a 2nd Airport

WINELANDS . A E RO

Optimisation

1. Reserve Fuel Planning

- Reduced payload limits
- Reduced fuel consumption

2. Fleet Mix Optimisation

Consolidation of activity
 across specific airports

3. Redundancy

 Temporary relief in case of closures at CTIA

4. Improved Air Access

Route & range viability



Reserve Fuel Planning & Benefits



CWA (25km away) instead of JNB (1270km away) as the planned Alternate Airport for flights inbound to CTIA creates the below benefits **per flight**, verified by *PACE Aerospace Engineering & IT GmBH*:



INBOUND FLIGHT	ATLANTA	DUBAI	
Aircraft	Airbus A359	Boeing 77W	
Reserve Fuel Reduction	8 tonnes	10.3 tonnes	
Payload Capacity Increase	8 tonnes	4 tonnes	
Fuel Consumption Saving	5 tonnes	1.8 tonnes	
CO ₂ Emission Savings	15.5 tonnes	5.7 tonnes	
Value per flight*	\$24,000	\$14,000	



Image depicting the distance to the current designated Alternate Airport (JNB) in **red** for flights inbound from Atlanta USA on the trip in **blue**.

* Dependent on yields & fuel price

Reserve Fuel Planning & Benefits



Significantly less reserve fuel is required when designating CWA as the *Alternate Airport* in flight planning for flights inbound to CTIA – a requirement imposed by **FAA/ICAO regulations**. This substantially improves airline economics and carbon emissions every single flight into Cape Town. CWA will charge a fee to be planned as such.



Image depicting the distance to the current designated Alternate Airport (JNB) in **red** for flights inbound from Atlanta USA on the trip in **blue**.

Estimated 2027 Industry Value: R1.2 bn / \$60 mn

Value Proposition of a 2nd Airport (ESG) WINELANDS. AERO

Optimisation

1. Reserve Fuel Planning

- Reduced payload limits
- Reduced fuel consumption

2. Fleet Mix Optimisation

Consolidation of activity
 across specific airports

3. Redundancy

Temporary relief in case of closures at CTIA

4. Improved Air Access

• Route & range viability

Environment

5. Carbon Reductions

- Reduced emissions due to reduced fuel consumption
- 2027 CORSIA
 implementation

•

٠

2050 IATA "Net-Zero" targets





Value Proposition of a 2nd Airport



Optimisation

1. Reserve Fuel Planning

- Reduced payload limits
- Reduced fuel consumption

2. Fleet Mix Optimisation

Consolidation of activity
 across specific airports

3. Redundancy

 Temporary relief in case of closures at CTIA

4. Improved Air Access

• Route & range viability

Environment

- 5. Carbon Reductions
- Reduced emissions due to reduced fuel consumption
- 2027 CORSIA

implementation

2050 IATA "Net-Zero" targets

CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION

6. Airlines

 Slot constraints during peak hours

Capacity

7. General Aviation

- Critically short supply of hangars in the region
- First facility suited for private & business aviation

Value Proposition of 2nd Airport



Optimisation

1. Reserve Fuel Planning

- Reduced payload limits
- Reduced fuel consumption

2. Fleet Mix Optimisation

Consolidation of activity
 across specific airports

3. Redundancy

Temporary relief in case of closures at CTIA

4. Improved Air Access

• Route & range viability

Environment

- 5. Carbon Reductions
- Reduced emissions due to reduced fuel consumption
- 2027 CORSIA

implementation

2050 IATA "Net-Zero" targets

- 6. Airlines
- Slot constraints during peak hours

7. General Aviation

- Critically short supply of hangars in the region
- First facility suited for private
 & business aviation

Socio Economic

8. Affordability

- Reduced cost of flying
- Reduced cost of air-freight

9. Accessibility

 Convenient travel option for nearby catchment areas

10. Job Creation

 Thousands of jobs during and post-construction



The Agri opportunity

Agriculture remains one of the biggest drivers of the Western Cape Economy

Airport & Agriculture: Exist Side by Side: Proper Planning

Potential to partner with Province on establishment of an Agri-Zone – Dr Ivan Meyer: Agri-Corridor

Bio-digester included in development as part of the green agenda

Bi-product from bio-digester made available back to Agrisector in the region to improve crop yields

Research and Development – Improve crop yields and crop rotations



Access to market

The Agri opportunity & Access to Market

Direct Air Access for Agri-sector in the Western Cape for getting produce to markets

Scheduled belly cargo as well as dedicated cargo capacity

Volume will reduce cargo tariffs - More and more produce requiring air access i.e. Berries

Fresh produce used for on-site food processing

Processed foods suitable for air cargo - time sensitive

Inter-modal capability: Road to Air, Air to Rail to Sea



Airport Terminal Precinct





The terminal is directly connected to the vibrant Winelands City Park, making it an attractive destination for business and leisure and a commercial hub for the region.



Airport City







- Tying in with the Western Cape growth corridor
- Planning for multi-modal connectivity and logistics hub aiding regional economic development
- Multifunctional airport city planning enhances the attractiveness of the airport, improves business resilience and benefits the development of the region
- Contributing to local community and society

Expansion Timelines



PLANNED OPENING

CAPE WINELANDS AIRPORT: PHASE 1 EXPANSION TIMELINES

The following timelines are subject to regulatory approvals:



Ongoing Stakeholder Consultations

BAIE DANKIE / THANK YOU



APPENDIX C

DURBANVILLE HERITAGE SOCIETY FOCUS GROUP MEETING SUMMARY REPORT



The Proposed Expansion of the Cape Winelands Airport EIA

(DEA&DP REF: 16/3/3/2/A5/20/2046/24)

Summary Report for the

Durbanville Heritage Society Focus Group Meeting

17 August 2024 10:30

On 17 August 2024, during the in-process Scoping Phase, a Focus Group Meeting was facilitated with the Durbanville Heritage Society. Deon Cloete provided insights into the history of Fisantekraal Airport and the proposed development of the new Cape Winelands Airport on the same site. The Durbanville Heritage Society distributed notice of the meeting through their respective channels of communication.



Photo 1: Deon Cloete from CWA presented to the meeting.

Summary of Comments raised:

- 1. How much land will be needed at the airport, and will any residents need to relocate?
- 2. Comparison with Lanseria Airport:
 - 2.1. Lanseria Airport offers swift arrival and departure, but it has runway limitations. Will the proposed airport face similar issues?
 - 2.2. Can Cape Winelands Airport serve as a viable alternative for flight diversions?
- 3. Concerns about noise pollution affecting nearby schools and higher education institutions like Stadio.
- 4. General concerns about the impact on the local community in Durbanville.
- 5. The effect of aircraft noise on farming areas.
- 6. The potential influx of people into the Durbanville area seeking employment. Where will these individuals live?
- 7. Anticipated increase in traffic in and around Durbanville.
- 8. Potential conflicts and compatibility issues between Cape Town International, Cape Winelands Airport, and other small airports in the area.
- 9. Concerns about how winter weather, particularly inclement conditions, will affect airport operations.
- 10. Will the development include a museum to preserve the history of the airport?
- 11. If Cape Town International Airport has sufficient runway space, why not focus on developing that airport instead?

APPENDIX 1: NOTICE TO ADVERTISE TALK

DURBANVILLE HERITAGE SOCIETY / DURBANVILLE ERFENISVERENIGING



Invites you to join us for a talk on the

CAPE WINELANDS AIRPORT

PRESENTED BY DEON CLOETE

Date: Saturday 17 August

Time: 10:30

Venue: Durbieland Hall, Weyers Avenue

Deon Cloete is presently the General Manager of the Cape Winelands Airport. Previously, he was based at airports around South Africa and also served as the General Manager of Cape Town International Airport for 12 years.

Come to learn more about the history of the Fisantekraal Airport and the proposed development of the new Cape Winelands Airport on that site.

Tea & Coffee will be served after the talk.

APPENDIX 2: ATTENDANCE REGISTER

		Name \ Voomaam	
		Sumame Van	DURBANVILLE -
		Contact number \ Kontak nommer	HERITAGE SOCIETY : ERFENIS VERENIGING :
		5	Taik on BURBANNALLE ONIADREN SCHOMEL RASEL RASSAND
4			ENALSCENESSAN
		Are you a member or visitor1*	

APPENDIX 3: COPY OF PRESENTATION BY CWA



CAPE WINELANDS AIRPORT

"The airport leaves the City, the City follows the Airport The Airport becomes the City"

Airport



Recognising 80 years of aviation. Celebrating the evolution for the next 80 years.

11

A1

and the


The Company and Team



the public sector.

Non-Executive Board of Directors

rsa.AERO has incredibly strong leadership, balanced well with extensive property development, business administration and aviation experience





Council of South Africa) TBCSA



Executive Board of Directors

rsa.AERO has an incredibly strong team, balanced well with extensive property development, business administration and aviation experience



COMMERICIAL EXPERIENCE

- 22 YEARS COMMERCIAL PROPERTY DEVELOPMENT
- CA(SA) PROPERTY DEVELOPER
- ENTRÉPRENEUR



AVIATION EXPERIENCE: GENERAL MANAGER ROLES:

- CAPE TOWN INTERNATIONAL AIRPORT 2008-2021
- DURBAN AIRPORT 2001-2008
- SOUTH AFRICAN AIRWAYS 1999-2001



AVIATION EXPERIENCE: AIRPORT PLANNING ROLES:

- 2015 2021 CHIEF AIRPORT PLANNER FOR THE NETWORK OF AIRPORTS, ACSA
- 2006 2014 AIRPORT PLANNING, CAPE TOWN, ACSA



COMMERCIAL EXPERIENCE • CA (SA)



Core Team Members



Deidre Davids Brand & Communication

AVIATION EXPERIENCE

- ACSA Senior Manager Corporate Affairs
 Cape Town International Airport: 2015 2021
- ACSA Brand and Communication Manager CTIA: 2007 – 2015
- Senior Communication Officer 2003 2007



Anton Olivier Aviation & Assets Security

AVIATION EXPERIENCE

 South African Police Services Colonel
 Cape Town International Airport and the Harbour



Gustav Griessel Governance & Commercial Contracts

COMMERCIAL EXPERIENCE

- Business executive with more than 30 years diversified experience in the global mining, manufacturing, oil, and gas industries.
- Positions held include VP Strategic Sourcing and Market Intelligence for the BhpBilliton Group based in Australia.
- COO positions with both BhpBilliton and PetroSA in Southern Africa



Zelda Francis Advertising & Events

AVIATION EXPERIENCE

 ACSA commercial and advertising specialist 12 years



Tanya Jeffrey Procurement & Infrastructure Development

AVIATION EXPERIENECE

- Highly skilled Professional Quantity Surveyor and RICS Accredited Mediator.
- Quantity surveyor on King Shaka International Airport development



Kobus Nel Maintenance & Engineering

AVIATION EXPERIENCE

- ACSA Chief Engineer 1994-2021
- Technical Services and Solutions on international assignments on behalf of ACSA

Cape Winelands Airport -Embedded sustainability

Embedded sustainability

WINELANDS - AERO

Our Social agenda Society The airport as a catalyst for positive and meaningful social change. Prioritising the immediate community of Fisantekraal & Klipheuwel as direct beneficiaries of the airport and all its related Embedded sustainability Environment Economy POSITIVELY GREEN

activities.

Our Economic agenda

Airports are nodes of economic activity and have a multiplier effect on the economies which they serve This capital investment is arguably the biggest injection into the regional economy in the medium term.



Our Tourism agenda

Winning cities are serviced by functional efficient airports with unrestricted air access significantly improving a regions competitiveness and accessibility for visitors.

Our environmental agenda

Aspiring to be the greenest airport in the world, limiting our impact on regional resources, being selfsufficient and making an immense contribution to the aviation industry through our carbon credit programme.

Who we are...



- <u>Cape Winelands Airport</u>, is a private development and the first airport in a network of aero cities under the rsa.AERO brand, was acquired in November 2020 by a group of South African entrepreneurs and visionaries.
- **rsq.** AERO's mission is to own and operate a reputable and progressive network of selective domestic and international aero cities.

 rsa. ▲ ERO 30 ard of Directors and Core Team are made up of CEOs, Managing Directors and Senior Executives with strong commercial business acumen and extensive aviation experience.



Where - Cape Winelands Airport Location



Location: Access



Why - The Value Proposition

Does Cape Town need a 2nd airport?

1. Airline Capacity

Especially during peak periods, Cape Town needs a second airport to handle the ever-increasing demand.

4. Fuel Planning Optimisation

Cape Winelands Airport as a much closer destination alternate can be used by airlines in fuel planning for flights inbound to Cape Town, to optimise their operations by lowering the quantum of reserve fuel carried each flight. This enables substantial weight savings, thereby reducing payload restrictions and fuel consumption each flight.

7. Affordability & Accessbility

Cape Winelands Airport is a convenient option for air travel for residents of the north and eastern parts of the region. This reduction in travel time, combined with the improved business case for airlines, creates an environment for more affordable and accessible air travel, for more South Africans.

2. General Aviation Capacity

The region's airfields suffer from a major hangar shortage, prohibiting any further growth. In addition, General Aviation (GA) activity is not supported at the main commercial airport (Cape Town International Airport - CTIA) due to the airspace and runway congestion it creates. Moving GA to Cape Winelands Airport will therefore even reduce inefficiencies at CTIA.

5. Positive Environmental Impact

Because of the savings in fuel consumption that Cape Winelands Airport will enable, carbon emissions will also decrease, benefiting the entire airline industry.

8. Socio-Economic Growth

Airports are known drivers of commercial activity. Cape Winelands Airport will serve as a catalyst for economic growth in the region, attracting significant investment and boosting sustained job creation in the Cape's future growth corridor.

3. Redundancy

Cape Town is an isolated city. A new airport is needed in order to add close-by redundancy to the region in case of emergency, unsuitability or unavailability at other airports in the region. Such events include runway closures, equipment failures and low visibility operations.

6. Improved Air Access

Because of the increased capacity and optimised aircraft performance that Cape Winelands Airport enables, the business case improves for air travel into the region, thereby creating new opportunities for air access and route development that otherwise would not be possible.



POSITIVELY GREEN

WINELANDS . AERO

Closer diversion fuel planning alternate

- JHB as the regular diversion backup for CPT
- Extra fuel needed every
 flight
- Extra fuel = extra weight
- Extra weight = more costs, and less revenue



Closer diversion fuel planning alternate





Impact of a *closer* diversion fuel planning alternate

EXAMPLE INBOUND FLIGHT	ATLANTA	DUBAI
Aircraft	Airbus A359	Boeing 77W
Reserve Fuel Reduction	8 tonnes	10.3 tonnes
Payload Capacity Increase	8 tonnes	4 tonnes
Fuel Consumption Saving	5 tonnes	1.8 tonnes
CO ₂ Emission Savings	15.5 tonnes	5.7 tonnes

Payload increase of up to 23% every flight.

Image depicting the distance to the current designated Alternate Airport (JNB) in **red** for flights inbound from Atlanta USA on the trip in **blue**.





TX

Impact of a *closer* diversion fuel planning alternate



Image depicting the distance to the current designated Alternate Airport (JNB) in **red** for flights inbound from Atlanta USA on the trip in **blue**.

WINELANDS . AERO

Estimated 2027 Industry Value: R1 bn / \$50 mn

Airport development Impact



BUSINESS SOLUTIONS

Economic Impact of Construction Spending			Economic Impact of Operational Spending		
	R24,1 billion	Economic Contribution GGP Growth		R43,4 billion	
	R7,7 billion			R19,6 billion	
	34, 778 jobs	Employment (Opportunities	58,651 jobs	
	R6,6 billion	Household In	come Growth	R10,1 billion	MULTI-PURPOSE

POSITIVELY GREEN

What - Cape Winelands Airport Expansion

Infrastructure & Facilities (Phase 1)



Infrastructure & Facilities (Phase 2)



Cape Winelands Airport Expansion

WINELANDS . AERO

Traffic Forecast

- 2,0 MPPA by 2030
- 3,8 MPPA by 2040
- 5,2 MPPA by 2050
- Code 4 F Runway (A380)

Air Services

- General Aviation
- Scheduled Commercial Services
 - Domestic
 - International
- Diversion Services

Support Services

- Digital Air Traffic
 Control
- Cat 9 ARFF
- Ground Handling
- Fuel Facilities



Airport Terminal Precinct





The terminal is directly connected to the vibrant Winelands City Park, making it an attractive destination for business and leisure and a commercial hub for the region.



Airport City







- Tying in with the Western Cape growth corridor
- Planning for multi-modal connectivity and logistics hub aiding regional economic development
- Multifunctional airport city planning enhances the attractiveness of the airport, improves business resilience and benefits the development of the region
- Creating new Tourism product opportunities and increased bed nights

Living Aircraft Museum







- Proposal for the establishment of a historic aircraft museum
- Aircraft displayed, maintained and operated from site
- Military and Civilian
- Including display areas for aviation art



Living Aircraft Museum









When - Cape Winelands Airport Expansion

Expansion Timelines



CAPE WINELANDS AIRPORT: PHASE 1 EXPANSION TIMELINES

The following timelines are subject to regulatory approvals:





Ongoing Stakeholder Consultations

Cape Winelands Airport

From the Winelands, to the World





APPENDIX 4: FOLLOW-UP EMAIL

From: Deon Cloete <d.cloete@capewinelands.aero> Sent: Sunday, August 18, 2024 7:49 AM To: Lynn van Der Merwe < Cc: Amanda Fritz-Whyte <amanda@phsconsulting.co.za> Subject: DURBANVILLE HERITAGE ASSOCIATION: TALK AND PRESENTATION

Hi Lynn;

Again thank you, it was great having the opportunity yesterday to share more information with your members in attendance on our planned development and where we are in the process. It was also most interesting to exchange information with those members attending that have had historic ties to the airport and aviation and continue doing so. Once an aviator, always an aviator.

Thank you for explaining the EIA protocols up-front, that certainly allowed for constructive engagement. I promised to share the EIA website link where all the specialist studies and reports can be found for those that might be looking for it, the following link will take you there: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/

Lynn in copy and for ease of reference is Amanda, the independent Environmental Practitioner who is overseeing the EIA process. She will be able to assist in the event that you might require information or assistance to anything related to the EIA process.

Lynn I promised to also link you with John Illsley where you might want to invite him to possibly come and do a talk at one of your gatherings, I will engage John and then forward his contact details to you.

I trust that you will find this in order.

Regards; Deon Cloete

Confidentiality Disclaimer Notice: The contents of this email and any attachments are privileged and confidential to the intended recipient. If you are not the intended recipient please do not use or publish its contents, contact the sender immediately, then delete it. Opinions, conclusions and other information in this message that do not relate to the official business of Cape Winelands Airport Ltd shall be understood as neither given nor endorsed by it. Cape Winelands Airport Ltd accepts no liability whatsoever for any loss or damages whatsoever and howsoever incurred, or suffered, resulting, or arising from the use of this email or its attachments. Please note that emails are not secure and may contain viruses.

APPENDIX D

FISANTEKRAAL COMMUNITY REPRESENTATIVES MEETING SUMMARY REPORT



The Proposed Expansion of the Cape Winelands Airport EIA

(DEA&DP REF: 16/3/3/2/A5/20/2046/24)

Meeting Summary Report for the

Fisantekraal Community Representatives

At Fisantekraal library

16 August 2024 10am to 12pm

A Meeting was held on the 16th August 2024, during the in-process Scoping Phase, between CWA and the Fisantekraal and Klipheuwel Community Representatives. CWA volunteered to present to the meeting on the proposed CWA. PHS Consulting was invited to attend in order to observe and record comments raised after the CWA presentation on the proposed project, and to address any queries related to the EIA process during the meeting. Notice of the meeting was distributed by the ward councillor through the respective channels of communication.

Amanda Fritz-Whyte from PHS Consulting explained where the project is in terms of the EIA process and what it entails and requested attendees to sign the attendance register. A hard copy of the in-process Scoping report is currently at the Fisantekraal library, and available on the PHS Consulting website. Mark Wilkinson from CWA presented on the proposed project.

Summary of Comments raised:

- 1. It was proposed to include the leadership of Philadelphia as well in future communications and meetings the inclusion of community structures will be deliberated by the leadership present and communicated to CWA.
- 2. Councillor Kobeni reiterated that CWA needs a stable political environment from the community and that the community cannot be left behind in the process. He queried what lessons can be taken from e.g. Lanseria where adjacent informal areas mushroomed as the airport development became an attraction and the challenge would be to prevent similar from occurring here. Roads are needed as part of development.
- **3.** Attendees were happy to hear about proposed training by CWA and the link to TVET, but it should not just be bricklaying and basic employment. The query was raised what is being done to prepare the youth to get technical skills and ensure this need is not filled by people from outside this community the commitment was made by the local community in terms of their children getting technical skills. CWA responded that programs available need to be identified, partners (current and future) and work together to identify opportunities. Partnering with educational institutions were used as an example such as TVET colleges, but the community said it should not just be about bricklaying and basic employment. CWA affirmed that this would be a long term partnership.

- **4.** Education, safety and security, and training are linked many youth are out of school in the community with an unsure future this way of taking hands with the community will better the situation and youths not become part of crime.
- **5.** The query was raised how youth can lease space/ meet the criteria to be able to use the opportunities at the proposed CWA. CWA responded that through engaging with the community suitable TVET colleges can be identified to train/ upskill or formalize skills through certification. CWA highlighted the opportunity to register as a supplier on the CWA website and also enquire if want to lease space. Minimum criteria will be set and the focus will be on the local community.
- **6.** CWA highlighted the risk and pressure to community leaders to become involved in crime/ extortion CWA will assist where possible.
- 7. CWA aims to start an information centre on the CWA site that links to the CoCT EPW program members get captured on the database and provided to contractors to employ. This initiative should include local small businesses. The information centre should have a dual function of registration for jobseekers and also provide information about the CWA development.

APPENDIX 1: ATTENDANCE REGISTER

	P 11 S consulting			2	
DS AIRPORT	24)		E-mail		-
THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT	(DEA&DP REF: 16/3/3/2/A5/20/2046/24)	CAPE	Telephone number		2
THE PROPOSED EXPAN	(DEA&DP REF		L 1)
		Date: FRIDAY 16 AUGUST 2024 Time: 10:00AM Venue: FISANTEKRAAL LIBRARY	Name		

COMMUNITY MEMBERS MEETING ON

4



0

t
1	-1				1	
				5		
E-mail						
Telephone number						
0			,			
Name		11				

APPENDIX 2: COPY OF PRESENTATION BY CWA

CAPE WINELANDS AIRPORT

"The airport leaves the City, the City follows the Airport The Airport becomes the City"

Airport

Community Leaders meeting 16 August





- Second Commercial Airport for Cape Town
- → 3.5km Code 4F runway
- → Airport Destination in itself:
 - Scheduled Commercial Aviation
 - General & Business Aviation
 - Cargo & Logistics
 - Airport Real Estate



THE PROJECT

2

What – Process to date

Project History



WINELANDS . AERO





Scope of CWA's Expansion (Today)







Airport Master Plan: Opening Phase Capacity: 1.7 MPPA







Airport Master Plan: Final Phase Capacity: 5 MPPA (2050 Vision)









Airport Master Plan: Opening Phase Capacity: 5 MPPA (2050 Vision)





CAPE WINELANDS AIRPORT CITY









Why - The Value Proposition

Value Proposition of a 2nd Airport





Expansion Timelines

Expansion Timeline Wings in the air: 2027 / 2028

WINELANDS • A E RO

		20)24	20)25	20	26	2027			2028	
		H1	H2	H1	H2	H1	H2	H1	H2	н1	. Н2	
MILESTONES									Сог	mmence Ops		
Discipline	Authority											
Environmental	Western Cape Provincial Government	Scoping	Impact Assess	sment Approval								
Town Planning	City of Cape Town	Prep	Rezoning	Approval								
						Phas	e 1 Aeronautical C	Capex				
Commissioning &								ORAT				
Construction							Commercial De	evelopment Cape	x (market drive	n)		
Aerodrome License	CAA						icense Application	n	-			
Airport Designation	CAA/DoT			Prep / Aviation S	ecurity Plan (ASP)							
		ļ					Application					
International License		Feasibili	ty Studies									
	CAA/DoT			Aviation Se	ecurity Plan		Applio	cation				
			SERI	ES A				SER	IES B			



→ Approvals

- Environmental (in progress)
- Town Planning (in progress)

→ Airspace

- NASCOM & ATM-CNS Implementation
- → Finalise Engineering Designs
- → Commercial Allocation





APPENDIX E

AIR QUALITY MANAGEMENT & NOISE MEETING SUMMARY REPORT



22 August 2024

MEETING NOTES CITY OF CAPE TOWN - AIR QUALITY MANAGEMENT & NOISE: CAPE WINELANDS AIRPORT

Please refer to the attendance register confirming parties present at the meeting that took place on 22 August 2024 at the CoCT offices at 246 Voortrekker Rd, Vasco.

The meeting can be summarised as follow:

- 1. PHS Consulting presented a slide show about the project with focus on background information and project orientation.
- 2. The previous comments received by CoCT regarding air quality and noise were addressed and clarified.
- 3. The AEL Application form was discussed and the technical detail required to be included in the form was clarified.
- 4. The EIA process was confirmed and the associated timelines were clarified.
- 5. The AEL will feature and be advertised during the EIA Phase of the process intended to commence on 23 October 2024.
- 6. The Noise Cones reflecting the noise impacts will also be presented during the EIA Phase of the process intended to commence on 23 October 2024.
- 7. A general discussion about aspects of the project were conducted to provide clarity for all present.
- 8. Future engagements are encouraged between the parties present.

Kind regards,

YUMM)

PAUL SLABBERT





ATTENDANCE REGISTER

Making progress possible. Together.

RE: AQM, Noise and PHS Consulting re the proposed expansion of the existing Cape Winelands Airport, Fisantekraal, Western Cape

Venue: Boardroom: 246 Voortrekker Road, Vasco

Time:

Date: 22 August 2024

NAME	SURNAME	DEPARTMENT/COMPANY	CONTACT NO	EMAIL	SIGNATURE
				May " 1 100 miles capper capit i to a miles	
:1					
		<u> </u>	1		
					1

by completing this (form/register, insert whichever one is applicable), I understand and consent that (i) my personal information will be processed by the City of Cape Town, for purposes of and in relation to the City of Cape Town's programmes and community initiatives, and that such processing shall comply with the provisions of POPIA and any other applicable law; (ii) I may, at any stage, withdraw my consent but acknowledge

APPENDIX F

BACKGROUND INFORMATION DOCUMENT



1. INTRODUCTION

PHS Consulting (PHS) was appointed by Capewinelands Aero (Pty) Ltd, to undertake the Environmental Impact Assessment (EIA) process, required in terms of the National Environmental Management Act 107 of 1998 (NEMA) and the Environmental Impact Assessment (EIA) Regulations, 2014, as amended, in support of an application for Environmental Authorisation (EA).

Cape Winelands Airport was formerly known as Fisantekraal Airfield (FAFK). The site is located approximately 10.5km northeast of Durbanville and 25km northeast of Cape Town International Airport (CTIA), and the current airport site is 150ha in size (please refer to Figure 3 & 4).

The proposed project entails the expansion of the existing Cape Winelands Airport in a phased development approach based on market demand, which will include the realignment of a primary runway (3.5km) and the initial retention and refurbishment of a secondary cross runway (700m). Landside and airside infrastructure is also proposed as part of the airport expansion.

2. PROJECT DESCRIPTION

Airside, Terminal and Landside Developments

In Phase 1 two runways will be required:

• A primary runway of 3.5km for scheduled air traffic and high-performance business jets.

• A secondary cross runway of 700m for general aviation traffic and light aircraft operations during certain wind conditions.

In Phase 2 the secondary cross runway will be closed as the projected scheduled traffic increases, and factors like airspace safety, efficiency and capacity become key considerations. The timing of the closure of the secondary cross runway will be based on a multitude of factors and will follow a risk assessment, consultative process and an assessment of market demand, ensuring that Phase 2 of the runway development is implemented at the appropriate time.



FIGURE 1: PLANNED RUNWAY LAYOUT IN PHASE 1 (CAPEWINELANDS AERO (PTY) LTD, 2023)



FIGURE 2: PLANNED RUNWAY LAYOUT IN PHASE 2 (CAPEWINELANDS AERO (PTY) LTD, 2023)

Please refer to Appendix 26 for a detailed layout of the Spatial Development Plan. Details on how to access documents and provide comments are outlined on Page 7.

In addition to the above-mentioned phased runway development, the following airside, terminal and landside developments are proposed as part of the proposed airport expansion:

- Passenger & Cargo Terminals
- Aircraft Hangers & Services
- Aircraft Parking Aprons
- Airside Service Roads
- Internal & External Road Infrastructure
- Runways, Taxiways & Taxi lanes
- **Airport Security Fence**
- **VIP Processing Facility**
- Hotel
- General Aviation & Fixed Base Operations Facilities



- Airport Support Facilities
- Bulk Fuel Storage Facility
- Petrol Filling Station
- Cargo Facility
- Airport Maintenance Facility
- Ground Support Equipment Maintenance Facility
- MRO (Maintenance, Repair & Overhaul) Facility
- Inflight Catering Facility
- Solar PV Plant & Biodigester
- Potable Water & Sewage Treatment Infrastructure
- Stormwater Management Infrastructure
- Airport Operations Centre
- Air Traffic Control Centre

Landside Developments

The landside development will include the following:

• Access, egress (departure) and an internal vehicular road system

• Drop & go facilities which will allow passengers to drop passengers off close to the passenger terminal building

- Public transport facilities
- Car rental facilities
- Vehicular parking (multi-storey parking, at-grade parking)
- Pedestrian walkways
- Billboards (indoor & outdoor, static & electronic)
- Droneport & vertiports

Commercial Developments

Included in the Development, and in addition to aeronautical development, are commercial developments. Approximately 350 000m² of lettable area will be provided for. The terminal precinct encompasses a terminal plaza with a landmark hotel building, aviation museum, amphitheatre, offices, and MICE (Meetings, Incentives, Conferences, & Exhibitions) developments along the landside access road to the terminal. Included in the aeronautical hub functions are hangars, aviation clubs, an aviation training centre, workshops, light manufacturing, logistics, warehousing, and food processing.

Access

There is existing access through the existing Cape Winelands Airport. Main access proposed is from the South off Lichtenburg Road (R312) and from the West off Klipheuwel Road (R302).

3. GOVERNANCE FRAMEWORK & LEGISLATION

Sections 24 and 44 of NEMA make provision for the promulgation of regulations that identify activities which may not commence without an EA issued by the competent authority, in this case, the Department of Environmental Affairs & Development Planning (DEA&DP). The EIA Regulations, 2014 as amended, promulgated in terms of NEMA, govern the process, methodologies and requirements for the undertaking of EIAs in support of EA applications. The EIA Regulations are accompanied by Listing Notices (LN) 1-3 that list activities that require Environmental Authorisation.

The proposed project triggers activities listed in terms of Listing Notice 2 of the EIA Regulations, 2014, therefore

requiring a *Scoping & Environmental Impact Report*. The project applicable activities in terms of the EIA Regulations, 2014 are included in **Table 1**.

A Water Use License Authorisation (WULA) in terms of Section 21 of the National Water Act, 1998 (Act No. 36 of 1998) will be required from the Department of Water and Sanitation. Water use activities applicable to the project are listed in **Table 2**.

An Atmospheric Emission License in terms of Section 21 of the National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004) will be required. Please refer to **Table 3**.

In addition, a Norms & Standards registration in terms of the NEM: WA (Act 59 of 2008 as amended) and comment from Heritage Western Cape in terms of the NHRA (Act 25 of 1999) is required. These authorisations will be run as an "One Environmental System" process.

TABLE 1: APPLICABLE NEMA LISTED ACTIVITIES

LISTING NOTICE	ACTIVITY NUMBER
LISTING NOTICE 1	9, 10, 12, 13, 16, 19, 24, 25, 26, 28, 48, 56, 61
LISTING NOTICE 2	1, 4, 7, 15, 27
LISTING NOTICE 3	1, 2, 3, 4, 12, 18, 19

TABLE 2: APPLICABLE WATER USES IN TERMS OF NWA

SECTION 21 WATER USE	DESCRIPTION		
(a)	Taking water from a water resource.		
(b)	Storing water.		
(c)	Impeding or diverting the flow of water in a watercourse.		
(e)	Engaging in a controlled activity identified as such in section 37(1) or declared under section 28(1) of the NWA.		
(f)	Discharging waste or water containing waste into a water resource.		
(g)	Disposing of waste in a manner which may detrimentally impact on a water resource.		
(i)	Altering the bed, banks, courses or characteristics of a watercourse.		
(i)	Removing, discharging or disposing of water found underground, if it is necessary for the efficient continuation of an activity or for the safety of people (dewatering).		

TABLE 3: APPLICABLE ACTIVITY IN TERMS OF NEM:AQA

CATEGORY:	2 – Petroleum Industry, the production of gaseous				
	and liquid fuels as well as petrochemicals from				
	crude oil, coal, gas or biomass.				
SUB-CATEGORY:	2.4 - Storage & Handling of Petroleum Products				
DESCRIPTION	Petroleum products, storage tanks & product				
	transfer facilities.				
APPLICATION	All permanent immobile liquid storage tanks				
ACTIVITY	larger than 1000m ³ cumulative tankage capacity				
	at a site.				





FIGURE 3: CADASTRALS FORMING PART OF APPLICATION AREA (PHS CONSULTING, FEBRUARY 2024)



FIGURE 4: LOCALITY MAP & DEVELOPMENT FOOTPRINT (PHS CONSULTING, 2023)

WINELANDS • AERO

WINELANDS • A E RO

4

FIGURE 5: COMBINED BIOPHYSICAL DEVELOPMENT CONSTRAINTS ASSOCIATED WITH THE PROPOSED DEVELOPMENT AREA (PHS CONSULTING, MAY 2024)



4. SPECIALIST STUDIES

The following specialist studies were undertaken to assess baseline conditions and to identify & mitigate potential detrimental impacts pertaining to the proposed development. Additional specialist and technical studies to be conducted are also listed below:

SPECIALIST STUDY	CONDUCTED		
	YES	IN PROCESS	
Noise Impact Assessment	Х		
Air Quality Impact Assessment	Х		
Terrestrial Biodiversity Assessment	Х		
Botanical Impact Assessment	Х		
Faunal Impact Assessment	Х		
Avifaunal Impact Assessment	Х		
Traffic Impact Assessment	Х		
Geotechnical Assessment	Х		
Aquatic Biodiversity Impact Assessment	Х		
Heritage Impact Assessment (includes Visual, Cultural & Archaeological)	X		
Archaeological Impact Assessment	Х		
Socio-Economic Impact Assessment	Х		
Agricultural Impact Assessment	Х		
Civil Aviation Impact Assessment	Х		
Geohydrology Impact Assessment	Х		
Agro-Ecological Assessment	Х		
Terrestrial Offset Assessment		Х	
Aquatic/Wetland Offset Assessment		Х	
Airport Bird Hazard Management Study		Х	
Climate Change Impact Assessment		Х	
Poultry Biosecurity and Health Impact Assessment		x	
Major Hazard Installation (MHI) Assessment	Х		
Hydropedological Assessment	Х		
Glint & Glare Assessment		Х	

Additional technical reports informing the project include Bulk Infrastructure Engineering (Sewer, Potable, and stormwater management), Bulk Electrical Engineering, Geotechnical, Architectural, Bulk Fuel Infrastructure as well as Spatial & Land Use Planning.

5. ASSESSMENT OF POTENTIAL IMPACTS

A number of potential environmental impacts, both positive and negative, associated with the Cape Winelands Airport Expansion, have been identified. These potential impacts were/will be assessed & mitigated as far as possible through the abovementioned specialist studies. Please note that the following potential impacts must be treated as preliminary, to be expanded upon proper assessment of the study area during the EIA process. Potential impact on ecology (environment), fauna (animals), flora (plants) & avifauna (birds): The construction of the airside & landside infrastructure and the associated disturbance of habitats will likely impact on ecology, fauna, flora and avifauna.

Potential Geohydrological Impacts: Groundwater contamination, quality deterioration & depletion of the groundwater resource could potentially occur during the construction & operational phase of the proposed development.

Potential Air Quality Impacts: Air Quality Impacts are expected as part of the construction & operational phase of the proposed development. These impacts will be addressed during the EIA phase.

Potential Noise Impacts: Noise has been identified as one of the most significant environmental aspects relating to the proposed project and impacts are expected. Further assessment requires an integrated noise model based on current and future projected air traffic simulation figures to base the impact assessment on. A construction scenario noise model for the construction phase of the project will also be modelled, including the excavation and sourcing of fill and associated earthworks during this period.

Potential Freshwater Ecological Impacts: According to the report by FEN there are five key ecological impacts on freshwater ecosystems that may potentially occur in relation to the proposed project components:

- Loss of and altered freshwater ecosystem habitat and ecological structure;
- Changes to socio-cultural and service provision;
- Altered biotic integrity and disturbance to ecosystem function;
- Impacts on the hydrology and sediment balance of the freshwater ecosystems; and
- Altered water quality.

It is therefore imperative that recommended mitigation measures are implemented & monitored accordingly.

Potential Socio-Economic Impacts: The construction and operation of the CWA Airport may result in positive impacts like transport infrastructure, employment opportunities & business partnerships. Possible negative impacts include nuisance factors (dust & noise), carbon emissions and increased traffic.

Potential Heritage Impacts (Cultural, Archaeological and Visual): The anticipated Cultural impacts include loss of homesteads within the land areas acquired for the proposed project with additional anticipated impacts on the landscape character of the area. The Archaeological Scoping report found the project does not pose a significant threat to local archaeological heritage resources and that the proposed development area is not a sensitive or threatened archaeological landscape.



The Visual Scoping report found the following potential impacts on the landscape character of the proposed development site:

- Change in visual character of the area (fundamental, noticeable or some).
- Potential effect and/or intrusion on protected landscapes or scenic resources.
- Contribution to the status of development in the area (i.e., establishes a precedent or merely adds to existing development in the area).

The above will be adequately addressed within the impact assessment stage of the VIA and will become part of the Heritage Impact Assessment for the site.

Potential Agro-Ecological Impacts: The proposed development will occupy approximately 320ha of land currently zoned for Agriculture, which translates to the loss of 206ha productive land. At an average wheat yield of 4.0t/ha, in turn the loss of 206ha productive land equates to a reduction of 824t in wheat production, which is $\pm 0.07\%$ of the wheat production of the Western Cape (taken at 1 260 000t in 2021/22). There is also anticipated loss of existing farm infrastructure, including a farm dam, sheds, and farmhouses. Other potential impacts on agricultural resources include:

- Possible soil degradation by wind and/or water erosion;
- Impact on vleis, marshes, water sponges and water courses;
- Impact on the flow pattern of run-off water.

Potential Civil Aviation Impacts: The proposed increase of flight activity at CWA, and particularly the introduction of scheduled commercial operations, will likely affect the flight operations at nearby aerodromes.

*Please note that the above is an overview summary only. All identified impacts will be adequately addressed during the EIA Phase and subsequently mitigated & monitored accordingly during all phases of development through the implementation of the Environmental Management Programme (EMPr), in order to ensure sustainable development.



6. STAKEHOLDER ENGAGEMENT & PUBLIC PARTICIPATION

The public participation process (PPP) provides the mechanism through which I&APs can participate in the EIA process and informs the resulting decision. Section 41 of the 2017 NEMA regulations list the requirements governing the PPP, including the way a PPP is conducted, record keeping during the process, and documentation of the outcomes of the PPP.

The sharing of information forms the basis of the public involvement process and offers you the opportunity to become actively involved in the EIA processes from the start. Comments and inputs from I&APs during EIA processes are encouraged to ensure that potential impacts are considered within the scope of the study. The public involvement process aims to ensure that:

- Information that contains all the relevant facts in respect of the applications are made available to I&APs for review.
- I&AP participation is facilitated in such a manner that they are provided with a reasonable opportunity to comment on the proposed projects.
- Adequate review periods are provided for I&APs to comment on the findings of the draft reports.

On-going communication with registered parties will ensure that you will be kept informed of the progress of the EIA process, informed of details of public consultation meetings which are planned, and be advised when documentation is available for review and comment.

Pre-Application Phase (COMPLETED PHASE)

Relevant local, provincial and national authorities, conservation bodies, local forums and surrounding landowners and occupants were notified of the EIA process and the release of the Pre-Application Scoping Report for comment during the 1st Public Participation Period.

The Draft Pre-Application Scoping Report and supplementary documentation was circulated for 30 days public participation during the Pre-Application Phase (*8 November - 8 December 2023*) and all comments and responses received collated into a Comments and Responses Report (Appendix 30).

A Public Meeting was held on the **8th of May 2024** at the Fisantekraal Community Hall. A Meeting was also held with the Durbanville and Fisantekraal Farmers Associations on the **4th of June 2024**. Attendees were registered as I&AP's and questions & issues were recorded. Please refer to **Appendix 33**.

Application / Statutory Scoping Phase (CURRENT PHASE)

Comments received during the pre-application Scoping Phase also informed amendments required to the Scoping Report in the application phase. The application Scoping Phase concludes in the submission of a Scoping Report to DEA&DP that includes a Terms of Reference (ToR) for the Environmental Impact Assessment phase. In terms of the NEMA EIA regulations, DEA&DP must accept the ToR before the applicant may proceed with the EIA phase. After submission of the application form, Registered I&APs, relevant State Departments and Organs of State will have another opportunity to comment on the in-process Draft Scoping Report. No extensions will be allowed during the commenting period because of the regulated timeframes. *Below is a summary of the PPP that will be undertaken as part of the statutory Scoping Phase:*

- The Draft in-process Scoping Report (containing NEMA, NEM: AQA; NEM: WA and NWA detail), will be made available for a 30-day commenting period on the PHS Consulting website. A Background Information Document (BID this document) on the proposed project and containing public participation information will also be made available with the Draft in-process Scoping Report. All appendices, the main report and the BID will be separate links.
- In addition, a hard copy of the report will be lodged at the *Fisantekraal Public Library*. A site notice will be pinned on the library notice board.
- Registered I&APs and State Departments will be notified via e-mail of the availability of the draft in-process Scoping Report.
- Any additional IAPs highlighted by State Departments, or the competent authority will be included in the registered IAP list.
- An advertisement will be placed in the **Tygerburger** (English) with detail on and how to comment on the draft in-process Scoping Report and the Water Use Licence during the **30-day commenting period.**
- Three site Notices in English will be placed on or near the site along various roads adjacent to the site with detail on and how to comment on the draft in-process Scoping Report and the Water Use Licence during the **30-day commenting period**
- All comments received during the 30-day comment period will be considered in the final Scoping Report and responded to in the Comments and Response (C&R) report which will also be included in the final Scoping Report.
- The final Scoping Report will be submitted to DEA&DP for approval.

The Application / Statutory EIA Phase (NEXT PHASE)

The EIA phase entails the detailed assessment of the impacts identified in the formal Scoping Phase. The impacts are assessed according to the ToR for the EIA and applied to the alternatives identified in the Scoping Phase. The findings of the EIA form the basis for a decision by DEA&DP regarding the proposed activity identified in the formal Scoping Phase. A Public Meeting / Open Day / Focus Group Meetings will be determined for the EIA Phase and will be communicated accordingly to all registered I&AP's.

7. HOW TO PARTICIPATE?

The *In-Process Draft Scoping Report* is for *commenting purposes*. Interested and affected Parties (I&APs) are invited to comment on any aspect of the report and appendices. The comment period is 30 days commencing on <u>24 July 2024</u> and up to and inclusive of <u>26 August 2024</u>. All comments must be submitted in writing to *PHS Consulting* via post, e-mail, WhatsApp, or fax using the details below.

*By registering as a stakeholder, you consent to PHS Consulting processing and, if necessary, disclosing your personal information which PHS undertakes to do in accordance with the Protection of Personal Information Act (POPIA).

REVIEW THE REPORT

The complete **Report & Appendices are available** for public review on **PHS Consulting's** website: <u>www.phsconsulting.co.za.</u>

"Click" on the below link to access the "PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT" Report & Appendices:

https://phsconsulting.co.za/proposedexpansion-of-cape-winelands-airport/

A hard copy of the complete report is available for public review at the **Fisantekraal Public Library**.

SUBMIT YOUR COMMENTS!

Please send written comments to **Amanda Fritz-Whyte** at *PHS Consulting*.

E-mail: amanda@phsconsulting.co.za

Fax: 086 508 3249

Post: P.O. Box 1752, Hermanus, 7200, South Africa

Telephone: 028 312 1734 / 072 630 8716 (WhatsApp)

*<u>Please note that the public participation period</u> (PPP) will conclude on the 26th of August 2024.

THANK YOU IN ADVANCE FOR YOUR PARTICIPATION!

WINELANDS • ZO

APPENDIX G

AVIATION STAKEHOLDER ENGAGEMENTS

Introduction

The engagement with affected airspace stakeholders aims to gather the operational requirements of existing flight activities surrounding Cape Winelands Airport (CWA). While this process does not represent or substitute the formal and recognised Environmental Impact Assessment (EIA), it is essential for integrating CWA operations into the broader scope of airspace activities.

Airspace design and the approval thereof is governed by a separate regulatory process, mandated and executed by the South African Civil Aviation Authority (SACAA) as the competent authority. The objective is to ensure that both current and future operations are seamlessly harmonized within the airspace, prioritizing safety, efficiency, and adherence to regulatory and environmental standards.

Whilst not being part of the formal EIA process the EAP's responsible for overseeing the EIA process for the CWA development are informed, consulted and advised on who attended and provided with a summary of what was discussed.

Discussion Items

- 1. **Process** The airspace design process for Cape Winelands Airport (CWA) will follow the ICAO Doc 9992 guidelines, ensuring a clear, structured approach to airspace changes. This method guarantees comprehensive stakeholder consultation, rigorous safety assessments, and compliance with international standards. The final airspace design will promote efficient, safe air navigation services in the region. Due to the fact that not all affected stakeholders were able to attend the meeting on 1 October, further consultations will be held to ensure that all relevant voices are heard and their concerns are addressed during the integration process.
- 2. **FAD 69 A/B** The FAD 69 Flying Training Area, and more specifically FAD 69 A, is a critical component of the local airspace and must be preserved as part of the Cape Winelands Airport (CWA) airspace design process. This area supports essential flight training activities, and its retention will ensure the continued availability of dedicated airspace for training operations. Maintaining FAD 69 aligns with both safety and operational efficiency while supporting the long-term development of aviation training in the region.

- 3. Airports, FAD69 connectivity routes The airspace design process must ensure the protection of critical connectivity routes, including those linked to Stellenbosch and Morningstar Flying Club, as well as routes via Tulbagh, which are vital for local aviation activities. These routes, along with the FAD69 flying area, provide essential links for general aviation and training operations, and their preservation will support safe and efficient access to and from regional airports, enhancing overall airspace functionality.
- 4. **Stellenbosch** The future airspace design for Cape Winelands Airport should endeavour to avoid aircraft flying over the town of Stellenbosch. This measure is essential to minimize noise pollution and enhance safety for the town's residents, aligning with best practices in airspace management and community impact mitigation.
- 5. **Crop spraying** The new airspace design must accommodate existing crop spraying activities, which are vital to the region's agricultural sector. Several crop sprayer operators are active in the area, with one operator based at the existing Cape Winelands Airport (CWA). Ensuring operational flexibility for these services is essential to support both safety and the continuity of important agricultural practices. Burning of fields on surrounding farms are also conducted from time to time, appropriate procedures need to be developed to accommodate a continuation of such practices.
- 6. **Radio Flyers** The new airspace design should accommodate the existing activities of radio flyers, who operate remotely controlled model aircraft in the region. These recreational activities are an important part of the local aviation community and require dedicated airspace to ensure safe separation from other air traffic. Incorporating these operations into the airspace plan will support safety while allowing the continued enjoyment of this hobby.
- 7. **Paragliding, Hang gliding and micro light flights** The future airspace design must include provisions for existing paragliding, hang gliding, and microlight flying activities currently operating in the area. These activities are an integral part of the local aviation landscape, and ensuring their safe integration into the new airspace will allow for continued recreational and sport flying while maintaining airspace safety and efficiency for all users.
- 8. **Flying Training** The future airspace design for Cape Winelands Airport (CWA) will accommodate the existing flying training activities of Cape Town Flying Club and other flying training organizations at the airport. This ensures that flight schools and training operations can continue safely and efficiently within a

structured airspace framework, supporting both the development of new pilots and the overall growth of aviation in the region.

- 9. **ACSA** The Airports Company South Africa (ACSA) requirements for the future airspace have been previously recorded during the Environmental Impact Assessment (EIA) process and in one-to-one focus meetings and are duly noted. These requirements will be taken into account to ensure that the airspace design aligns with both environmental considerations and operational standards established by ACSA.
- 10. **Microlight-and-Light-Sport-Aeroplane-Association-of-South-Africa** The future airspace design must accommodate the existing activities of MISASA (Microlight and Light Sport Aeroplane Association of South Africa). These operations are an important part of the local aviation community, and ensuring their integration into the airspace will promote safety and allow for the continued growth of microlight and light sport aviation in the region.

<u>General</u>

The overall sentiment and discussions were positive and constructive, the effort and time taken to ensure proper industry consultation was welcomed and appreciated. A further follow up meeting will be held towards the end of October, further inputs and continued participation is encouraged.
Attendance List

Name	Organization
Andy Cluver	Civair
Boy Louw	Morningstar
Clive Allisen	Radio Flyers
Deidre Davids	CWA
Deon Cloete	CWA
Derek Lord	SFC
Hein Reid	CWA
Johan Kruger	CWA
Louis Stanford	SAPHA / Aero Club SA
Mark Wilkinson	CWA
Mynard Slabbert	Stellenbosch
Richard Hope	Cape Town Flight Training Centre
Rob Russell	Private
Sean Bradshaw	ACSA
Tina Hunter	MISASA / Diemerskraal Sky Diving
Willie Marais	Crop Sprayer
Louis Van Wyk	Aerosport

WINELANDS . A CRO

CWA AIRSPACE STAKEHOLDER ENGAGEMENT 01 OCTOBER 2024

an XI
1-
(1)
<i>D A</i> .



.

Discussion Points

1 Opening Remarks (Mark and Hein)

- a. Mark and Hein provided background information on the purpose of the engagement, setting the scene for discussions. They emphasized the importance of gathering operational requirements from stakeholders and ensuring smooth integration of Cape Winelands Airport (CWA) into the broader airspace framework.
- b. The engagement with affected airspace stakeholders is focused on gathering the operational requirements of existing flight activities around Cape Winelands Airport (CWA). This is the second engagement of this nature, and additional sessions will be held to ensure that all stakeholders are considered. While this process does not replace the formal Environmental Impact Assessment (EIA), it is essential for incorporating CWA's operations into the broader airspace framework.
- c. Airspace design and approval are governed by a distinct regulatory process managed by the South African Civil Aviation Authority (SACAA), the competent authority. The objective is to ensure seamless integration of current and future operations within the airspace, prioritizing safety, efficiency, and adherence to regulatory and environmental standards.
- d. Although separate from the formal EIA process, the Environmental Assessment Practitioners (EAPs) overseeing the EIA for the CWA development are kept informed. They receive updates on attendees and a summary of discussions from these stakeholder engagements.
- e. Hein emphasized that Cape Winelands Airport is intended to be a community airport, welcoming all types of planes and aviation activities.

2 Controlled Burning by Farmers (Koos Blanckenburg))

- a. Koos noted that visibility at Cape Winelands Airport (CWA) could occasionally be reduced due to controlled field burning by farmers.
- b. This is a monitored process, carried out every 4-5 years by professional teams.
- c. Procedures to address the specific requirements for controlled burning of nearby fields will be developed in close consultation with all affected parties. These procedures will ensure that visibility impacts and any potential risks to air traffic operations are effectively managed. Once agreed upon, these protocols will be formally integrated into the Cape Winelands Airport (CWA) Air Traffic Control Operating Procedures, establishing clear guidelines for coordination between local farmers, professional monitoring teams, and air traffic control. This incorporation will help maintain safe and efficient operations while supporting the necessary agricultural practices in the surrounding area.

3 Interest from Towing Motor Gliders (Findlay Smith, TMG)

- Expressed interest in operating from CWA for glider launches using towing methods.
- b. Procedures for controlled field burning near Cape Winelands Airport will be developed with input from all parties, including towing motor glider operators. These protocols will be integrated into CWA's Air Traffic Control Operating Procedures, ensuring safe operations while accommodating both agricultural practices and the needs of the glider community.

4 Concerns from Diemerskraal Paradrop Club (Blake)

- a. Blake was concerned that opening CWA's CTR (Control Zone) would further restrict Diemerskraal's operations.
- b. It was clarified that Diemerskraal, located north of CWA, would only be affected by FACT TMA as it currently is.

- c. Blake raised concerns about traffic for RWY19 impacting his paradrop operations; ATNS representatives confirmed that radar coverage in the area would permit safe climbing for paradrops.
- d. Procedures for parachuting operations near Cape Winelands Airport will be developed with input from all affected parties and Diemerskraal parachuting operators. These protocols will be integrated into CWA's Air Traffic Control Operating Procedures, ensuring safe operations while accommodating agricultural practices and the specific needs of both communities.

5 RPAS Operations (Banzee, ATNS FACT)

- a. Questioned how RPAS would be managed within the airspace.
- b. The important issue regarding drone management at Cape Winelands Airport (CWA) is recognized. We acknowledge the growing significance of drone operations within our airspace and are committed to ensuring their safe and efficient integration. In line with this commitment, CWA will adhere to established drone management principles, which will be seamlessly integrated into our Air Traffic Control operations at CWA.

6 Airspace Adjustments (Tina, Glider Association)

- a. After a presentation on potential airspace solutions, Tina suggested relocating the northern boundary of FAD69 further north and reducing the upper limit of Sector
 B. This adjustment would support training requirements in the area and facilitate
 IFR approaches to Cape Winelands Airport (CWA), allowing operators from Morningstar, Stellenbosch, Diemerskraal, and Winelands to operate effectively without impacting IFR traffic.
- b. The requirements outlined will be included in the final airspace design.

7 Expansion of FAD69 (Tina, Findlay, Daan from Diemerskraal)

- a. Suggested widening (not raising) FAD69 to provide a safer operational area for trainers, addressing safety concerns with multiple operators currently in the area.
- b. See item 6 above.

8 Stellenbosch Flying Club (Derek Lord)

- a. Derek Lord made a significant contribution to the meeting by presenting and explaining several practical proposals designed to integrate all identified airspace design requirements. His comprehensive approach focused on aligning the diverse needs of stakeholders, ensuring that safety and operational efficiency were prioritized. Derek outlined specific strategies for revising airspace structures and improving coordination among users, fostering a collaborative environment.
- b. It was agreed that all participants would present their draft proposed solutions for the airspace requirements as previously identified by the various stakeholders, facilitating a thorough evaluation and encouraging a unified direction for future developments.

9 Request for Flight Procedures Designer (Members)

- a. Stakeholders requested that a Flight Procedures Designer (FPD) be available for the next meeting to discuss potential airspace limitations and solutions.
- b. CWA agreed to request an ATNS FPD for the next meeting.

10 Meeting Agenda and Scheduling

- a. Tina and others requested an agenda be distributed before the next meeting to improve structure and efficiency.
- b. All parties agreed to hold the next meeting on 14th November at CWA, 09:00 local time.

11 Action Items

- a. <u>CWA</u>: Arrange a Flight Procedure Designer to participate in the next meeting.
- b. <u>Organizers</u>: Prepare and distribute an agenda before the upcoming meeting.
- c. <u>Participants</u>: All participants with proposed solutions/thoughts/inputs are to submit their solutions to the Organizers by 7 November 2024 in the prescribed format (form will be provided separately), which will allow the Flight Procedure Designer to provide initial input. This will facilitate a thorough evaluation and encourage a unified direction for future developments.

Attendance List

Name	Organization
Andy Cluver	Civair
Clive Allisen	Radio Flyers
Deidre Davids	CWA
Deon Cloete	CWA
Derek Lord	SFC
Hein Reid	CWA
Johan Kruger	CWA
Louis Stanford	SAPHA / Aero Club SA
Mark Wilkinson	CWA
Richard Hope	Cape Town Flight Training Centre
Rob Russell	Private
Tina Hunter	MISASA / Diemerskraal Sky Diving
	ATNS
Koos Blanckenburg	TMG (Towing Motor Gliders)
Finly	
Blake	Diemerskraal Paradrop Club
Banzee	ATNS FACT APP Pool Manager
	Morningstar,



CWA AIRSPACE STAKEHOLDER ENGAGEMENT 22 OCTOBER 2024

NAME	SURNAME	CONTACT	E-MAIL	ORGANISATION	SIGNATURE
j				٠ <i>٥</i>	
			1.103. (0.21		
V -1.1					
		1.0.1.1			
		A	por give		6
			Maucadual		
			Katleyor		
, 0			A Lan La		
Albert					<u> </u>
	5				Cal.
			0 0/		X
		1			X A
					_
		Reg Mo 2	2018/346547/07		

CAPE CAPE CAPE Cape Winelands Aero, Lichtenburg Rood, R312, Durbanville +27 (D)86 124 7767 | www.copewinelands.aero

CWA AIRSPACE STAKEHOLDER ENGAGEMENT 22 OCTOBER 2024

NAME	SURNAME	CONTACT	E-MAIL	ORGANISATION	SIGNATURE
//					
	5				and for the second seco
		0	cere share	1	A C
	A	0		1	4
	0				*
4.5	-				
i la u	1			A1	AA
10.0.0.0					4H
Seler	-0.0				
		×			
	NY SALAR				
TANK AND AND					
					_

	CWA Airspace St	akeholder Enga	agement	
Organization	Inidividuals	Invite Sent	Attending	Note
Aorningstar Flying Club	Boy Louw	Yes	No	Awaiting Response
	Charl Starke	Yes	No	<u> </u>
Stellenbosch	Stuart Burgess	Yes		Awaiting Response
	Rikus Eresmus	Yes	Yes	
	Derek Lord	Yes	Yes	
	Mynard Slabbert	Yes		Awaiting Response
CTFTC	Findlay Smith	Yes	Yes	<u> </u>
	Andre Groenewald/Richard Hope	Yes	Yes	
	Frans Meyer	Yes		
Helivate	Hayley Cumming	Yes	No	Awaiting Response
Self	Rob Russell	Yes	Yes	
Crop Sprayers	Koos Blanckenberg	Yes	Yes	
	George Orsmond	Yes	Yes	
Silvercross	James Bolmerus	Yes		Awaiting Response
Civair Flight Charter	Andy Cluver	Yes	Yes	<u> </u>
FALPA	Carl Bollweg	Yes	Yes	
ALPA	Cobus Thoreien	Yes	No	
CAASA	Kev Storie	Yes	Maybe	Might join vitually
ATNS/ NASCOM Task Force	Simon Zwane	Yes		Awaiting Response
	James Davis	Yes		Awaiting Response
	Francois Barwise	Yes		Awaiting Response
	Mr Dhipak Lalla	Yes	No	On leave, Katlego to confirm
	Ms Katlego Swbopa	Yes	Yes	
	Mzubanzi Ngcauzele	No	Yes	
	Obakeng Tselapedi	No	Yes	
	Nicolene Minnaar	No	Yes	
	Tyrone Spykerman	No	Yes	Recommended by Katlego
	Ashley Kurtz	No	Yes	
	Seth Butow	No	Yes	
	Thato Fokazi	No	Yes	
SAHPA / Aero SA	Louis Stanford	Yes	Maybe	Might join vitually
Self	GregVos	Yes		Awaiting Response
CWA	Deon Cloete	Yes	No	
	Nick Ferguson	Yes	Yes	
	Mark Wilkinson	Yes	Yes	
	Deidre Davids	Yes	Yes	
	Adele Klingenberg	Yes	Yes	
	Hein Reid	Yes	Yes	
	Johan Kruger	Yes	Yes	
SCA	Mark Mclean	Yes		Awaiting Response
	Sean Bradshaw	Yes	No	
	Hlubikazi Matshili	Yes		Awaiting Response
Diemerskraal Airfield	Daan Mrokel	Yes		Awaiting Response
SAAF	Jolanda Rossouw	Yes	Yes	
Aerosport	Louis Van Wyk	Yes	Yes	
Astroco	Willie Marais	Yes	Maybe	
	Tina Hunter	Yes	Yes	
	Clive Allison	Yes	Yes	

Diemerskraal Airfield Meeting

From: Deon Cloete <d.cloete@capewinelands.aero> Sent: Friday, 11 October 2024 10:02

To: Amanda Fritz-Whyte <amanda@phsconsulting.co.za>; Paul Slabbert <paul@phsconsulting.co.za> Cc:

Subject: Fwd: CWA Airspace Stakeholder Engagement 01 October 2024 - Summary Notes

Morning Amanda and Paul;

The following for your information and records please. Please also note that we met earlier this week with the owner and operator of the Diemerskraal Airfield, we had constructive and positive engagements, Daan Morkel the owner will be joining us for the follow up engagements.

Regards; Deon

Minutes of Meeting: Airspace Session – 14 November 2024

Date: 14 November 2024

Time: 09H00

Location: Cape Winelands Airport

Agenda

1. Discussion on Airspace Change Process

- Presentation by John van Hoogstraten.

2. Airspace Solutions Presentations

- a. Derek Lord (SFC/Airlink).
- b. Richard Hope (CTFTC).

1 Airspace Change Process (John's Presentation):

- a. Highlighted the need to summarize industry input into ~10 design principles.
- b. Compared CT airspace to Melbourne, citing predictability issues due to nonstandard procedures by operators.
- c. Advocated for time-based separation criteria to resolve speed disparities in mixed-fleet scenarios.

Dhipak's Query:

- a. Addressed fleet mix challenges at CTIA and JNB, suggesting vectoring as a solution.
- b. John emphasized the importance of predictability.

2 Proposed Solutions

2.1 Derek Lord's Proposal

- a. Creation of Winelands CTR.
- b. Design of Winelands SIDs/STARs with impacts on FAD69A/B:
- c. Reduction in the northern section, offset by expansion to the south (benefiting General Aviation GA).
- d. Suggested Class E airspace for FAD69A to retain control without tower contact.

2.2 Richard Hope's Proposal

- a. Winelands CTR dimensions under review.
- b. Similar adjustments to FAD69A/B as Derek's proposal, with extensions on the western boundary to benefit GA.
- c. Access routes to Winelands CTR based on actual landmarks.
- d. Rationalization to reduce frequency switching.

2.3 <u>Additional Notes:</u>

- a. A total review of the airspace design in the Western Cape to be undertaken.
- b. Consider trimming the overlap of Winelands CTR with the NE corner of CT CTR.
- c. Solutions must remain viable before and after FACT runway 16/34 closure.

3 Design Principles and Noise Impact

- a. Agreement to include futureproofing, addressing new factors like noise impact.
- b. Confirmed that Stellenbosch Town is unaffected by proposed designs.

4 Technical Considerations

4.1 <u>CWA CTR dimensions</u>

a. Based on 3-deg and 3.2-deg glide slopes, 5%-8% departure gradients.

- b. Adjustments to minimize impact on FAD69A/B.
- c. Need to overlap with NAMPA for assessment.

5 Actions and Next Steps

- a. Prepare Meeting Notes Deadline: 25 November 2024.
- b. Engage Stakeholders:
 - a. Airlines and Operators. Airline input to be sourced both from direct engagement and via Associations
 - b. ATNS on Commercial Offering and WC Review.
- c. Prepare a Design Principle Report Draft by early December 2024.
- d. Seek Comments By mid-December 2024.
- e. Final Airspace Design Transition to in-person reviews by January 2025.

Attendance Register

Name	Abbreviation	Organisation	
Gareth Davies	GD	ATNS	
Nicolene Minnaar	NM	ATNS	
Jolanda Rossouw	JR	SAAF-Ysterplaat	
Juanita Jugman	11	SAAF-Langebaan	
Derek Lord	DL	FASH/Airlink	
Rob Russell	RR	Ex-ATC	
Deon Cloete	DC	CWA	
Richard Hope	RH	CTFTC	
Findlay Smith	RH	CTFTC/Gliders	
Tyrone Spykerman	TS	ATNS	
Dhipak Lalla	DL	ATNS	
Katlego Sebopa	KS	ATNS	
Mark Wilkinson	MW	CWA	
Hein Reid	HR	CWA	
Tina Hunter	ТН	MISASA/Diemerskraal	
Louis Van Wyk	LV	Aerosport	
Obakeng Tselapedi	ОТ	ATNS	
John Van Hoogstraten	JV	Straten CSL (Virtual)	
Kev Storie	KS	CAASA	
Paul Cumming	PC	Helivate	



Minutes of Meeting: Airspace Session – 2 April 2025

Date: 2 April 2025

Time: 09:00

Location: Protea Hotel, OR Tambo Airport, Kempton Park & MS Teams

Agenda

- 1. Opening Remarks & Meeting Objectives Hein Reid
 - a. Welcome address and Project Overview Mark Wilkinson
 - b. Meeting objectives Hein Reid
- 2. Background & Stakeholder Engagement Summary Hein Reid
- 3. Presentation of Draft Airspace Designs John van Hoogstraten
- 4. Airline Community Requirements Capt. Johan Wessels
- 5. Formation of Technical Team Hein Reid
- 6. Next Steps & Deliverables Hein Reid
- 7. Closing Remarks & Adjournment Hein Reid

1. Opening Remarks & Meeting Objectives

- a. Hein Reid welcomed all participants and informed everyone that CWA is in the middle of its fourth round of public participation for the environmental authorisation for the CWA development, whereby this session forms part of its public consultation processes.
- b. Mark Wilkinson delivered a comprehensive project overview, outlining the objectives and strategic intent behind the airspace redesign initiative. This presentation also specifically covered why there is a need for the second airport in Cape Town, as well as the benefits to airlines that are enabled by virtue of CWA's availability as a closer alternate for flight operations into



Cape Town, thereby playing a complementary role to Cape Town International Airport.

- Airline members in the room expanded on the current operational and commercial challenges faced by them because of the prohibitive distance of CTIA's nearest alternate, validating how the existence of CWA will add substantial value to their operations into Cape Town and to CTIA.
- c. Hein Reid presented the meeting objectives, emphasizing collaboration, input collection, and alignment of expectations.

2. Background & Stakeholder Engagement Summary

- a. Presentation delivered a summary of past engagements with general aviation stakeholders.
- b. Hein Reid shared:
 - i. A summary of concerns previously raised, such as equitable access, safety, and procedural clarity.
 - ii. Proposed solutions including regular industry briefings and adjusted separation standards.
- c. Overview of stakeholder mapping and the level of industry involvement to date.

3. **Presentation of Draft Airspace Designs**

- a. Presented the proposed airspace structure, highlighting:
 - i. No impact on CTIA traffic flows.
 - ii. Suggested Size of the CTR: Boy Louw on behalf of Morningstar expressed his concern about the proposed size of the CTR and that the proposed 12NMs extension to the North of the Runway would 'cut off' Morningstar from the FAD69A and that they would have to fly around the CTR now. Johan Van Hoogstraten and Derek Lord

WINELANDS • ARO 124 7767 | Winklands Aero, Lichtenburg Road, R312, D +27 (0)86 124 7767 | Winklands Aero, Lichtenburg Road, R312, D

proposed a possible VFR Route at Altitude 2500ft could possibly work and should be considered or investigated.

- iii. D69 impact. Derek Lord expressed his concerns that nothing has been done to accommodate Stellenbosch Flying Club transiting to the FAD69A. He raised concerns the GA had about 'losing' airspace to train as expressed in previous meetings. Derek was advised that CWA is still at the same stage of Stakeholder engagements as when the GA Community was consulted. Mark Wilkinson said that solutions to free up and/or create more airspace for GA were being considered, akin to a quid-pro-quo situation to mitigate the impacts raised by Boy and Derek. From this meeting onwards all Airline and GA Concerns will be combined in the work that is to follow in order to show a consolidated proposal.
- iv. Efficiency-enhancing measures and potential benefits for all users. John van Hoogstraten expressed the importance of the 'Western Cape' Airspace (TMA) that needs a total overhaul to comply with international standards. The introduction of PBN at CWA and in general the Cape Town TMA will be essential to the fuel saving plans. It was also, however, confirmed that even without a total airspace overhaul, CWA could still be accommodated into the existing airspace.

4. Airline Community Requirements

- a. Capt. Johan Wessels presented:
 - i. Specific requirements for airspace design to support operational predictability and fuel efficiency.
 - ii. Desire for early and consistent inclusion in procedure design processes.

5. Formation of Technical Team

- b. Process initiated for forming a technical working team.
- c. Specialists from airlines, and air navigation service providers were nominated and accepted. See attached list.
- d. Team tasked with providing detailed inputs into airspace design and testing, with the view of presenting feasible solutions at the next meeting.

6. Next Steps & Deliverables

- a. Key Takeaways:
 - a. Strong industry support for inclusive and transparent development.
 - b. Agreement on the importance of data-driven design revisions.
- b. Timeline for revisions shared, with the next engagement tentatively scheduled for first week in May 2025
- c. Commitment to ongoing industry representation throughout the process.

7. Closing Remarks & Adjournment

- a. Final thanks extended to all attendees for their contributions.
- b. Meeting adjourned with emphasis on continued collaboration and technical team activation.

Action Items

1. Share Draft Airspace Design Documents

- Responsible: John van Hoogstraten
- Due: Before next technical team meeting

2. Compile Airline Input Summary

- *Responsible:* John van Hoogstraten
- *Due:* Within 7 days for inclusion in design considerations

3. Form Technical Working Team

- Responsible: Hein Reid
- Due: Confirm members and schedule kick-off meeting within 2 weeks

4. Schedule Next Technical Meeting

- Responsible: Hein Reid
- Due: Tentative date to be proposed within 1 week

5. Develop Revised Timeline for Airspace Design Process

- *Responsible:* Project Team
- Due: Share with all stakeholders by next meeting



Attendees

Name	Organisation
Capt. Annabel Vundla	SAA
Boy Louw	Morningstar
Des Warden	Lift / Global
Ewie Loubser	CWA
Jennifer Smith	ACSA
Mark Wilkinson	CWA
Johan Kruger	CWA
Hein Reid	CWA
Kobus Nel	CWA
Justeyn van Zyl	ACSA
Sean Bradshaw	ACSA
Hlubikazi Matshili	ACSA
Kev Storie	CAASA
John van Hoogstraten	Straten CSL
Jolanda Rossouw	SAAF
Dhipak Lalla	ATNS
Francois Barwise	ATNS
Johan Wessels	SAFAIR
Cobus Toerien	AYPA-SA
Sarah Bruce	BARSA
Derek Lord	Stellenbosch / Airlink

Technical Task Team

Name	Organisation
Capt. Annabel Vundla	SAA
Jennifer Smith	ACSA
Justeyn van Zyl	ACSA
Johan Kruger	CWA
Hein Reid	CWA
Kev Storie	CAASA





John van Hoogstraten	Straten CSL
Francois Barwise	ATNS
Banzi Ngcavzele	ATNS
Tyrone Spykerman	ATNS
Capt. Johan Wessels	SAFAIR
Cobus Toerien	AYPA-SA
Derek Lord	Stellenbosch / Airlink

APPENDIX H

PUBLIC OPEN DAY SUMMARY REPORT - 20 NOVEMBER 2024



The Proposed Expansion of the Cape Winelands Airport EIA

(DEA&DP REF: 16/3/3/2/A5/20/2046/24)

Public Open Day

At Goedgeleven Venue, Klipheuwel Road, Durbanville

20 November 2024

Time: 14:00 – 20:00

As part of the Environmental Impact Assessment (EIA) process for the proposed expansion of the Cape Winelands Airport, an interactive public open day was held on 20 November 2024. The event took place from 14:00 to 20:00, providing attendees with a six-hour window for focused and flexible engagement.

The open day was advertised in the *Tygerburger* on 13 November 2024. Additionally, all registered Interested and Affected Parties (I&APs) were notified directly via email or SMS. Information about the event was also included on site notices as well as notices displayed at the Fisantekraal Library.

The open day aimed to provide stakeholders and the public with detailed insights into various aspects of the project through a series of interactive stations, each representing a specific field of study within the EIA. These stations included:

- Biophysical
- Socio-economic
- Noise
- Air quality
- Land use Planning
- Visual impact
- Transport
- Engineering
- Aviation

Any queries related to specialist fields outside of the above were accommodated by the PHS Consulting staff present.

Each station was manned by the relevant specialists and featured explanatory visuals tailored to the specific field. This allowed attendees to explore the information, ask questions directly to the experts, and gain clarity on aspects of concern or interest.

The open day was strategically scheduled early in the 30-day comment period to equip the public with valuable information, enabling them to submit informed comments. The flexible format of the event allowed visitors to engage with specialists at their convenience. This approach is an

efficient method for delivering comprehensive information while fostering meaningful dialogue between stakeholders and the project team.

PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT 1) NOTICE OF PUBLIC PARTICIPATION PROCESS - COMMENTING PERIOD 13 NOV TO 13 DEC 2024 2) NOTICE OF A PUBLIC OPEN DAY ON 20 NOVEMBER 2024 AT GOEDGELEVEN VENUE. KLIPHEUWEL RD, DURBANVILLE FROM 14H00 TO 20H00 DEA&DP Ref No. 16/3/3/2/A5/20/2046/24 Notice is hereby given of an In-Process Public Participation Process (Statutory Environmental Impact Assessment Phase) in terms of the National Environmental Management Act, 107 of 1998 (NEMA), as amended, and the EIA Regulations 2014, as amended Application for authorisation to DEA&DPL Development Management, to undertake the following activities: LN1: 9, 10, 12, 13, 16, 19, 24, 25, 26, 28, 48, 56, 61; LN2: 1, 4, 7, 15, 27; and LN3: 1, 2, 3, 4, 12, 18, 19. The procedures for a Scoping/EIA process are being followed for this application. Registration of Waste Management Facilities at DEA&DP: Waste Management wrt the National Norms & Standards in terms of the National Environmental Management Waste Act, 59 of 2008. Request is made for the DEA&DP: Development Management to define or adopt a Maintenance Management Plan for a watercourse in terms of the National Environmental Management Act 107 of 1998, EIA Regulations, 2014, as amended. DWS Ref No: WU33620 Notice is hereby given of a Public Participation Process in terms of Regulation 267 of the National Water Act, 36 of 1998 (Government Gazette 40713 of 24 March 2017). An application for a Water Use Licence has been submitted to DWS Provincial. The applicant wishes to apply for a Water Use Licence in terms of S21 (a); (b); (c & i); (e), (f); & (g) of the National Water Act, for the following activities: abstraction of water from boreholes; storage of water in stormwater ponds and reservoirs; impeding or diverting the flow of water in a watercourse; altering the bed, banks, course or characteristics of a watercourse; engaging in a controlled activity identified as such in section 37(1) or declared under section 38(1); discharging waste or water containing waste into a water resource; disposing of waste in a manner which may detrimentally impact on a water resource. -Applicant: CAPEWINELANDS AERO (PTY) LTD Location: The proposed site is located approx. 10.5km northeast of Durbanville, on the R312 and approx. 6km North of Joostenberg Vlakte, on the R304. The development area is located on the following farms: 10/724, RE/724, 23/724, 7/942; RE/474, 3/474, 4/474. Proposal: A phased airport development approach that includes the construction of a primary Code 4F runway with a length of 3.5km. Associated airport infrastructure for landside and airside use will also be phased based on market demand. Availability of report and opportunity to participate: The In-Process Draft Environmental Impact Assessment Report, Water Use License Technical Report, Waste Management Plan, Maintenance Management Plan and supporting documents will be available on our website www.phsconsulting.co.za, and a hard copy will be at the Fisantekraal Public Library (021 444 9259) for a 30 day commenting period, from 13 Nov 2024 up to and inclusive of 13 Dec 2024. Should you not be able to access the report, please contact the Environmental Assessment Practitioner (EAP) at the details below. THE PUBLIC IS WELCOME TO ATTEND THE OPEN DAY ON 20 NOVEMBER 2024 AT GOEDGELEVEN VENUE, KLIPHEUWEL RD, DURBANVILLE FROM 14H00 TO 20H00. You are welcome to register and/or provide written comments on the application. Further correspondence on this application will only be with registered Interested and Affected Parties (I&APs). Should you wish to register, individuals are required to send their name and contact details or comments to PHS Consulting at the contact details below. Individuals who need special assistance, may request assisstance in recording their comments or objections, at the details below. Alternatively, a voicenote can be sent via Whatsapp to the cell number below. **FAP Contact Information:** PHS CONSULTING (Attention: Amanda Fritz-Whyte) Address: PO Box 1752, Hermanus, 7200 Tel: 028 312 1734; Cell: 072 630 8716 (whatsapp) ΡH Email: amanda@phsconsulting.co.za

Figure 1: An advert was placed in the Tyger Burger to advertise the Public Open Day

TYGERBURGER Durbanville Woensdag, 13 November 2024

Skolenuus // Schools News

Ouers krap saam kop by Gene Louw

Dicktober en 2 November sy eerste RoboRookles-robotikakompetisie vir grondslagfaseleerders aangebied. Dit het behels dat gr. 2 en gr. 3-deelnemers elk saam met een van hul ouers werk om 'n robot volgens spesifieke instruksies te bou en te kodeer om sekere take uit te voer. Die organiseerders het soveel inskrywings ontvang dat twee sessies vir elke graadgroep gereël moes word. Elke span se bouproses en kodering is beoordeel om 'n wenner per sessie te bepaal. bepaal.

bepaal. ChinguBots se Aikiro-robotikastelle, wat ook by die skool in die robotika-klas gebruik word, is vir die kompetisie ingespan.

NUUSKIERIG

NUUSKIERIG "Behalwe om robotika op 'n prettige manier te bevorder, was hlerdie insisiatef ook daarop gemik om ouers wat dalk nuuskierig is oor wat hul kinders in die robotikaklas leer, betrokke te kry en hulle die geleentheid te gee om op gelyke voet saam aan lets te werk." sô Amanda Heath, die skool se kodering- en robotika-opvoeder vir die grondslagfase. Te oordeel aan die terugvoer van deelnemers, het die kompetisie nie net in dié dool geslaag nie, maar alle verwagtings oortref. Kurt, wat saam met Mia 'n robotkarretjie moes bou en kodeer, sê hy is verstom deur die impak van die ervaring." Dit was ongelooflik. Dit was sô lekker om saam met haar probleme op te o. Die loeisee denkw wat die kinders

lekker om saam met haar probleme op te los. Die logiese denke wat die kinders nou leer, is goed wat ons nooit geleer het toe ons jonk was nie.

"Die beste deel was dat ek en my pa lekker kon saamwerk ..." Karli van der Riet



a Barnard (gr. 2) en sy ma, Deloryse, sit e bymekaar om hul robot te voltooi.

"Die beste deel was dat ek en my pa lekker kon saamwerk en tyd saam deurbring," sê Karli van der Riet (gr. 3), wat saam met haar pa, Kobus, deelgeneem het.

deeigeneem net. Die gr. 2-wenners was Ruan de Wind en sy pa, Hanno, en Mia van der Walt en haar pa, Kurt. Van die gr. 3's het Salome Ledner de Salome Josling en haar pa, Jacques, en Euan Vosloo en sy pa, Basil, met die louere weggestap.

PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT 1) NOTICE OF PUBLIC PARTICIPATION PROCESS - COMMENTING PERIOD 13 NOV TO 13 DEC 2024

2) NOTICE OF A PUBLIC OPEN DAY ON 20 NOVEMBER 2024 AT GOEDGELEVEN VENUE, KLIPHEUWEL RD, DURBANVILLE FROM 14H00 TO 20H00

DEA&DP Ref No. 16/3/3/2/A5/20/2046/24

Notice is hereby given of an In-Process Public Participation Process (Statutory Environmental Impact Assessment Phase) in terms of the National Environmental Management Act. 107 of 1998 (NEMA), as amended, and the EIA

Application for authorisation to DEA&DP Development Management, to undertake the following activities: UM1:9, 10, 12, 13, 16, 19, 24, 25, 26, 28, 48, 56, 61; LN2; 1, 4, 7, 15, 27; and LN3; 1, 2, 3, 4, 12, 18, 19. The procedures fi a Scoping/EIA process are being followed for this application.

Registration of Waste Management Facilities at DEA&DP: Waste Management writ the National Norms & Standa terms of the National Environmental Management Waste Act, 55 of 2008.

Request is made for the DEA&DP: Development Management to define or adopt a Maintenance Management Plan for watercourses in terms of the National Environmental Management Act 107 of 1998, EIA Regulations, 2014, as

DWS Ref No: Wu33620

Notice is hereby given of a Public Participation Process in terms of Regulation 267 of the National Water Act, 36 of 1996 (Government Gazettis 40713 of 24 March 2017). An application for a Water Use Licence has been submitted to DWS

The applicant wishes to apply for a Water Use Licence in terms of S21 (a): (b); (c & D; (c), (f); & (g) of the Nations Water Act, for the following activities; abstraction of water from borencles; storage of water in stormwater ponds an rememory of the following activities; abstraction of water from borencles; storage of water in stormwater ponds an rememory of the following activities; abstraction of water from borencles; storage of water in stormwater ponds an discharging water and an an an antibility identified as such in section 37(1) or declared under material discharging water in a manner which materiality interfield as such and the section store and the section and detrimontally impacton a water resource; -

Applicant: CAPEWINELANDS AERO (PTY) LTD

Location: The proposed sits is located approx. 10.5km northeast of Durbanville, on the R312 and approx. Biom North of Joostenberg Vlakte, on the R304. The development area is located on the following farms: 10/724, RE/724, 23/724, 7/942; RE/r47, 3/47, 4474.

Proposal: Aphased airport de of 3.5km. Associated airport in

Availability of report and opportunity to participate: The in-Process Draft Environmental Impact Assessment Report, Water Use License Technical Report, Water Management Plan, Maintenance Management Plan and supporting obcuments will be available on our wohler <u>www.pchsecust.utra</u> can a hard cory will be at the Fisanskaal Public Ultersry(021 444 9269) for a 0 day commenting pend, from 34 Nev 2024 up to and Inclusives of 13 Dec 2024, Shoul you not be able to Eases the report, beade contract the Environmental Assessment Fractbord (E-P) attra balaits balaw.

THE PUBLIC IS WELCOME TO ATTEND THE OPEN DAY ON 20 NOVEMBER 2024 AT GOEDGELEVEN VENUE, KLIPHEUWEL RD, DURBANVILLE FROM 14H00 TO 20H00.

are welcome to register and/or provide written comments on the application. Further correspondence on this cation will only <u>be with registered interested and Affected Parties (BAPB)</u>. Should you wish to register, individual ser relate use and reima and contact details or comments to PHS Consulting at the contact details below, individuals who is pecall assistance, may request assistance in recording their comments or objections, at the details below. Individuals who can be entiv that Mitaspo the objection transfer to register, and the details below.





Ruan de Wind (gr. 2), wat met sy pa, Hanno, saamgespan het, ontvang sy prys van Amanda Heath, kodering- en robotika-opvoeder.



Evan Vosloo (gr. 3), wat saam met sy pa, Basil, deelgeneem het, ontvang sy prys van Amanda

Curro dribbles into Cape Town with soccer schools

Curro Holdings is expanding the Pitso Mosimane Soccer Schools (PMSS) programme to six additional schools in 2025, including Meridian Pinchurst in Durbanville and Curro Academy Sandown in Parklands – introducing the programme to the Western Cape for the first time. With a total of 17 Curro schools now on board the programme is driving a new

board, the programme is driving a new era in youth soccer development across the country, according to a media release by Curro Holdings. The other schools set to benefit from

The other schools set to benefit from the programme include Curro Academy Mbombela and Meridian Karino in Mpumalanga, Curro Academy Wilgeheuwel in Roodepoort and Meridian Rustenburg in North West. This expansion marks another milestone in Curro's ongoing partnership

with legendary football coach Pitso Mosimane, which began in January 2023. The group made history as South Africa's first school group to collaborate with the coach, launching PMSS at Curro Northern Academy in Polokwane and Curro Meridian Cosmo City in Rodenoort

Roodepoort. The arrival of the PMSS programme in the Western Cape marks a significant milestone.

The programme is poised to make a

The programme is poised to make a meaningful impact on youth soccer development in the province, inspiring young players and cultivating a competitive, skill-enhancing environment. The PMSS model provides a structured pathway for players aged 5 to 18, guiding them from grassroots development to high-performance training, according to the media release.

GENE LOUW SE NUWE HOOFLEIERS



Figure 2: An advert was placed in the Tyger Burger to advertise the Public Meeting



Mia van der Walt (gr. 2) het haar spanmaat, Pa Kurt, 'n ding of twee oor kodering gewys. Amano Heath, kodering- en robotika-opvoeder, wens haa er, wens haar geluk.



kodering- en robotikaopvoeder, met Salome Josling, wat een van die wenontwerpe met haar pa, Jacques, se hulp ou het.



Figure 3: Attendees were welcomed by the team and were requested to sign an attendance register (refer Appendix 1)



Figure 4: The PHS Consulting website illustrating the documents available for public comment along with the project flow and the EAP contact details were visually displayed.



Figure 5: EAP's contact details were displayed at each specialist station.



Figure 6: Attendees moved through the venue throughout the day, engaging with specialists on an ad hoc basis.



Figure 7: Attendees moved through the venue throughout the day, engaging with specialists on an ad hoc basis.



Figure 8: Attendees moved through the venue throughout the day, engaging with specialists on an ad hoc basis.



Figure 9: Attendees engaging with the noise and air quality specialist.



Figure 10: Attendees engaging with the noise and air quality specialist.



Figure 11: Attendees engagement at the engineering station.



Figure 12: Attendees engagement at the landuse planning station.



Figure 13: Attendee engagement at the transport station.



Figure 14: Attendee engagement at the aviation station



Figure 15: Attendee engagement at the visual station



Figure 16: Biophysical Visuals displayed during the open day



Figure 17: Seating areas were provided to allow attendees additional space for discussions.

APPENDIX 1: ATTENDANCE REGISTER


THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT OPEN DAY

DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref: WU33620

Date: WEDNESDAY 20 NOVEMBER 2024

Time: 14:00 - 20:00



Venue: GOEDGELEVEN

NAME	REGISTERED I&AP (v / x)	TEL NR	E-MAIL
Sede Vyl	×		I
Brott Lewick	×		
Martin Klein	_		
D. L. Septenson	X	_	
Jennifei Krugel	X	1	
D.J. Morker	×		
Tyania Nizontwana	*		

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL
Anne King	×	_	
Janine steyn	*	-	
Theresa Maurer	X		
Crizelle Paulisc	χ	-	
	×	-	
THINGS SMITH.	Χ.	+	
FRANS DE JONGH		K	
L'INETTE BALASILE	×	R	
Gehard Litpe	Υ	-	
Xander. V. Wyk.	×	-	
Géan Nothrage	7		June Colores

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL
Owen Monk	×	(
JAN Jugbert	Y	L	
Owen Monk JAN Jugbert Debach Manney	Y	L	



THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT OPEN DAY

DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref: WU33620

Date: WEDNESDAY 20 NOVEMBER 2024

Time: 14:00 - 20:00



Venue: GOEDGELEVEN

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL
Belt von Koelsveld	\checkmark	t	
Jenna von Bulow	×		
Jaco Ers	X		
JACO STRAUSS	*		
Shane Avondo	X	_	
Paul McWilliams	×		
Benned A Readwin	\times	N/ Com	VU WITH WITH I THAT I HAV ON TH

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
W. Adams	×	c		1- 11
R. MUISRHRZC	X	(
C. Goodwin	×	\subset		
ROB RUSSELL	\succ	9		
RUPERT MELLOR	\times	(2
PHILIP CLIPF	× 0	6		
JOHN KIRBY	v			,
RIN	X	9		
ROBERT VON 2m	4			
Alan King				1
Stewart Denise Raburson	Ŕ	2		, 200-1

NAME	REGISTERED I&AP (V / X)	TEL NR	E-MAIL
LacanBurger		(
Loretta Williams		c	
FODY VAN LYK	×		
J.Venter	8	c	
John Wilkinson	\times		
Corne' Vallun	×	C	
Patrik Maurz	\prec	-1	
Danie van Wyk	×		
DAVE ROBERS	$\stackrel{\scriptstyle \scriptstyle \times}{\sim}$	c	
RUDI ENGELKE	X	1	
LANCE	×		

NAME	REGISTERED I&AP (√ / x)	TEL NR	E-MAIL
Mr-Mry Mark Jones	×	L	
ARON VAN DER MERWE			
Sinage Ngawangu	×	e	
G. WESTRAADT.		C	
~ DREVER	×	C	
A MEYEN	X	¢	
Huon Zyl	\times	C	
Evan Schallengh	λ	C	
bironts Electholi	×	E	
N.EIS	\checkmark	C	
A. Pavish		¢	

:(



THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT OPEN DAY

DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref: WU33620

Date: WEDNESDAY 20 NOVEMBER 2024

Time: 14:00 - 20:00



Venue: GOEDGELEVEN

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL
Saskia verity	X	C	
N.C. Clough	\times	<	
L. Storm	\checkmark_i	3	
C VAN ZYN	\checkmark		
Clidre	4		
J.J. Mhaiki	×	t	
Tanja Burger	Х		······································

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL
Los. Sremmeg	\sim	ł	O-P-C-A
Eldred Smith	~	c	
J- BOLCHER	\ltimes	v	
K Burger	×		
C. TOLKEN	\times		
H. Warburton	X	٤	
BARRIE KING	X	1	
Jane Gerderman		C	
Sandy du Plessis	×	٢	
JP JONKER	×	C	
GAR-TH Ernandes	×	n	\sim

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL
SACQUES VILLER	X	4	
Robert Walsh	×	t	
Zana Williams	×	c	
Unati Hoyana	X	¢	
DARREU DEDEMAN	X	C	
Marais Thierze	×	c	
Mariel Burger	\times	C	
RICITARD PROMNITZ	×		
Michael Mulls	X	ť	
Jowatha. Bloom.	\times	¢	
Times Enting	X		· /// /

NAME	REGISTERED I&AP (√ / x)	TEL NR	E-MAIL
Leon Loos	V	1	
Jennifer Dias.			
John Langool	×	-	
latton UID Merry.	Y	ζ	
Ben Molebuka	Χ	N	
Ahen Coundary	\times	¢	
LMNN V. D. MERNE		-	
Coller Mogopaes.			
Banca von Zyl	×	_	
Vera Speelit	×	-	
ZIMKNITHA DYANTYI	A		I

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL
CONSTITUT GRAVELESSIEN			
Christian Roed	×	1	
Siyabulela Simon	Simo		
M. Mthwa	the		
Lo Dyobhani	A V		
(been	CAR	3	
Justin de la flunt	X	C	
1- Ba C	×	c	
Esmé Erasmus	EQ V	Ę	
Kaven Nothrogel			
SHAKIRAH ISAACS	82		

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL
Vhudi mumphasa	1		
DENNIS JONES		4	
Joyce Bosman Poter Bosman	X & Will		
Poter Bosmas	X) do.	C	
CRAIG FLANDWARY			
COBUS GIENMR	X	6	
Carin Pienoor	X		

APPENDIX 2: COPY OF SLIDEHOW ON DISPLAY



"The airport leaves the City, the City follows the Airport The Airport becomes the City"

Cape Winelands Airport



OUR COMPANY



Cape Winelands Airport forms part of rsa.AERO's network of airports. With a vision to own and operate a reputable and progressive network of selective domestic and international airports, rsa.AERO started the acquisition of airports in South Africa in November 2020 and currently has airports in the Free State and the Western Cape. rsa.AERO aims to have presence in all 9 provinces in South Africa over time as the airport network expands.



Cape Winelands Airport -Embedded Sustainability



"Working with our communities, partners and industry stakeholders for the benefit of the Environment, the Economy and Society overall."

PEOPLE

The airport as a catalyst for meaningful social change, benefiting the communities.



TRANSPORT

Winning cities have efficient transport systems, modern airports, and unrestricted air access, boosting regional competitiveness and accessibility.

PLANET

Aiming to be one of the world's greenest airports, we're focused on resource efficiency, self-sufficiency, and advancing aviation sustainability through our **GreenSkies programme.**

ECONOMY

Airports are economic hubs with a multiplier effect, making this capital investment one of the region's largest medium-term economic boosts.

The Airport as an Enabler...

THE CATALYTIC EFFECT OF CWA



Did you know that the introduction of CWA as a second airport in Cape Town is about...

...enabling accelerated growth, not imposing limitations



- ...creating new business and tourism nodes
-injecting efficiency into the aviation industry
- ...creating savings for the airline industry as an alternate airport for fuel planning purposes
- ...Helping to make Cape Town, the Western Cape & South Africa more accessible to visitors

...enabling sustained socio-economic growth...

What - Cape Winelands Airport Expansion

PROPOSED EXPANSION

WINELANDS . AERO

Traffic Forecast

- 2,0 MPPA by 2030
- 3,8 MPPA by 2040
- 5,2 MPPA by 2050
- Code 4 F Runway (A380)

Air Services

- General Aviation
- Scheduled Commercial Services
 - Domestic
 - International
- **Diversion Services**

Support Services

- Digital Air Traffic Control
- Cat 9 ARFF
- Ground Handling
- Fuel Facilities





CAPE WINELANDS AIRPORT: PHASE 1 EXPANSION TIMELINES

The following timelines are subject to regulatory approvals:

PLANNED OPENING END 2027/EARLY 2028



Ongoing Stakeholder Consultations

Does Cape Town really need a Second Airport?

DOES CAPE TOWN NEED A SECOND AIRPORT



YES...

LET'S CONSIDER WHY...

□ No other suitable location

□ Offering much needed redundancy

Global competitiveness

Given Set Up and Set



Underpinned by sustainable socio-economic impact...

CWA AS THE MOST SUITABLE LOCATION

WINELANDS . AERO

Why an alternative site is not feasible



No alternative site has been considered on the basis that:

- CWA is an **existing operational and licensed airport** that has been in existence for 80 years, operating at the current site.
- The expansion of CWA is being developed on a purely commercial basis and without government funding, on the principles of financial sustainability and viability, therefore it aligns with the Policy Statement 15 in the White Paper on Civil Aviation Policy (2017).
- As an upgrade of an existing airport rather than choosing a new site it **aligns with the preference expressed in the NADP (2015)** for "the upgrading of existing airports over development of green-field airports."
- Most of the application area earmarked for expansion is already owned by Cape Winelands Airport (Pty) Ltd.
- The potential cost of establishing an airport to the proposed project scale at an alternative greenfield site would prove to be excessive given that the current site and properties are already available, the site is operational as an airport and could be optimised due to available land to accommodate the proposed project.

CWA AS THE MOST SUITABLE LOCATION

WINELANDS . AERO

Why an alternative site is not feasible



No alternative site has been considered on the basis that:

- The CWA properties is **centrally located with various existing access points from regional roads**.
- Given the location, CWA is well positioned to provide a convenient and safe airport option for residents in the Cape Metropole and beyond. Road access to the site is through various safe routes and the site does not pose the restrictions and risk to expansion through squatting and land invasion.
- The land belonging to CWA is **already zoned as an airport**.
- The CWA properties has access to groundwater that can sustain 75% percentage of the water demand.
- The site can **tie into** existing and future planned **municipal service infrastructure.**

CWA AS THE MOST SUITABLE LOCATION

WINELANDS . AERO

Why an alternative site is not feasible



No alternative site could be identified that complies with all of the following **locational criteria**:

- a slope of less than 1 % over 4.3km and in the direction of the prevailing winds
- a site that is not located in a proclaimed nature reserve
- a site that is not in a physically built-up area, or so close that landings and take offs will be problematic
- a site that falls outside of Cape Town International Airport's (FACT) controlled airspace
- a site that is outside the Koeberg Nuclear Power Station (KNPS) exclusion zones

Considering **topography**, required **airspace integration** and **exclusion zones** (such as the Koeberg nuclear zone) an appropriate alternate site is not available in the region.

An airport should ideally be on the urban edge and not some distance outside or way inside the UDE. It needs to be close to urban infrastructure, but not in built-up areas. It needs to be accessible to freight and passengers with a well-established multi-directional road network and close to rail. Lastly, the preferred site location is leveraging off an existing airport which is a long-established land-use in this location.

DOES CAPE TOWN NEED A SECOND AIRPORT?

WINELANDS . AERO

"CWA is a closer airport for catchment areas within the 60-minute and 120-minute drive times."

CWA Traffic Forecast Report states the following "The maps on the left illustrate the catchment area of each airport within a 30minute and 60-minute drive respectively.

The catchment area based on 30-minute drive time favours CPT. In particular, it includes several neighbourhoods with relatively high-income households, such as the City Centre, Southern Suburbs, Somerset West, Strand and Bloubergstrand. That said, the longer driving time from these areas to CWA may be offset by a more pleasant and efficient passenger journey through the airport.

Catchment areas based on 60-minute and 120-minute drive time are fairly similar." CWA is a closer airport for the effective population based on 60-minute and 120-minute drive times.





Source: NACO, Effective Population with specific drive time of each airport (in thousands)

DOES CAPE TOWN NEED A SECOND AIRPORT?



YES....



Improve global competitiveness

Modern, efficient transport systems are key to the success and competitiveness of a country.

Unrestricted air access significantly improves a regions competitiveness.

All major cities in the world have more than one international airport.

The Western Cape, so reliant on Tourism, will benefit immensely from two major airports.



Underpinned by sustainable socio-economic impact...



YES....

Offering much needed redundancy

The region is extremely vulnerable with only one major airport. The closure of its main airport due to unforeseen circumstances leads to economic, social and reputational consequences. Flight diversions have a negative impact on the airlines and their passengers. Significantly enhanced passenger experience when diverted to an airport in the same city.



Future growth

Airports have long term planning horizons (20/30 years in advance). This airport is about the future growth of our region and country.
Proving much needed capacity for the General Aviation market.
The airport's location has strategic linkages to Drakenstein, Witzenberg, Stellenbosch and Breede Valley.
Opportunities to create new tourism and business nodes.
Ideally located to support the future growth of the region.

Underpinned by sustainable socio-economic impact...

CWA AS A PLANNING ALTERNATE FOR FUEL



Cape Winelands Airport is ideally located to serve as an alternate airport for reserve fuel planning for airlines flying into Cape Town. While the airline's primary destination remains Cape Town International Airport they designate Cape Winelands Airport as their alternate for reserve fuel considerations.



See our print outs to find out more



As an alternate airport for fuel planning purposes, CWA will save the airline industry major costs



See our print outs to find out more

Cape Winelands Airport From the Winelands, to the World...

APPENDIX I

COMMUNITY POLICING FORUM STAKEHOLDER ENGAGEMENT




Head of security for new airport Improving security situation around the Winelands International Airport SAPS: State of Safety Report (September)

Roleplayers: CoCT Law Enforcement CoCT Traffic CoCT Metro Police Ward Councillors VEP Cpf.durbanville@gmail.com



- +- 70 attendees as per attendance register
- Community notified that this is inclusive to the
 - EIA community consultation regarding security
- Presentation off the cuff was well received
- Community see project in positive light
- Were particularly concerned if we are

consulting with the right leadership in the

Fisantekraal Community

(2 questions to that effect)

• <u>http://www.phsconsulting.co.za</u> provided











Concerns about who are we speaking to in Fisantekraal















Orientation \rightarrow Proximity



Orientation \rightarrow Existing Airport



Orientation \rightarrow New airport overlay



Orientation \rightarrow Projection new airport





Orientation \rightarrow Routes





Security layers

Security Layers

Outer or First layer

Second Layer

Third Layer

Fourth Layer

Fifth Layer or Most inner layer

- \rightarrow Outer perimeter/Land side area beyond airport perimeter
- \rightarrow Security at Airport boundary protected areas
- \rightarrow Security at airside/landside boundary areas
- \rightarrow Security at airport operational areas
- \rightarrow Security at specific areas



Develop realistic and Pragmatic solutions

- Identification and design at potential hotspots
- Partnership with multilayer formal and informal local security platforms
- Use of vacant land and methods to prevent/mitigate the forming of informal settlements
- Acknowledging the crime/risk footprint associated with the industrial layers surrounding the airport.
- Acknowledging the crime/risk footprint associated with surrounding infrastructure.
- Acknowledging the organized crime/risk footprint associated with labour, supply and security in terms of multiple forms of extortion

Manifestation of crime in Outer perimeter





Opportunities associated with formal PUBLIC TRANSPORT.

- Inter Taxi conflict to dominate the route.
- Extortion of staff transport including vehicle hijacking against ransom
- Targeting of competitive forms of non-aligned transport
- Cartels that demand money to use specific routes
- Informal /taxi ranks



Opportunities associated with ESSENTIAL INFRASTRUCTURE

- Sabotage of infrastructure (Cable, structures, pipes, pumps, distributors, fences, signals & regulators)
- Disruption of infrastructure supply related to aviation fuel, electricity, water, fibre)



Opportunities associated with the establishment of INFORMAL DEVELOPMENTS

- Land invasion
- Development of chokepoints
- Service demands
- Hijacking of Infrastructure



Opportunities associated with VACANT LAND

- Land Invasion
- Informal taxi ranks (also mentioned under public transport)
- Spaza shops



Opportunities associated with CARGO DEPOTS

- Import and Export warehouses and courier companies
- Container depots and its movements (Trucks/Rail)
- Informal settlement development due to depot development on any adjacent vacant land



Opportunities associated with ROUTES AND ROADS

- Roads barricade with stones to delay or immobilize vehicles for the purpose of robbery.
- Smash and grab in areas where roads are naturally or deliberately congested to rob occupants.
- Vehicle Hijacking
- Valuable Cargo robbery enroute to or from the airport
- Kidnapping
- Road barricade associated with public unrest.



Opportunities associated with EXTORTION CARTELS in terms of

- Services,
- Supply,
- Security
- Theft of equipment
- Labour related matters
- Proximity access control



Opportunities associated with PROVIDING OF SERVICES

- Contracts
- Future service providers
- Subcontracts
- Food supply for workers/staff etc /Tuck shop)

Proactive Risk and Threat Assessment



We will actively identify and assess potential security risks, including physical threats and cybersecurity vulnerabilities, and take preventive measures to mitigate them before they lead to incidents.

The Cape Winelands Airport acknowledge the central role of threat and risk management and is deemed to be one of the first airports where the transition away from purely **Compliance Based** towards a **Risk and Performance Based** assessments

This is of critical importance and as such a much more pragmatic approach .

NATJOINTS instruction 2/2018(IMDTP)

INTEGRATED MULTI -DISCIPLINARY TACTICAL SECURITY PLAN

O BASICS

CAPE WINELANDS AIRPORT

INTEGRATED MULTI DISCIPLINARY TACTICAL PLAN BACKGROUND

 After sustained and increased incidents of crime targeting passengers and other users of ORTIA, the NATJOINTS issued NATJOINTS Instruction 2 of 2018 which demanded that an Integrated Multi-Disciplinary Tactical Plan be developed, approved, and endorsed by the Inter-Ministerial Committee in the Security Cluster for implementation. The Instruction was also extended to other Ports of Entry

Timeframe \rightarrow Preliminary

ACTIVITY	2024	2025	2026	2027	2028	2029
Security : Risk & Threat Assessment		\rightarrow				
Security : ASP Development		\rightarrow				
Security: Security Site Contractor		\rightarrow				
Security: Vetting Contractors/Suppliers			\rightarrow			
Security : Training & Technology					\rightarrow	
Security : Compliance Audits					\leftrightarrow	
CWA : EIA Process						
CWA : Apply → International Licence						
CWA : Finalise & Approve designs					\rightarrow	
CWA : Appoint Contractors & Suppliers					\rightarrow	
CWA : Earthworks & Construction					→	
CWA : Appoint/Training of permanent staff				→		
CWA : First flights commence					÷	
CWA : International Status						→

WINELANDS • A E RO



DURBANVILLE CPF ATTENDANCE REGISTER

2024/11/21 TIME:18h00 VENUE:_Durbanville Library Hall

CPF Members MEETING

ORGANISATION	NAME	EMAIL	CELL NR	SIGNATURE
SAPS	BRIE H.D.HENDRO	0		
DISTRICT BASSETT	PIETER LOUX	P		R
NHWFishterran	SholovonieJonia	18 2		
NHW Fis	Modelena de bruin	0		M7 Detoringn
NHW fisak	Zodwa Adan			EP .
Linn	LUNN			The second secon
MAURICE	NWH			A Company
habbayach CITY OF CAPE TOWN	Tryinga			Here
CITY OF CARE TOWN	1 ENGRE			

ORGANISATION	NAME	EMAIL	CELL NR	SIGNATURE
SMB	Sat Jubar			Salar P
isident	Wide Habra			the rold
Foffic	Jagbeline Lattering			1
				Acto
envidge NHW	Tommy Cato			Deato
11 ~ []	Drienie Cato			al.
	Lecone Driders			AID
CBD	DOWNING			- Day
assett Alarme	Bonny			
SKARS	TE PAULST.			
9129	ALAM			
ons Devl	LIBBY			Carly /
antellad Nitw	Shashalee			20
iora W	F. asthur	1		
		~		

DURBANVILLE CPF ATTENDANCE REGISTER

2024/11/21 TIME:18h00 VENUE:_Durbanville Library Hall

CPF Members MEETING

URBANVILLE CPF ATTENDANCE	REGISTER 2	024/11/21 TIME:18h00 VENUE:_Durbanville Library Hall	CPF Members MEETING
			700000
SECTOR 2 COMMANDER	Sgt Joubert		14390/
SECTOR 4 COMMANDER	W/O van Niekerk		Dian
VISPOL Commander	Cpt. Manqina		SIGNATURE
CITY OF CAPE TOWN	NAME		SIGNATORE
Law Enforcement	Peter Lourens		
	Lee-Ann Snyman		
	Deidre Thomas		
	Wayne Aldridge		
METRO Police	Annabel Wyngaard		
Principle Inspector Traffic	Erin Whare		
Principle Inspector Traffic	S eth Scha iler		
Solid Waste LE	Johannes Strydom		
EX OFFICIO COUNCILLORS	NAME		SIGNATURE
Ward 103	Gerhard Fourie		APGLOGY.
Ward 105	Francoise Berry		
Nard 112	Theresa Uys		198.
Vard 21	Hendri Terblanche		1 and 1
Vard 70	Ronel Viljoen		A CARLEND CONTRACTOR
R Councilor	Brendan Van Der Merwe		
R Councilor	Carl Joshua Pophaim		
Councilor	Chumani Kobeni		
Councilor	James Vos		
Councilor	Paul Jacobson		
Councilor	Sumaya Taliep		
Councilor	Raelene Arendse		
Councilor	Tami Jackson		
IEST SPEAKER	COLUMN DE MINISTRE		

JRBANVILLE CPF ATTENDANCE	REGISTER	2024/11/21 TIME:18h00 VENUE:_Durbanville Library Hall	CPF Members MEETI
	Sgt Joubert		Start -
SECTOR 2 COMMANDER	W/O van Niekerk		Atth
SECTOR 4 COMMANDER	Cpt. Mangina		
VISPOL Commander	NAME		IGNATURE
CITY OF CAPE TOWN	Peter Lourens		
Law Enforcement	Lee-Ann Snyman		
	Deidre Thomas		
	Wayne Aldridge		
METRO Police	Annabel Wyngaard		
Principle Inspector Traffic	Erin Whare		
Principle Inspector Traffic	Settr Settriler		
Solid Waste LE	Johannes Strydom		
EX OFFICIO COUNCILLORS	NAME		SIGNATURE
Ward 103	Gerhard Fourie		APGLOGY.
Ward 105	Francoise Berry		Hing
Ward 112	Theresa Uys		TK.
Ward 21	Hendri Terblanche		Net-
Vard 70	Ronel Viljoen		
R Councilor	Brendan Van Der Merw	e	
R Councilor	Carl Joshua Pophaim		
Councilor	Chumani Kobeni		
Councilor	James Vos		
Councilor	Paul Jacobson		
Councilor	Sumaya Taliep		
R Councilor	Raelene Arendse		
Councilor	Tami Jackson		

		10m
Anton Ollver - New Airport Security	ANTON	
		ATURE
CPF EXCO	NAME	Story
CHAIRPERSON	Louie	
VICE CHAIRPERSON	Keith	- Ha
SECRETARY	Heidi	110
ASSISTANT SECRETARY	Stephen	
TREASURER	Jacques	
PROJECT COORINATOR	Sandra	
PRO	Louise	INATURE
SECURITY COMPANIES	NAME	
	Dean J. van Vuuren	A
Bassett Alarms	Johan Hulme	Ŧ
	Divan Kotze	
2DF	Gareth Rowe	0
NI Security	Stephen Swartz	
-Adt	Charles Saayman	
	CHARL DU TOIT	
JC	Johanise Fouche	
OG	Clint Nel	
	Jacques Steenkamp	
P & I (PTY) Ltd	George Henry Ainslie	
	DEANDRE VAN NIEKERK	
tanium	Jeandre Putter	
	Chris Blatherwick	
unumtah	MARK PRESTON	HT WI

BANVILLE OPF ATTENDANCE A RACELOURSE	REGISTER 2024 JOLA Marthe Greaff Swyder)	549600 VENUE: Durbanville Library Hall	CPF Members MEET
	Denvin Lucas		
Morningstar NHW	Ryan Abrahams		
	Stuart Tanner		A
Nerina NHW	Willem Burger		Men on
	Amanda de Waal		Den
Tara NHW	Dawn de Villiers		255
	Chad Marshall		
Uitzicht NHW	Eric Buiman		
	Tine Ferreira		
Vierlanden Security Forum	Tim Stockhall		
	Tina van Huyssteen		
WPSF	Le Rische Meiring		GNATURE
SECTOR 4	NAME		
Durbanville Community Forum	Danny St Dare		its
Durbanvine community color	John Bezuidenhout		10
Durbanville Farm Watch	Andrew Young		
a the first and have	Andries Louw		
Durbanville Landbou	Rennie Brink		
	Heidi Stumpf		
Paveco Villas	Liezel Traut		R
	Janessa Stockhall		(A)
Village Action Network	Tim Stockhall		<t)< td=""></t)<>
SAPS	NAME		SIGNATURE
STATION COMMANDER	Col Munsamy		pget
SUPPORT SERVICES COMMANDER	LtCol Fisher		1 allan
ETECTIVE BRANCH COMMANDER	LtCol Xela		CHATHAR S
OMMUNICATION OFFICER/ VEP	Sgt Sithole		THE IS LOOKER

DURBANVILLE CPF ATTENDANCE	EREGISTER	2024/11/21 TIME:18h00 VENUE:_Durbanville Library Hall	CPF Members MEETING
		STILLID SIGN	ATURE
ALL SECTORS (1-4)	NAME	the second s	AL-
Community Victim Support Voluntee			ATURE
SECTOR 1	NAME		<u></u>
Fisantekraal NHW	Elizabeth Maans Christina Galant		
Mosselbank River Conservation Team			Mr.
	NAME	Gt	ATURE
SECTOR 3	Craig de Lucchi		
Kendal NW	Petrus Jacobus Johannes	s Uy	
	Heine Streicher		
Sonstraal East NHW	Henry Odendaal		March
	Keith Dalby		f inter
Sonstraal Heights NHW	Victor Calle-Sanchez		NBM -
	Jaques Rabie		Rase
Stellenberg NHW	Alet du Preez		
ECTOR 2	NAME	SI	GNATURE
	Etienne de Beer		Juit
urora Community Watch	Magda de Villiers		Marin (2)
	Lelanie Snyders		1
F Sector 2	Geoff Snyders		18
	Theo Andre Bruwer		ff
stGoedemoed WelwayParkEast NHW	Patricia Ann Roberts		
banvale NHW	Bandon Esterhuizen		
	Richard Vivian Downing		
anville CBD NHW	Jaco Johan Bekker		
	Andre Aggenbach		
onte	Tristan Schubart		

APPENDIX J

LUPA PRE-CONSULTATION MEETING NOTES



MEETING NOTES: SECTION 53 PRE-APPLICATION CONSULTATION

CAPE WINELANDS AIRPORT:

Meeting date:	25 November 2024
Time:	10:30 –13:00
VENUE:	TEAMS
Attendees:	PROVINCIAL OFFICIALS: Johann De Jongh (DEA&DP, Development Management) Helene Janser (DEA&DP, Development Management) Dalene Groenewald (DEA&DP, Development Management) Cor van der Walt (Western Cape Department of Agriculture) Bandile Ngcolomba (Department of Economic Development & Tourism) Ilse van Schalkwyk (Department of Economic Development & Tourism) Marek Kedzieja (DEA&DP, Spatial Planning) Natasha Bieding (DEA&DP, EIA Component) Barend du Preez (Western Cape Infrastructure, Road Use Management) CONSULTANT TEAM: Japie Hugo (Town Planner) Johan Brink (Innovative Transport Solutions) Adele Klingenberg (Cape Winelands Airport) Amanda Fritz-White (PHS Consulting) Deon Cloete (Cape Winelands Aero) Nick Ferguson (Cape Winelands Aero)
File reference:	15/3/2/12/BC5/N (preliminary file ref.)

ITEM	DISCUSSIONS AND ACTIONS	Responsible person
1.	WELCOME	
	Johann welcomed everyone to the meeting.	Johann de Jongh
2.	OVERVIEW	
	Introduction presentation.	Japie Hugo (Consultant Team)

3.	DISC	CUSSION	
	0	Formal discussion required amongst developer/consultant team and respective municipalities regarding the proposed name of the airport. The name needs to comply with the Provincial Geographic Names Committee and international guidelines for naming.	Marek Kedzieja
	0	What are the timelines for the airport in respect of international flights and for the other land uses, such as the hotel and conference facilities in particular. Are there details available on the number of beds and conferences proposed.	llse Van Schalkwyk
	0	The application for the international license will be lodged with the National Department of Transport this week. Hope to have all approvals in place towards the end of 2025. Essentially looking at a two-year build program (ending 2027/beginning 2028).	Consultant Team
	0	The first land uses would be around logistics, warehousing and cold storage and the hotel would only be considered when passenger numbers exceed 2.5 million at the end of the first stage.	Consultant Team
	0	The trigger for the Section 53 application is the impact the proposed development will have on agriculture. Clarity is required on the proposed land uses surrounding the airport and the associated pressure that this would place on agriculture. Do not want to see competing rights being established on abutting agricultural land by speculators.	Cor van der Walt
	0	Some of the facilities (logistics, warehousing and cold storage) will be accommodated on site, but will predominantly be located outside the property, in line with the Municipal SDF.	Consultant Team
	0	There has been on-going consultation with the surrounding farmers and farmer's associations, who have been supportive of the proposals. There has been no indication of any of the surrounding farmers creating competing rights.	Consultant Team
	0	Would welcome the consolidation of abutting agricultural land portions.	Cor van der Walt
	0	The Department of Agriculture does not like to give away water earmarked for agricultural use to industrial or any other type of development. Is there any water registered on the farms?	Cor van der Walt
	0	There is only dryland cultivation on the properties, with no irrigation water. There is a General Authorisation for small quantities for animal and domestic drinking water.	Consultant Team
	0	How does the noise impact the adjacent poultry farms?	Cor van der Walt

	Joh	ann closed the meeting at 13h00.	
5.	CLC	SURE	
	0	The Directorate Development Management will provide ongoing guidance throughout the LUPA application process to the Consultant Team.	Johann de Jongh
	0	Any application to the National Department of Agriculture would preferably only be submitted after the By-Law process has been concluded.	Consultant Team
	0	The EIA draft report is out for comment until 13 December. There is an additional public consultation planned for early 2025, with the submission date being 21 February 2025. Specialist studies (impact or risk assessments) have been completed.	Adele Klingenberg (Consultant Team)
	0	Only submit Section 53 application once final EIR has been submitted, together with additional studies.	Johann de Jongh
4.	WAY	Y FORWARD	
	0	Suggestion from the Western Cape Department of Agriculture is to create two separate land portions (airport and consolidated agricultural land unit), which will be easier to manage. The National Department of Agriculture may also insist on a subdivision, as the Transport zoned portion will need to be removed from the Agricultural Land Register.	Cor van der Walt
	0	Rural safety is a ministerial priority. The consultant team has met with all neighbouring farmers and local community policing forums and hope to improve security and be more cost effective.	Consultant Team
	0	The Blanckenberg family were not opposed to the proposed development but would like to retain their property for agricultural purposes. They were amenable to having lights installed on their property for improved security.	Consultant Team
	0	Expressed concern with regards future expansion onto the adjoining Farm to the north.	Cor van der Walt
	0	The latest Northern District Spatial Plan earmarks the areas from the airport and between the railway line and Klipheuwel Road for industrial use, which would include the County Chicken site.	Consultant Team
	0	All the impacts to the surrounding poultry farms are addressed in the EIA documentation, not only in terms of noise, but also air quality and light.	Consultant Team

APPENDIX K

COROBRIK – AGREEMENT OF SALE & CESSION AND DELEGATION AGREEMENT



The Proposed Expansion of the Cape Winelands Airport EIA

(DEA&DP REF: 16/3/3/2/A5/20/2046/24)

COMMUNICATIONS AND AGREEMENTS PERTAINING TO COROBRIK

The following documents are included in this report:

- 1. Cessation and Delegation Agreement
- 2. Addendum to Agreement of Sale and Cessation and Delegation Agreement
- 3. Second Addendum to Agreement of Sale
- 4. Letter from Briel Incorporated to the Department of Mineral and Petroleum Resources (Western Cape Region) dated 20 March 2025
- 5. Letter from the Mineral and Petroleum Resources (Western Cape Region) to Briel Incorporated, dated 4 April 2025
CESSION AND DELEGATION AGREEMENT

(the "Agreement")	(1	he *	Agr	een	ner	if")
-------------------	----	------	-----	-----	-----	------

made and entered into by and between:

COROBRIK PROPRIETARY LIMITED

Registration Number:

(the "Seller")

and

CAPE WINELANDS AIRPORT LIMITED

Registration Number.

(the "Assignor")

and

CAPEWINELANDS AERO PROPRIETARY LIMITED

Registration Number:

(the "Assignee")

Prepared by: STB8 2nd Floor, Buchanan's Chambers Chr Wahwick Street & Pearce Road Claremont, 7700



1. PREAMBLE

- 1.1. Words and expressions defined in the Sale Agreement shall have the same meaning herein unless otherwise expressly indicated.
- 1.2. The Seller and the Assignor entered into a written sale agreement titled "Agreement of Sale" on or about 15 August 2022 (the "Sale Agreement") in terms of which, among other things, the Seller agreed to sell to the Assignor, which agreed to purchase from the Seller, the Property and the Mineral Lease, on the terms and subject to the conditions contained in the Sale Agreement.
- 1.3. A copy of the Sale Agreement is attached as annexure "A".
- 1.4. The Assignor wishes to, on an out and out basis:
 - 1.4.1. cede, transfer and make over all of its right, title and interest in and to the Sale Agreement to the Assignee; and
 - 1.4.2, assign and delegate to the Assignee all of its obligations and liabilities under the Sate Agreement,

and the Assignee wishes to accept such (i) cession, transfer, making over (on the one hand) and (ii) assignment and delegation (on the other hand), with effect from the date of signature of this Agreement by all parties hereto (the "Effective Date").

1.5. The parties wish to record in writing their agreement in respect of the above and matters ancillary thereto on the terms and conditions recorded in this Agreement.

2. CESSION AND DELEGATION

2.1. The Assignor hereby, on an out and out basis:

2.1.1. cedes, transfers and makes over all of its tlahi, title and interest in and to the Sale Agreement to the Assignee; and

2.1.2. assigns and delegates to the Assignee all of its obligations and liabilities under the Sale Agreement,

and the Assignee hereby accepts such (i) cession, transfer and making over (on the one hand) and (ii) assignment and delegation (on the other hand), with effect from the Effective Date.

2.2. The Seller hereby expressly acknowledges and consents to the (i) cession, transfer and making over of the Assignor's right, title and interest (on the one hand) and (ii) assignment and delegation of the Assignor's obligations and liabilities (on the other hand) under the Sale Agreement to the Assignee as contemplated herein, and that it shall, at all times, continue to remain responsible for all its obligations under the Sale Agreement.

NSF

MOW . AS

2.3. Accordingly, all risk in and all benefit attaching to the rights and obligations under the Sale Agreement will pass to the Assignee on the Effective Date, and the Assignor hereby walves any claims of whatsoever nature which it may have arising from, or in connection with, the Sale Agreement, with effect from the Effective Date.

3. CONSIDERATION

- 3.1. All payments paid by the Assignor in terms of the Sale Agreement shall be deemed to have been made by Assignee, and the Assignee shall refund such payments to the Assignor against registration of transfer of the Property into the name of the Assignee under the Sale Agreement.
- 3.2. Except as provided for above, no consideration shall be paid by the Assignee to the Assignor for the Assignor having agreed to the assignment of the Sale Agreement on the basis contemplated herein.

4. FURTHER OBLIGATIONS

Upon the Effective Date, or at any time thereafter forthwith upon written request by the Assignee calling for the same, the Assigner shall provide the Assignee with:

- 4.1. all documents and information requested by the Assignee from time to time in respect of the cession and delegation provided for in this Agreement and enabling the Assignee to enjoy its rights and perform its obligations under the Sale Agreement; and
- 4.2. all documents, records and information relating to the Sale Agreement.

5. NOTICES AND DOMICILIA

The Assignee chooses the following addresses as its *domicilium citandi* et executandi for all purposes under this Sale Agreement:

Physical address:

E-mail address:

6. REPRESENTATIONS, WARRANTIES AND UNDERTAKINGS

Each party to this Agreement represents, warrants and undertakes that, as at the Effective Date:

6.1. it has the necessary power and authority to enter into this Agreement and to exercise its rights and observe and perform its obligations hereunder and the execution of this Agreement by it has been duly authorised so that upon execution, this Agreement will constitute valid and binding obligations on it in accordance with its terms; and

MJW NSF

- 6.2. its entry Into, exercise of its rights and/or performance of or compliance with its obligations under this Agreement do not and will not contravene or constitute a default under its constitutional documents or under any other agreement, contract, instrument, law or other form of commitment or obligation which it is bound by.
- 7. GENERAL
 - 7.1. This Agreement shall be governed by, construed and interpreted in accordance with the laws of South Africa.
 - 7.2. The parties shall at all times treat the provisions of this Agreement as strictly confidential and shall not disclose its terms to any other third party without the prior written consent of the other party. The aforementioned shall not preclude a party from disclosing this Agreement to its professional advisors such as its accountants, auditors or attorneys or any such similar professional person.
 - 7.3. Each of the parties acknowledges and agrees that they have had independent legal, accounting, financial, technical and/or other relevant expert advice relating to this Agreement and that they have agreed to enter into this Agreement as a result of their own investigations and enquiries.
 - 7.4. No variation of, addition to, consensual cancellation of or waiver of provision, term or any right arising in terms of this Agreement shall be of any force or effect unless it is reduced to writing and signed by the parties or a duly authorised representative of each of the parties.
 - 7.5. This Agreement, read together with the Sale Agreement, contains the entire agreement between the parties insofar as the subject matter herein is concerned and no party shall be bound by any undertakings, representations, warranties, promises or the like not recorded herein.
 - 7.6. Failure or delay on the part of any Party in exercising any right, power or privilege under this Agreement will not constitute or be deemed to be a waiver thereof, nor will any single or partial exercise of any right, power or privilege preclude any other or further exercise thereof or the exercise of any other right, power or privilege. Accordingly, no indulgence, leniency, extension, waiver, suspension or postponement by any Party of any right arising out of, or in connection with, this Agreement shall be of any force or effect unless in writing and signed by such Party. Any such indulgence, leniency, extension, waiver, suspension or postponement will be effective only in the specific instance and for the purpose given.
 - 7.7. This Agreement will be binding upon the parties hereto, their estates, administrators, executors, successors-in-title or permitted assigns,

nst, Butw

- 7.8. Any provision in this Agreement which is or may become illegal, invalid or unenforceable in any Jurisdiction shall, with respect to such jurisdiction, be ineffective to the extent of such prohibition or unenforceability and shall be treated pro non scripto and severed from the balance of this Agreement, without invalidating the remaining provisions of this Agreement or affecting the validity or enforceability of such provision in any other jurisdiction.
- 7.9. This Agreement may be executed in a number of counterparts and by the same parties in different counterparts, but shall only be deemed to have been concluded when each party has executed at least one counterpart. Each counterpart, when executed, shall be an original, but all counterparts together constitute the same document.
- 7.10. In the event of there being any conflict between the provisions of this Agreement and the Sale Agreement, the provisions of this Agreement shall prevail.

8. COSTS

- 8.1. The costs associated with the drafting and conclusion of this Agreement in the sum of ("") excluding VAT shall be borne by the Assignee,
- 8.2. Any transfer duty and/or additional VAT that may be payable in respect of the assignment of the Sale Agreement to the Assignee (if any) shall be borne by the Assignor.

[signature page follows]

MD NSF

	For:	COROBRIK PROPRIETARY LIMITED
	Signature:	Per director who warrants that he/she is duly authorised hereto
	Name:	N. cholas Booth.
	Date:	12/11/2023
	Place:	Edervale.
	For:	CAPE WINELANDS AIRPORT LIMITED
	Signature:	N & Ferguson
		Per director who warrants that he/she is duly authorised hereto
	Name:	
	Date:	the D
	Place:	
	For:	CAPEWINELANDS AERO PROPRIETARY LIMITED
4	Signature:	MJWilkinson
		Per director who warrants that he/she is duly authorised thereto
	Name:	Mark Wilkinson
	Date:	12 October 2023
	Place:	Cape Town

_{MJW} NSF

ANNEXURE "A"

7

-

[SALE AGREEMENT TO BE INSERTED]



nsf MTW R

EXTRACT FROM THE MINUTES OF A MEETING OF THE BOARD OF DIRECTORS OF COROBRIK (PROPRIETARY) LIMITED (2007/021571/07) HELD IN EDENVALE AND ELECTRONICALLY VIA MS TEAMS ON WEDNESDAY, 22nd JUNE 2022

SALE OF UITSIG PROPERTY: PORTION 23 OF THE FARM JOOSTENBERGS VLAKTE NO. 724

EXTRACT AND SUMMARY PER PARAGRAPH 684.2 OF THE MINUTES

IT WAS NOTED AND RESOLVED THAT:

The Board approved the sale of Uitsig Property: Portion 23 of The Farm Joostenbergs Vlakte No. 724 and that ANY ONE OF MESSRS PETER CHARLES du TREVOU, NICHOLAS BOOTH AND JOSHUA PRAVDA THESSAL in their capacity as Directors of the Company, be and are hereby authorised to sign all documents and do all things necessary to conclude the transaction.

Ś

÷

4 6 7 1

Certified a true extract

5 0,92

Joshua Thessal Chief Financial Officer Corobrik (Proprietary) Limited Date: {5/08/2024

FP

W al

AGREEMENT OF SALE

between

COROBRIK PROPRIETARY LIMITED

Registration Number:

{Herein represented by Nick Booth who warrants his authority to bind the Company hereto}

(Hereinafter referred to as "the Seller")

for the one part

and

CAPE WINELANDS AIRPORT LIMITED

Registration Number:

(herein represented by Nicholas Ferguson, who warrants his authority to bind the Company hereto)

(Hereinafter together referred to as "the Purchaser")

for the other part

ALE Why XX ARES

PREAMBLE

WHEREAS:-

The Seller is the owner of Portion 23 of the Farm Joostenberg Vlakte No. 724, In the City of Cape Town, Paarl Division in the Province of Western Cape, measuring 30,8711 Hectares and held by Deed of Transfer No. T013778/09 ("the Property")

and

The "Operator" of the Notarial Mineral Lease, Annexure "A", which is demarcated as a Mineral Rights Area on diagram SG. No. 3691/1998 which measures 22.4974 Hectares in extent ("the Mineral Lease").

The Seller has agreed to sell and the Purchaser has agreed to purchase both the Property and the right title and interest to the Long Term Mineral Lease, on the conditions set out hereunder.

NOW THEREFORE THE PARTIES HEREBY CONTRACT AND AGREE WITH ONE ANOTHER AS SET OUT HEREUNDER

1. INTERPRETATION

Unless the context clearly indicates a contrary meaning, the undermentioned words and phrases shall bear the meanings attributed to them in this paragraph.

1,1 "Agreement"

entered into between the Purchaser and the Seller;

1.2 "Property"

means Portion 23 of the Farm Joostenberg Vlakte No. 724, in the City of Cape Town, Paarl

means this agreement of sale

Division in the Province of Western Cape, measuring 30,8711 Hectares and held by Deed of Transfer No. T013778/09.

means Cape Winelands Airport Limited, Registration Number: 2018/346547/06 (herein represented by Nicholas Ferguson who warrants his authority to bind the Company hereto) E-m

means Corobrik Proprietary

Limited, Registration Number:

"Seller"

1.3 "Purchaser"

1.4

1.5 "Conveyancers"

1.6 "the Act"

1.7 "the Mining Area"

2007/021571/07 (herein represented by Nick Booth, who warrants his authority to bind the Company hereto) E-m a means STBB | Smith Tabata Buchanan Boyes, 2nd Floor,

BuchananBoyes,2ndFloor,Buchanan'sChambers,CornerWarwick&PearceStreets,Claremont(Reference: MartinSheard);

means the Minerals Act of 1991 (Act 50 of 1991);

means the Combined land occupied as described as both the Property (Clause 1.2) and on



the land occupied in terms of the Mineral Lease (Clause 1.8), Annexure C;

1.8 "Mineral Lease" Is the area as per notarial mineral lease agreement, addendum "A", which Is demarcated as Mineral Rights Area on diagram SG. No. 3691/1998 which measures 22,4974 Hectares in extent.

- 1.9 Clause and paragraph headings are for purposes of reference only and will not be used in interpretation.
- 1.10 Unless the context clearly indicates a contrary intention, any word denoting any gender includes the other gender, the singular includes the plural and vice versa, natural persons includes artificial persons and vice versa and insolvency includes provisional or final sequestration, liquidation or judicial management;
- 1.11 When any number of days is prescribed such number will exclude the first and include the last day unless the last day falls on a Saturday, Sunday, or a public holiday in Republic of South Africa, in which case the last day will be the next succeeding day which is not a Saturday, Sunday or a public holiday in Republic of South Africa;
- 1.12 A reference to a business day is a reference to any day excluding Saturday, Sunday and a public holiday in Republic of South Africa;
- 1.13 Where figures are referred to in numerals and in words and there is any conflict between the numerals and words, the words will prevail;
- 1.14 The rule of construction in terms of which an agreement will be interpreted against the party responsible for the drafting and

W

preparation of the Agreement will not apply in the interpretation of this Agreement;

- 1.15 Any reference to an enactment is a reference to that enactment as at date of signature hereof and as amended or re-enacted from time to time;
- 1.16 Expressions defined in this Agreement shall bear the same meanings in schedules or annexures to this Agreement which do not themselves contain their own definitions.
- 1.17 The use of the word 'including' followed by a specific example or examples shall not be construed as limiting the meaning to the specific example or examples recorded. The general meaning shall apply.

2 SALE

The Seller hereby sells and the Purchaser hereby purchases the Property and Mineral Lease subject to the terms and conditions set out in this Agreement.

3 PURCHASE PRICE

The total purchase price of () is allocated as follows:

3.2 () for the rights, title and interest to the Mineral Lease.

All amounts are exclusive of VAT.

4 PAYMENT OF PURCHASE PRICE

The purchase price payable by the Purchaser to the Seller shall be paid as follows: -

6

- 4.2 The Purchaser shall furnish the Conveyancers not later than 40 (Forty) business days prior to the anticipated transfer date, a further guarantee issued by a South African bank or financial institution, approved by the Seller, for payment of the balance of the purchase price against transfer of the Property into the name of the Purchaser.
- 4.3 Payment shall be made free of any bank charges, deduction or set off.

5 MINING OPERATIONS AND REHABILITATION OF THE PROPERTY

- 5.1 The parties record that the Seller is the holder of a Mining License Number: ML17/200, with the Mine Code 14145, described as Uitsig Clay Pit, on the farms remainder & portion 23 of the farm Joostenberg Vlakte 724, described as "The Property" and remainder of the farm Joostenbergs Kloof 474 issued for clay, described as the "Mineral Lease".
- 5.2 The Seller shall, prior to transfer, rehabilitate the Mining Area to the satisfaction of the Department of Minerals and Energy, as provided in the Mineral Lease, as read with the Act.
- 5.3 It is noted for clarity that the Seller shall not do anything in its Rehabilitation process, described in clause 5.2 above, to render the long-term Mineral Lease Invalid or terminated.

6 TRANSFER

Transfer of the property and cession of the right, title and interest to the Mineral Lease will be affected by the Conveyancers as soon as possible after the Seller has fulfilled its obligations as provided for in 5 above.

7 POSSESSION & VACANT OCCUPATION

E.

Possession and vacant occupation of the Property and the Mining Area shall be given to the Purchaser on transfer from which date all risk and benefit in and to the Properly shall pass to the Purchaser and from which date the Purchaser shall be liable for rates, taxes and other imposis levied on the Property and the Mining Area.

COSTS 8

- 8.1 The Purchaser shall pay the transfer duty/VAT and the Conveyancer's fees calculated on the purchase price, necessary for and/or ancillary to obtaining clearances from relevant authorifies preparatory to transfer, including the local authority, SARS and for the lodgment and registration of transfer and cession documents at the Deeds Registry.
- 8,2 The Purchaser shall pay the costs as aforementioned within 7 (seven) days of having been requested to do so by the Conveyancers.
- 8.3 The Purchaser shall pay the costs of the drafting of this Agreement.

RATES AND CHARGES 9

The Purchaser shall be liable for the payment of any Local Authority Rates and other charges in respect of the Property beyond the date of transfer.

WARRANTIES 10

The Seller warrants that they have disclosed all material facts of which they are aware in relation to the Property and the Mineral Lease.

The Seller warrants that the Mineral Lease is still intact at the date of signing this agreement and that cession of the Mineral Lease to the Purchaser will coincide with the transfer of the Property. NO quotients will be outstain to the Lessor in terms of this leave at the date in cession.

7

11 BREACH 11.1 Should either party commit a breach of any of the terms of this Agreement, and fail to remedy same within seven (7) days of being called upon, in writing, to do so, the aggrieved party shall be entitled, without prejudice to his/her rights to claim any damages that he/she may have suffered as a result of such breach:-

- 11.1.1 to cancel the Agreement by written notice to the defaulting party; or
- 11.1.2 to claim specific performance by the defaulting party of his/her obligations in terms of this Agreement.
- 11.2 No latitude, extension of time or indulgence granted by either party to the other shall be construed as prejudicing such party's right to insist on the strict and punctual compliance by the other party with the terms of this Agreement.
- 11.3 The Purchaser chooses his/her address as stipulated in clause 1.3 of this Agreement and the Seller chooses his/her address as stipulated in clause 1.4 of this Agreement as the addresses at which they will accept delivery and service of all notices and legal process. All notices required to be given by one party to the other shall be in writing and shall be deemed to be received by the addressee on the fourth day following the posting thereof by pre-paid registered post or on date of delivery or transmission thereof if delivered by hand or if transmitted by e-mail.
- 11.4 In the event of any party having to consult with an attorney as a consequence of any breach of the terms of this Agreement by any party, then the defaulting party will be liable to pay the other party's costs of the attorney and own client scale.

12 WAIVER

Any latitude which may be allowed by the Seller in respect of any breach by the Purchaser in terms hereof shall not under any circumstances be deemed

to be a waiver of the Seller's rights at any time nor a novation thereof nor shall It prevent the Seller from exercising any right nor absolve the Purchaser from any obligation under this Agreement.

13 WHOLE AGREEMENT

This constitutes the whole agreement between the parties and no deletion, addition or variation of any nature to this Agreement shall have any force or effect unless it is reduced in writing and signed by both parties.

14 POWER OF ATTORNEY

Attached as Annexure "B" is the Power of Attachey and Board Resolution allowing the Purchaser or his norminee, H & A, represented by Japie Hugo, to submit town planning applications of both the Property and the Mineral Lease, and The Purchaser or his nominee, PMS Consulting, represented by Paul Slabbert, to submit any environmental planning applications.

15 EXPIRY

The first signature to this Agreement shall constitute an irrevocable ofter, which may not be withdrawn prior to presentation to the Seller or the Purchaser, whichever the case may be, and which thereafter shall remain available for acceptance until 12h00 on 42th of August 2022 whereafter II shall lapse and be of no further force and effect.



le SIGNED at Edenve on this 15 day of Auust 2022.

For and on behalf of COROBRIK PROPRIETARY LIMITED - duly authorised

AAR .

SIGNED at Cape Town on this 4th day of August 2022. AS WITNESSES: 1. W 2. Atu For aparon beliquif of CAPE/WINELANDS AIRPORT LIMITED - duly authorised

ADDENDUM TO AGREEMENT OF SALE

AND

CESSION AND DELEGATION AGREEMENT

This Addendum is made and entered into on this12th day of February 25, by and between:

- 1. Cape Winelands Aero (Pty) Ltd (Registration Number:), hereinafter referred to as the "Purchaser";
- 2. Cape Winelands Airport Limited (Registration Number: (), hereinafter referred to as the "Original Purchaser"; and
- 3. Corobrik (Pty) Ltd (Registration Number:), formerly known as Lexshell 731 Investments (Pty) Ltd, hereinafter referred to as the "Seller."

This Addendum is to be read in conjunction with the original Agreement of Sale entered into between Cape Winelands Airport Limited and Corobrik (Pty) Ltd (formerly Lexshell 731 Investments (Pty) Ltd), as well as the subsequent Cession and Delegation Agreement wherein Cape Winelands Aero (Pty) Ltd replaced Cape Winelands Airport Limited as the Purchaser.

1. Purpose of the Addendum

This Addendum serves to formalise the acceptance by Cape Winelands Aero (Pty) Ltd of the **mine closure process**, including the specific requirements outlined in Zutari Drawing A89083 (attached hereto as Annexure A). The Addendum further details the Seller's obligations to ensure compliance with the agreed rehabilitation and mine closure procedures and that in conjunction with the Purchasers acceptance of the mine in accordance with that drawing, as confirmed by Briel and Associates, (Annexure B), it will constitute an acceptable closure with the Department of Minerals and Energy.

2. Background Information

2.1. The Seller, previously known as Lexshell 731 Investments (Pty) Ltd, officially changed its name to Corobrik (Pty) Ltd on 10 July 2008.

2.2. As of the date of this Addendum, the Deeds Office records the ownership of the land under the name of Lexshell 731 Investments (Pty) Ltd. The Seller confirms its legal identity as Corobrik (Pty) Ltd and undertakes to address any discrepancies in official records, if required.

3. Amendments to Clause 5.2 of the Original Purchase Agreement

Clause 5.2 of the original purchase agreement shall be amended to include the following:

3.1. The Seller shall, prior to transfer, rehabilitate the mining area to the satisfaction of the Department of Minerals and Energy, as provided in the mineral lease and as read with the Act, and shall additionally:

- Ensure that the rehabilitation and closure process comply with the specifications and details outlined in Zutari Drawing A89083 (attached as Annexure A).
- Execute all work necessary to complete the rehabilitation as per Zutari Drawing A89083 prior to the official transfer of the property.

ns lluf

• Leave all topsoil on site including the visuals berms on the Western Side of the existing quarry.

3.2. The Purchaser, Cape Winelands Aero (Pty) Ltd, accepts and agrees that the completion of the rehabilitation works as per Zutari Drawing A89083 will constitute compliance with the mine closure obligations under the agreement.

3.3. Upon completion of the rehabilitation works as detailed in Zutari Drawing A89083, Corobrik (Pty) Ltd will:

- Submit all necessary documentation to the Department of Minerals and Energy for approval of mine closure.
- Obtain official confirmation from the Department of Minerals and Energy that the mine is closed.

3.4. The transfer of the property shall not occur until the Seller has obtained the official mine closure certificate from the Department of Minerals and Energy.

4. Annexures

The following document forms part of this Addendum:

 Annexure A: Zutari Drawing A89083 detailing the required rehabilitation and closure procedures for the mining area.

5. Ratification of Terms

Except as expressly amended herein, all other terms and conditions of the original Agreement of Sale and the Cession and Delegation Agreement remain in full force and effect.

.

6. Signatures

For and on behalf of Cape Winelands Aero (Pty) Ltd Name: Nicholas Ferguson
Designation: Westor
Date: 12/02/2025
For and on behalf of Cape Winelands Airport Limited Name: Nicholas Ferguson Designation: Director Signature: Date: 12/02/2025
For and on behalf of Corobrid (Pty) Ltd Name: Nick Booth
Designation: Director
Signature: I





F 7

BRIEL & ASSOCIATES

191 Vinko Street | Sinoville | Pretoria | 0182

08 NOVEMBER 2023

DEPARTMENT OF MINERAL RESOURCES AND ENERGY Atterbury House 9th Floor, c/o Lower Burg & Riebeeck Street CAPE TOWN 8012

Your Ref: Mr P Swart | WC30/5/1/2/2/311MR

APPLICATION FOR A CLOSURE CERTIFICATE IN TERMS OF SECTION 43(4) OF THE MINERAL AND PETROLEUM RESOURCES DEVELOPMENT ACT, 28 OF 2002 ON BEHALF OF COROBRIK (PTY) LTD OVER THE REMAINDER OF JOOSTENBERG VLAKTE (NOW PORTION 23), NO 724 AND THE REMAINDER OF JOOSTENBERGS KLOOF 474, MAGISTERIAL DISTRICT CAPE TOWN, WESTERN CAPE PROVINCE.

We refer to the above matter and confirm that we have been appointed by Corobrik (Pty) Ltd to formally submit an application for a closure certificate in accordance with Section 43(4) of the Mineral and Petroleum Resources Development Act, 28 of 2002 (MPRDA). The application pertains to the remainder of Joostenberg Vlakte (now Portion 23), No. 724, and the Remainder of Joostenbergs Kloof 474, located in the Magisterial District of Cape Town, Western Cape Province, under DMRE reference WC30/5/1/2/2/311MR.

As required by the MPRDA, the closure plan will provide for the rehabilitation of the open clay quarry, in accordance with the provisions stipulated for the cessation of mining activities. The closure plan will ensure compliance with all relevant regulations and standards set forth by the MPRDA for the closure process.

Furthermore, the closure plan will be structured to align with the anticipated development of the Cape Winelands Airport and the engineering design specifications provided by the property developer. It encompasses a detailed strategy for mitigating any potential environmental impacts and ensuring the sustainable restoration of the affected area. All rehabilitation work will be conducted by the property developer as part of its bulk earth works. All above arrangement will be obtained and supplied to the DMRE as soon as possible.

We confirm that a joint site visit will be arranged with your office, the mining right holder, and the developer to facilitate a thorough assessment, ensuring that the rehabilitation efforts undertaken on-site meet all the stipulated closure requirements.

Yours sincerely,

Briel & Associates

Briel & Associates (Pty) Ltd | Mining & Environment: Accounts:

General Enquiries: Office Hours: Monday -Thursday: 08-00 to 16-00 Friday: 08-00 to 13-00

2nd ADDENDUM TO AGREEMENT OF SALE

This second Addendum is made and entered into on this 6th day of March 2025, by and between:

- Cape Winelands Aero (Pty) Ltd (Registration Number: _____), hereinafter referred to as the "Purchaser";
- Corobrik (Pty) Ltd (Registration Number: """), formerly known as Lexshell 731 Investments (Pty) Ltd, hereinafter referred to as the "Seller."

This Addendum is to be read in conjunction with the original Agreement and the first amendment of Sale entered into between Cape Winelands Airport Limited and Corobrik (Pty) Ltd (formerly Lexshell 731 Investments (Pty) Ltd), as well as the subsequent Cession and Delegation Agreement wherein Cape Winelands Aero (Pty) Ltd replaced Cape Winelands Airport Limited as the Purchaser.

Purpose of the Addendum

This Addendum serves to take out all references to a lease on an adjacent property that Corobrik had at the time of signing the sale agreement.

Amendments

- to Clause 2 of the Original Purchase Agreement which references the SALE. The words "and Mineral Lease subject to the terms and conditions set out in this Agreement" shall be removed.
- to Clause 3 of the Original Purchase Agreement which references the PURCHASE PRICE.
 Clause 3.2 shall be deleted in its entirety.
- to Clause 5 of the Original Purchase Agreement which references MINING OPERATIONS AND REHABILITATION OF THE PROPERTY. Clause 5.3 shall be deleted in its entirety.

Signatures

For and on behalf of Cape Winelands Aero (Pty) Ltd Name: Nicholas Ferguson Designation: Director Signature: Date:

For and on behalf of Corobrik (Ply) Ltd Name: Nick Booth **Designation: Director** Signature: Date: 12 MARCH

4. Letter from Briel Incorporated to the Department of Mineral and Petroleum Resources (Western Cape Region)



20 MARCH 2025

T: F

DEPARTMENT OF MINERAL AND PETROLEUM RESOURCES: WESTERN CAPE REGION ATTERBURY HOUSE 9TH FLOOR, C/O LOWER BURG & RIEBEECK STREET CAPE TOWN 8012

FOR ATTENTION: MR P SWART

YOUR REF: WC30/5/1/2/2/311MR

Sirs,

APPLICATION FOR A CLOSURE CERTIFICATE IN TERMS OF SECTION 43(3) OF THE MINERAL AND PETROLEUM RESOURCES DEVELOPMENT ACT, 28 OF 2002 ('MPRDA") ON BEHALF OF COROBRIK (PTY) LTD OVER THE REMAINDER OF JOOSTENBERG VLAKTE (NOW PORTION 23), NO 724 AND THE REMAINDER OF JOOSTENBERG KLOOF 474, MAGISTERIAL DISTRICT CAPE TOWN, WESTERN CAPE PROVINCE

- 1. We refer to the above matter as well as our letter dated 8 November 2023, a copy of which is annexed hereto for ease of reference.
- 2. As outlined in the attached letter, Corobrik (Pty) Ltd ("Corobrik") is in the process of applying for a closure certificate in respect of its mining right area held under WC311MR, covering the remainder of Joostenberg Vlakte (now Portion 23), No. 724 and the remainder of Joostenberg Kloof 474, Magisterial District Cape Town, Western Cape Province ("the mining right area").

Briel Incorporated Attorneys & Conveyancers | 2019/082562/21 Litigation & Conveyancing Mining & Environment: Accounts: General Enquiries

Office Hours: Monday -Thursday: 08-00 to 16-00 Friday: 08-00 to 13-00

- 3. We confirm that this application for closure is being submitted in accordance with Section 43 of the Mineral and Petroleum Resources Development Act, 28 of 2002 ("**MPRDA**"), which requires that:
- 3.1 The holder of a mining right must apply for a closure certificate upon cessation of mining activities;
- 3.2 The holder remains responsible for any environmental liability, pollution, or ecological degradation until the Minister issues a closure certificate; and
- 3.3 The application for closure must comply with the prescribed closure plan, which must include rehabilitation, decommissioning, and mitigation measures as required under Sections 43(3) and 43(4) of the MPRDA.
- 4. As Corobrik and Cape Wineland Aero ("**CWA**") have entered into a commercial agreement for the purchase of the mining right area, with the intention of developing the Cape Wineland Airport, and as this agreement imposes specific obligations on Corobrik regarding the status of the property prior to transfer, it has been necessary to structure the closure plan in alignment with:
- 4.1 The anticipated development of the Cape Wineland Airport;
- 4.2 The engineering design specifications provided by the property developer; and
- 4.3 The legal requirements prescribed under Section 43 of the MPRDA and its associated regulations.
- 5. Following the submission of our letter dated 8 November 2023, various consultations and negotiations have taken place between Corobrik and CWA regarding the rehabilitation requirements under the MPRDA and the practical considerations for mine closure.
- 6. Pursuant to these negotiations, an alternative agreement has been reached between Corobrik and CWA, which includes, inter alia, the following key terms:
- 6.1 Corobrik shall:
 - 6.1.1. Conduct rehabilitation of the mining area to the satisfaction of the Department of Mineral and Petroleum Resources ("DMPR"), in compliance with Section 43(1) of the MPRDA;
 - 6.1.2. Ensure that the rehabilitation and closure process complies with the specifications and details outlined in Zutari Drawing A89083 and is done in accordance with

Regulation 57(2) of the MPRDA Regulations, which prescribes the minimum rehabilitation standards; and

- 6.1.3. Retain all topsoil on site, including the visual berms on the western side of the existing quarry, as part of the ecological rehabilitation strategy required under Section 43(3) of the MPRDA.
- 7. CWA has accepted and agreed that the completion of the rehabilitation works in accordance with Zutari Drawing A89083 shall constitute compliance with Corobrik's mine closure obligations under this agreement and within the scope of Section 43 of the MPRDA.
- 8. A copy of this agreement is annexed hereto for informational purposes.
- 9. Following the execution of this addendum to the original agreement, Corobrik initiated a tender process for the rehabilitation works required under Section 43(4) of the MPRDA, ensuring that all rehabilitation obligations are undertaken by a competent and qualified contractor. The tender was successfully awarded to Lulenco Plant Hire on 25 February 2025. A copy of the agreement detailing the scope of work to be conducted on-site, as agreed upon by the parties, is annexed hereto.
- 10. As part of the ongoing closure process, we confirm that regular environmental audits will be conducted during and after the rehabilitation works to ensure that the closure objectives are met and that rehabilitation is carried out in full compliance with the requirements of the MPRDA and its regulations, particularly those outlined in Sections 43(5) and 43(6) of the MPRDA, which provide for the verification and certification of closure activities.
- 11. Furthermore, we confirm that the updated closure plan, incorporating the details stated above, will be included in the public participation process, as prescribed under Regulation 57 of the MPRDA Regulations. All comments and concerns raised during this process will be addressed in accordance with the legally prescribed environmental and public consultation standards.
- Please note that the process under the National Environmental Management Act 107 of 1998 ("NEMA") for the Cape Winelands Airport, conducted by PHS Consulting under DEA&DP Ref No. 16/3/3/2/A5/20/2046/24, has included the future use of the quarry as per the Zutari

Drawing A89083. The Environmental Assessment Practitioner (**"EAP"**) confirmed that the DMPR has been notified and included throughout the NEMA process inclusive of the most recent 19 March 2025 to 13 May 2025 Public Participation Process. Various Organs of State has commented on the application since November 2023, and the EAP confirmed that no objections were received regarding the proposed future use of the quarry as a stormwater facility

- 13. Upon completion of the public participation process, the final closure application, together with all supporting documentation, evidence of rehabilitation, and environmental audit reports, will be submitted to the DMRE for evaluation, further instructions, and/or recommendations.
- 14. We trust that this correspondence is in order and kindly request that you acknowledge receipt of this letter. Additionally, should there be any further requirements or considerations necessary to facilitate the final closure of the mining right area, we kindly request that these be communicated to us at your earliest convenience.

We look forward to your response.

Junt

BRIEL INCORPORATED REF: C BRIEL / PB0084

5. Letter from the Mineral and Petroleum Resources (Western Cape Region) to Briel Incorporated



Department: Mineral and Petroleum Resources REPUBLIC OF SOUTH AFRICA

Private Bag X 9 Roggebaai, 8012; Tel: 021 427 1000; Fax: 021 427 1046, MAP, 07th Floor, 44 Strand Street, Cape Town, 8001, **Enquiries**: Linda Njemla **E-mail:** <u>linda.njemla@dmre.gov.za</u> **Ref No.** WC 30/5/1/2/2(311)MR **EAPASA REG. NO.** 2019/1312 **From:** Mineral Regulation **Sub-Directorate:** Mine Environmental Management

BRIEL INCORPORATED

Attorneys & Conveyancers

Division: Litigation & Conveyancing

T:	F	

For attention: Christie Briel

Email

RE: APPLICATION FOR A CLOSURE CERTIFICATE IN TERMS OF SECTION 43(3) OF THE MINERAL AND PETROLEUM RESOURCES DEVELOPMENT ACT, 28 OF 2002 ('MPRDA") ON BEHALF OF COROBRIK (PTY) LTD OVER THE REMAINDER OF JOOSTENBERG VLAKTE (NOW PORTION 23), NO 724 AND THE REMAINDER OF JOOSTENBERG KLOOF 474, MAGISTERIAL DISTRICT CAPE TOWN, WESTERN CAPE PROVINCE

 Your letter dated 20 March with regards to the above-mentioned subject has been received and is being acknowledged. The Department agrees with the content of the said letter.

- **2.** When applying for closure, you need to submit the DME 270 form and accompanying documentation in terms of regulation 55, 60 and 62 namely:
 - closure plan
 - environmental risk report and
 - final performance assessment report
- 3. The above-mentioned documents must be consulted with other State departments (City of Cape town Municipality, Cape Nature, Department of Agriculture, Department of Water and Sanitation and the Department of Environmental Affairs and Development Planning). Proof of such consultation and all comments must be submitted to the Department.

APPENDIX L

PAARDEBERG SUSTAINABILITY INITIATIVE FARMERS DAY PRESENTATION



THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT EIA

[DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref: WU33620]

Summary Report for the

Paardeberg Sustainability Initiative Farmers Day Presentation

20 March 2025 13:30

On 20 March 2025, during the in-process Environmental Impact Assessment Phase, CWA was invited to give a presentation at the Paardeberg Sustainability Initiative's Farmers Day. Deon Cloete provided insights into the history of Fisantekraal Airport and the proposed development of the new Cape Winelands Airport on the same site. The Paardeberg Sustainability Initiative distributed notice of the meeting through their respective channels of communication indicating the CWA presentation within the Preliminary Agenda.



Photo 1: Deon Cloete from CWA presented to the meeting.

Summary of Comments raised:

- 1. Clarification was requested regarding the location and orientation of the proposed main runway.
- 2. Concerns were raised about flight paths and the anticipated flight volumes, particularly their potential impact on the Paardeberg region.
- 3. Attendees asked for details on the number of daily flights and passengers, as well as proposed flight times.
- 4. Questions were raised about the multiple runways at the existing airport, specifically why they are angled differently.
- 5. A request was made to clarify the directional orientation of the new runway in relation to the existing ones.
- 6. Attendees asked what is planned for the existing runways once the new runway is operational.
- A comparison was drawn to King Shaka International Airport's approach to bird conservation, with a question on whether conservation measures would need to be implemented at the proposed airfield.
- 8. Concern was expressed about Paardeberg's global biodiversity value, particularly regarding unknown ecological relationships (e.g. pollinators), noting that it may be beneficial to undertake baseline studies prior to flight operations.
- 9. A question was raised about whether digital navigation systems could affect insect populations.
- 10. Clarification was requested on whether arrival routes are determined by wind direction.
- 11. Concerns were raised about the altitude of aircraft flying over the Paardeberg area.
- 12. A question was asked about the existence of a flight path over Malmesbury.
- 13. There were concerns about the potential influx of job seekers, including issues of security and uncontrolled settlement growth, with a request for information on how this will be managed.
- 14. A query was raised regarding how required ecological burning practices in the area might influence aircraft landing routes.

APPENDIX 1: Paardeberg Sustainability Initiative Farmers Day Preliminary Agenda

PS Z
Non Profit Company & Public Benefit Organisation(PBO) No. CIPC Registration
Physical Address:
<u>e-mail:</u> <u>Tel: (27)</u> <u>Mobile: (27)</u> <u>Fax.</u> <u>Web</u> :
AGENDA FARMERS DAY, Thursday 20 March 2025 at Paardeberg Mountain Retreat, Paarl
9.00 am Welcome Coffee, Tea and Registration
9.30 am: Bridget Johnsen and Julius Kruger, PSI Projects
PSI AGM : Summary of activities, resolutions and annual financial report 2023-2024
10h00: Shelley Fuller, WWF: Importance of Biodiversity for the Local Paardeberg Economy
10h30: Tea Break and Discussion
11600. Devel Daniels Dant of Water and Sonitation. Boardshows Form Water Costs for YOUR Assount
11h00: Derryl Daniels, Dept of Water and Sanitation: Paardeberg Farm Water Costs for YOUR Account
11h30: John Smit, BDP Law: Updates to the Veld and Forest Fire Act, the Success of Integrated Fire Management and how you as a Farmer can secure helicopter privately during a wildfire
Obtaining his B.Proc degree from the University of the Free State in 1993, John started his career as an article clerk with Honey Attorneys
(which would later become BDP Attorneys), obtained his LL.B degree in 1995 and was then admitted as an attorney of the High Court of South Africa also in 1995, and as notary of the High Court of South Africa on
31 July 1997. In 1998, John resigned to join Mutual & Federal Insurance Company as a senior legal advisor. He obtained his MBA degree
in 2002. During 2009, he successfully completed his Qualified Lawyers Transfer Test and was admitted as a solicitor in the Senior Courts of England and Whales on 1 December 2009. After 18 years, he resigned from the service of Mutual & Federal Insurance Company,
returning to BDP Attorneys in 2016. John has more than 20 years' extensive experience in insurance and insurance litigation.
12h00: Andrew Taylor Cape Advanced Engineering: A locally designed biodigester for large South African Dairies
(1000 cows+) with potential electricity supplementation opportunities to the regional grid at Peak hours.
12.30 pm LUNCH
13h30: Amanda PHS Consulting: A new international airport for Cape Town at FisantekraalPotential impacts for Paardeberg farmers and conservation areas.
14h30pm: A visit to Uilenkraal Dairy in Darling to see a local biodigester in operation (own or shared transport).
JOHNSEN, BA (BVSc MS); BREMER-FAIRHURST, L (MSc); ALLARDICE, R (BTech Cons Forestry)

APPENDIX 2: ATTENDANCE REGISTER

PAARDEBERG SU	STAINABILITY INITIATIV	E FARMERS D	AY PRESENTATION
PHS	OSED EXPANSION OF C		
DEA	20P Ref: 16/3/3/2/A5/20/204	6/24; DWS Ref: WI	J33620
Date: THURSDAY 20 MARCH 2025 Time: 13:30 Venue: PAARDEBERG MOUNTAIN RETREA	ΛT		WINELANDS . AERO
NAME	CONTACT NUMBER	E-MAIL	REGISTER AS AN INTERESTED AND AFFECTED PARTY (Y/N)
MARTIN NOLENAAN			··· 7.
MARTIN NOLEWAAR BEENRED WOODING			<u> </u>
BERNARD WOODING ANDREW TATLAGE			Y Y
			Y Y V
BERNED WOODING ANDROW TAIL 96			Y Y Y Y Y
NAME	CONTACT NUMBER	E-MAIL	REGISTER AS AN INTERESTED AND AFFECTED PARTY (Y/N)
----------------	----------------	--------	---
Editie Rust	(Y.
kuyan Kadzen			
Julian Johnsen			

APPENDIX 3: COPY OF PRESENTATION BY CWA

CAPE WINELANDS AIRPORT

Paardeberg Sustainability Initiative (PSI) Paardeberg Farming Community



FISANTEKRAAL LUGHAWE "The grand old lady"

A1

PERSE

BERGHEI

Celebrating 80 years of existence

15

Some Important Questions to start with.....

Who are you?

Do you know what you want to do?

Do you have a team?

Do you have a plan?

Have you done this before?

By when will you be done?

What type of a neighbour will you be?





Our Company

Our mission is to own and operate a reputable and progressive network of selective domestic and international aero cities



WINELANDS . AERO Cape Winelands Airport

BIG WATER.AERO

Gariep Dam Airport



Non-Executive Board of Directors

rsa.AERO has incredibly strong leadership, balanced well with extensive property development, business administration and aviation experience



Airforce 2012-2020



• Ex-Chairman (Tourism Business

Council of South Africa) TBCSA

 Over 35 years of experience, she has established herself as a thought leader in the public sector.



Executive Board of Directors

rsa.AERO has an incredibly strong team, balanced well with extensive property development, business administration and aviation experience



COMMERICIAL EXPERIENCE

- 22 YEARS COMMERCIAL PROPERTY DEVELOPMENT
- CA(SA) PROPERTY DEVELOPER
- ENTREPRENEUR



AVIATION EXPERIENCE: GENERAL MANAGER ROLES:

- CAPE TOWN INTERNATIONAL AIRPORT 2008-2021
- DURBAN AIRPORT 2001-2008
- SOUTH AFRICAN AIRWAYS 1999-2001



AVIATION EXPERIENCE: AIRPORT PLANNING ROLES:

- 2015 2021 CHIEF AIRPORT PLANNER FOR THE NETWORK OF AIRPORTS, ACSA
- 2006 2014 AIRPORT PLANNING, CAPE TOWN, ACSA



COMMERCIAL EXPERIENCE • CA (SA)



RULS

R44

R101 18

STELLENBOSCH

R312

N1

R304

BUSINESS

Location of CWA

Cape Winelands Airport enjoys strategic linkages between Wellington, Paarl and Stellenbosch – enabling excellent future connectivity and new tourism nodes.

> , 4

R302

URBANVI

R300

BUSINESS /

CAPE TOWN

M12

Land & Land Acquisitions



Portion of land to be developed





Integration with other Developments



CWA – Proposed SDP PHASE 1



CWA – Proposed SDP PHASE 2



Cape Winelands Airport Expansion

WINELANDS . AERO

Traffic Forecast

- 2,0 MPPA by 2030
- 3,8 MPPA by 2040
- 5,2 MPPA by 2050
- Code 4 F Runway (A380)

Air Services

- General Aviation
- Scheduled Commercial Services
 - Domestic
 - International
- Diversion Services

Support Services

- Digital Air Traffic
 Control
- Cat 9 ARFF
- Ground Handling
- Fuel Facilities



Value Proposition of a 2nd Airport





Value Proposition of a 2nd Airport



Optimisation

1. Reserve Fuel Planning

- Reduced payload limits
- Reduced fuel consumption

2. Fleet Mix Optimisation

 Consolidation of activity across specific airports

3. Redundancy

 Temporary relief in case of closures at CTIA

4. Improved Air Access

Route & range viability



Reserve Fuel Planning & Benefits



CWA (25km away) instead of JNB (1270km away) as the planned Alternate Airport for flights inbound to CTIA creates the below benefits **per flight**, verified by *PACE Aerospace Engineering & IT GmBH*:



INBOUND FLIGHT	ATLANTA	DUBAI	
Aircraft	Airbus A359	Boeing 77W	
Reserve Fuel Reduction	8 tonnes	10.3 tonnes	
Payload Capacity Increase	8 tonnes	4 tonnes	
Fuel Consumption Saving	5 tonnes	1.8 tonnes	
CO ₂ Emission Savings	15.5 tonnes	5.7 tonnes	
Value per flight*	\$24,000	\$14,000	



Image depicting the distance to the current designated Alternate Airport (JNB) in **red** for flights inbound from Atlanta USA on the trip in **blue**.

* Dependent on yields & fuel price

Reserve Fuel Planning & Benefits



Significantly less reserve fuel is required when designating CWA as the *Alternate Airport* in flight planning for flights inbound to CTIA – a requirement imposed by **FAA/ICAO regulations**. This substantially improves airline economics and carbon emissions every single flight into Cape Town. CWA will charge a fee to be planned as such.



Estimated 2027 Industry Value: R1.2 bn / \$60 mn

Image depicting the distance to the current designated Alternate Airport (JNB) in **red** for flights inbound from Atlanta USA on the trip in **blue**.

Value Proposition of a 2nd Airport (ESG) WINELANDS.

Optimisation

1. Reserve Fuel Planning

- Reduced payload limits
- Reduced fuel consumption

2. Fleet Mix Optimisation

Consolidation of activity across
 specific airports

3. Redundancy

 Temporary relief in case of closures at CTIA

4. Improved Air Access

Environment

- 5. Carbon Reductions
- Reduced emissions due to
 reduced fuel consumption
- 2027 CORSIA
 implementation

٠

2050 IATA "Net-Zero" targets





Value Proposition of a 2nd Airport



Optimisation

1. Reserve Fuel Planning

- Reduced payload limits
- Reduced fuel consumption

2. Fleet Mix Optimisation

 Consolidation of activity across specific airports

3. Redundancy

 Temporary relief in case of closures at CTIA

4. Improved Air Access

• Route & range viability

Environment

- **5. Carbon Reductions**
- Reduced emissions due to reduced fuel consumption
- 2027 CORSIA

implementation

 2050 IATA "Net-Zero" targets

6. Airlines

Slot constraints during peak
 hours

Capacity

7. General Aviation

- Critically short supply of hangars in the region
- First facility suited for private & business aviation



Value Proposition of 2nd Airport



Optimisation

1. Reserve Fuel Planning

- Reduced payload limits
- Reduced fuel consumption

2. Fleet Mix Optimisation

 Consolidation of activity across specific airports

3. Redundancy

 Temporary relief in case of closures at CTIA

4. Improved Air Access

• Route & range viability

Environment

- 5. Carbon Reductions
- Reduced emissions due to reduced fuel consumption
- 2027 CORSIA

•

2050 IATA "Net-Zero" targets

6. Airlines

Slot constraints during peak
 hours

7. General Aviation

- Critically short supply of hangars in the region
- First facility suited for private 8 business aviation

Socio Economic

8. Affordability

•

- Reduced cost of flying
- Reduced cost of air-freight

9. Accessibility

 Convenient travel option for nearby catchment areas

10. Job Creation

 Thousands of jobs during and post-construction



Airport development Impact



BUSINESS SOLUTIONS

Economic Impo	act of Construe	ction Spending	Economic Impo	act of Operatio	onal Spending
	R24,1 billion	Economic Contribution GGP Growth		R43,4 billion	
	R7,7 billion			R19,6 billion	
	34, 778 jobs	Employment (Opportunities	58,651 jobs	
	R6,6 billion	Household In	come Growth	R10,1 billion	MULTI-PURPOSE

POSITIVELY GREEN

The Agri opportunity

Agriculture remains one of the biggest drivers of the Western Cape Economy

Airport & Agriculture: Exist Side by Side: Proper Planning

Potential to partner with Province on establishment of an Agri-Zone – Dr Ivan Meyer: Agri-Corridor

Bio-digester included in development as part of the green agenda

Bi-product from bio-digester made available back to Agrisector in the region to improve crop yields

Research and Development – Improve crop yields and crop rotations



Access to market

The Agri opportunity & Access to Market

Direct Air Access for Agri-sector in the Western Cape for getting produce to markets

Scheduled belly cargo as well as dedicated cargo capacity

Volume will reduce cargo tariffs - More and more produce requiring air access i.e. Berries

Fresh produce used for on-site food processing

Processed foods suitable for air cargo - time sensitive

Inter-modal capability: Road to Air, Air to Rail to Sea



Airport Terminal Precinct





The terminal is directly connected to the vibrant Winelands City Park, making it an attractive destination for business and leisure and a commercial hub for the region.



Airport City







- Tying in with the Western Cape growth corridor
- Planning for multi-modal connectivity and logistics hub aiding regional economic development
- Multifunctional airport city planning enhances the attractiveness of the airport, improves business resilience and benefits the development of the region
- Contributing to local community and society

Expansion Timelines



CAPE WINELANDS AIRPORT: PHASE 1 EXPANSION TIMELINES

The following timelines are subject to regulatory approvals:

PLANNED OPENING END 2027 / EARLY 2028



Ongoing Stakeholder Consultations

BAIE DANKIE / THANK YOU



APPENDIX M

PUBLIC OPEN DAY SUMMARY REPORT - 15 APRIL 2025



The Proposed Expansion of the Cape Winelands Airport EIA

(DEA&DP REF: 16/3/3/2/A5/20/2046/24)

Public Open Day

At Goedgeleven Venue, Klipheuwel Road, Durbanville

15 April 2025

Time: 13:00 – 20:00

As part of the Environmental Impact Assessment (EIA) process for the proposed expansion of the Cape Winelands Airport, an interactive public open day was held on 15 April 2025. The event took place from 13:00 to 20:00, providing attendees with a seven-hour window for focused and flexible engagement. This open day formed part of the public participation period on the amended draft EIAR (19 March up to and inclusive of 13 May 2025).

The open day was advertised in in English and isiXhosa in the *Tygerburger* and in Afrikaans in Die Burger on 19 March 2025. Additionally, all registered Interested and Affected Parties (I&APs) were notified directly via email or SMS. Information about the event was also included on site notices as well as notices displayed at the Fisantekraal Library.

The open day aimed to provide stakeholders and the public with detailed insights into various aspects of the project through a series of interactive stations, each representing a specific field of study within the EIA. These stations included:

- Biophysical
- Socio-economic
- Noise
- Air quality
- Land use Planning
- Visual impact
- Transport
- Engineering
- Aviation

Any queries related to specialist fields outside of the above were accommodated by the PHS Consulting staff present.

Each station was manned by the relevant specialists and featured explanatory visuals tailored to the specific field. This allowed attendees to explore the information, ask questions directly to the experts, and gain clarity on aspects of concern or interest.

The open day was strategically scheduled in the middle of the 45-day comment period to enable the public the ask informed questions and further equip the public with valuable information,

enabling them to submit informed comments within the public participation period. The flexible format of the event allowed visitors to engage with specialists at their convenience. This approach is an efficient method for delivering comprehensive information while fostering meaningful dialogue between stakeholders and the project team.

English advert placed in the Durbanville and Kraaifontein Tygerburger to advertise the Public Open Day:

ner en	DPOSED EXPANSION OF CAPE WINELANDS AIRPORT TICIPATION PROCESS - COMMENTING PERIOD 19 MARCH TO 13 MAY 2025
	PEN DAY ON 15 APRIL 2025 AT GOEDGELEVEN VENUE, KLIPHEUWEL RD, DURBANVILLE FROM 13H00 TO 20H00
DEA&DP Ref No. 16/3/3/2/A5/	
	Process Public Participation Process (<i>Statutory Environmental Impact Assessment Phase</i>) mental Management Act, 107 of 1998 (NEMA), as amended, and the Environmental Impact 2014, as amended.
NEMA Listed Activities Applied	uthorities for authorisation/registration to undertake the following activities: for (to DEA&DP: Development Management): LN1: 9, 10, 12, 13, 16, 19, 24, 25, 26, 28, 48, d LN3: 1, 2, 3, 4, 12, 18, 19. The procedures for a Scoping/EIA process are being followed
Registration of Waste Manager National Environmental Manag	nent Facilities with DEA&DP in adherence to the National Norms & Standards in terms of the ement Waste Act, 59 of 2008.
	efine or adopt a Maintenance Management Plan for a watercourse in terms of the National t 107 of 1998, Environmental Impact Assessment Regulations, 2014 (as amended) will also
DWS Ref No: WU33620	
Notice is hereby given of a Pul (Government Gazette 40713 of	blic Participation Process in terms of Regulation 267 of the National Water Act, 36 of 1998 24 March 2017).
Act, for the following activitie impeding or diverting the flow o	y for a Water Use Licence in terms of S21 (a); (b); (c & i); (e), & (g) of the National Water is: abstraction of water from boreholes; storage of water in stormwater ponds and reservoirs; f water in a watercourse; altering the bed, banks, course or characteristics of a watercourse; y identified as such in section 37(1) or declared under section 38(1);disposing of waste in a y impact on a water resource.
An application for a Water Use	Licence has been submitted to DWS provincial.
Applicant: CAPEWINELANDS	AERO (PTY) LTD
	s located approx. 10.5km northeast of Durbanville, on the R312 and approx. 6km North of 04. The development area is located on the following farms: 10/724, RE/724, 23/724, 7/942,
	velopment approach that includes the construction of a primary Code 4F runway with a length rastructure for landside and airside use will also be phased based on market demand.
Report, Water Use License Te documents will be available on Public Library (021 444 9259) f	ortunity to participate: The In-Process Amended Draft Environmental Impact Assessment chnical Report, Waste Management Plan, Maintenance Management Plan and supporting our website <u>www.phsconsulting.co.za</u> , and a hard copy will be lodged at the Fisantekraal or a 45 day commenting period, from <u>19 March 2025 up to and inclusive of 13 May 2025</u> . ss the report, please contact the Environmental Assessment Practitioner (EAP) at the details
will only be with registered Inter- or submit your comments to P	d/or provide written comments on the application. Further correspondence on this application ested and Affected Parties (I&APs). To register, please provide your name and contact details HS Consulting using the contact details below. If you require assistance in recording your not is available upon request via the below details. Alternatively, you may send a voice note or provided.
VENUE, KLIPHEUWEL RD	F A PUBLIC OPEN DAY TAKING PLACE ON 15 APRIL 2025 AT GOEDGELEVEN), DURBANVILLE FROM 13H00 TO 20H00. ALL MEMBERS OF THE PUBLIC,)RUMS ARE WELCOME TO ATTEND.
EAP Contact Information:	
	PHS CONSULTING (Attention: Amanda Fritz-Whyte) Address: PO Box 1752, Hermanus, 7200 Fel: 028 312 1734; Cell: 072 630 8716 (whatsapp) Email: <u>amanda@phsconsulting.co.za</u>

isiXhosa advert placed in the Durbanville and Kraaifontein Tygerburger to advertise the Public Open Day:

UKWANDISWA OKUCETYIWEYO KWESIKHULULO SEENQWELOMOYA SASECAPE WINELANDS ISAZISO SENKQUBO YOKUTHATHA INXAXHEBA KOLUNTU - UKUQALA NGE-19 KAMATSHI UKUYA NGE-13 KAMEYI 2025

ISAZISO SOSUKU OLUVULELEKILEYO KULUNTU NGE-15 EPRELI 2025 E-GOEDGELEVEN VENUE, KLIPHEUWEL RD, DURBANVILLE UKUQALA NGO-13H00 UKUYA NGO-20H00

Inombolo Yembekiselo yeDEA&DP 16/3/3/2/A5/20/2046/24

Kukhutshwa isaziso seNkqubo Yokuthatha Inxaxheba Koluntu (*Isigaba Sohlolo Lokuchaphazeleka Kwendalo*) ngokumayela noMthetho107 ka-1998 weNational Environmental Management Act(NEMA), njengoko uhlonyelwe, nangokumayela nemimiselo yeEnvironmental Impact Assessment (EIA) ka-2014, njengoko iholnyelwe.

Isicelo sogunyaziso/sobhaliso esiya kwabasemagunyeni abafanelekileyo sokwenza le misebenzi ilandelayo:

Imisebenzi Edweliswe KwiNEMA Efakelwe Isicelo (kwiDEA&DP: Ukulawula Uphuhliso): I-LN1: 9, 10, 12, 13, 16, 19, 24, 25, 26, 28, 48, 56, 61; LN2: 1, 4, 7, 15, 27; kunye ne-LN3: 1, 2, 3, 4, 12, 18, 19. linkqubo zokuHlola/zeEIA zilandelwe kwesi sicelo.

Ubhaliso Lweendawo Zolawulo Lwenkunkuma neDEA&DP ngokuhambelana Nemigaqo Yelizwe kunye noMthetho 59 ka-2008 weNational Environmental Management Waste.

Isicelo sokuba iDEA&DP ichaze ize yamkele Isicwangciso Solawulo Lolungiso sendawo ehamba amanzi ngokumayela noMthetho 107 ka-1998 we-Environmental Management, iEnvironmental Impact Assessment Regulations, 2014 (ngokwendlela ehlaziywe ngayo) iza kuqukwa.

Inombolo Yembekiselo YeDWS: WU33620

Kukhutshwa isaziso Senkqubo Yokuthatha Inxaxheba Koluntu ngokumayela nomMiselo 267 woMthetho 36 ka-1998 weNational Water (iGazethi 40713 kaRhulumente ka24 Matshi 2017).

Umfaki-sicelo unqwenela ukufaka isicelo seLaysensi Yokusebenzisa Amanzi ngokumayela neCandelo 21 (a); (b); (c & i); (e), & (g) weNational Water Act, ukwenzela le misebenzi ilandelayo: ukutsala amanzi kumaqula; ukugcina amanzi kwiindawo ezinjengamadama ezilungiselelwe ukuwagcina; ukucothisa okanye ukusa amanzi emlanjeni; ukutshintsha ubume, okanye iimpawu zendawo ehlala amanzi; ukubandakanyeka kumsebenzi olawulwayo okwicandelo 37(1) okanye kwicandelo 38(1); ukulahla inkunkuma ngendlela engazukungcolisa indawo ehlala amanzi.

Kufakwe isicelo seLayisensi Yokusebenzisa Amanzi kwiDWS yephondo.

Umfaki-sicelo: CAPEWINELANDS AERO (PTY) LTD

Indawo: Indawo ekucetywe ukusebenza kuyo imalunga ne-10.5km kumntla-mpuma we-Durbanville, ku-R312 namalunga ne-6km kuMntla weJoostenberg Vlakte, kwindlela u-R304. Indawo yophuhliso ikwezi fama zilandelayo: 10/724, RE/724, 23/724, 7/942, RE/474, 3/474, 4/474.

Okucetyiweyo: Uphuhliso lwesikhululo seenqwelo-moya ngokwezigaba oluquka ukwakhiwa kwendlela ehamba iinqwelomoya yeKhowudi 4F enobude obuziikhilomitha ezi-3.5. Izakhiwo zesikhululo seenqwelo-moya ezisetyenziselwa phantsi nasemoyeni ziza kwakhiwa ngokwamanganaba, ngokomdla woluntu.

Ubukho bengxelo kunye nethuba lokuthatha inxaxheba: Ingxelo Ehlaziyiweyo Yohlolo Lokuchaphazeleka Kwendalo, Ingxelo Yelayisensi Yokusebenzisa Amanzi, Isicwangciso Sokulawula Ungcoliseko, Isicwangciso Solawulo Lolungiso kunye nezinye iingxelo ezixhasayo ziza kufumaneka kwiwebhsayithi yethu <u>www.phsconsulting.co.za</u>, kwaye iikopi eziprintiweyo ziza kufumaneka kwilayibrari Yoluntu yaseFisantekraal (021 444 9259) kangangeentsuku ezingama-45 ukuze kubekho ithuba lokunikezela amagqabaza, ukuqala <u>nge-19 kaMatshi 2025 ukuya nge-13 kaMeyi 2025</u>. Ukuba awukwazi ukuvifumana ingxelo, sicela udhagamshelane Nomsebenzi Wohlolo Lwendalo (EAP) kwiinkcukacha ezingezantsi

ukuyifumana ingxelo, sicela uqhagamshelane Nomsebenzi Wohlolo Lwendalo (EAP) kwiinkcukacha ezingezantsi. Wamkelekile ukuba ubhalise kwaye/okanye ubhale uluvo lwakho ngesicelo. Imbalelwano engakumbi ngesi sicelo iza kuthunyelwa <u>Kwimibutho Enomdla Nechaphazelekayo (I&APS)</u>. Ukuze ubhalise, sicela ubhale igama neenkcukacha zakho zoqhagamshelwano zakho okanye uthumele amagqabaza akho kwiPHS Consulting usebenzisa iinkcukacha zoqhagamshelwano ezingezantsi. Ukuba udinga uncedo ngokubhala amagqabaza okanye izizathu zokungahambisani kwakho nesicelo, ungacela uncedo usebenzisa iinkcukacha ezingezantsi. Kungenjalo, ungathumela ivoice note ngoWhatsApp kwinombolo engezantsi.

SIKWAKHUPHA ISAZISO SOSUKU OLUVULEKELE ULUNTU NGE-15 EPRELI 2025 E-GOEDGELEVEN VENUE, KLIPHEUWEL RD, DURBANVILLE UKUQALA NGO-13H00 UKUYA NGO-20H00. WONKE UMNTU NAYO YONKE IMIBUTHO YAMKELEKILE.

linkcukacha Zoqhagamshelwano Ze-EAP:



PHS CONSULTING (Ingqalelo ka: Amanda Fritz-Whyte) Idilesi: PO Box 1752, Hermanus, 7200 Umnx: 028 312 1734; Ifowuni: 072 630 8716 (whatsapp) I-imeyili: <u>amanda@phsconsulting.co.za</u> English and isiXhosa adverts were placed in the Durbanville Tyger Burger to advertise the **Public Open Day:**

TYGERBURGER Durbanylle

NEES

Expropriation a tool for justice?'

HELEEN BOSHOE viral moment erupted Aduring a public dialogue on land justice and the signed expropriation act as a tool for land justice hosted at the University of the Western Cape (UWC) by the Institute for Powerty, Lond and America

Cape (UWC) by the Institute for Poverty, Land and Agrar-ian Studies (PLAAS) and Tshisimani Centre for Activist Education (TCAE). The public and students alike gathered on Tuesday 11 March in the Jakes Gerwel Hall on the UWC's Bellville Campus to promote potential benefits to be reaped of the newly signed act. Samora Majeke from Intlungu YaseMatyotyombeni, Bevil Lucas from Reclaim the City, Nazeer Sonday from the Pood and Farming Campaign, Women on Farms' Bettie Fortuin, and UWC SRC President Mentosh Khasembe provided (three minute Khasembe provided three-minute deliveries to the minister. Sentiments shared touched on the yearned ability of those "who work the land, to own their Fortuin in her address. The Minister of Land Reform

The Minister of Land Reform and Rural Development, Mzwanele Nyhoniso, delivered a keynote address and heard responses from activists, communities and students during a panel discussion and open dialogue session. Near the end of the open dialogue, however, chaos ensued among the audience after a question was posed concerning the protection of

private property in the wake of potential illegal land grabs. Platform for 'open' dialogue UWC Rector and Vice-Chancellor, Prof Robert Balfour, welcomed guests and the Minister and encouraged them

Minister and encouraged them to continue using the university platforms for critical debates such as land expropriation, justice and reconciliation. In his keynote address, the Minister emphasised the importance of expropriation as a historical and contemporary tool for achieving land justice in South Africa. He highlighted the deep connections to identity, dignity and economic security amidst ougoing inequalities shaped by race and class. He said: "There is no day designated for the restoration of land. Despite our painful designated for the restorand of land. Despite our painful history

'ACCEPT CHALLENGE AND GO TO USA' The Minister also didn't hesitate to address current diplomatic exchanges between South Africa and the United States of America and addressed US President Donald Trump's US President Donald Trump's remarks that white farmers are welcome in the USA as their land is being forcefully confiscated as per the current Act. He said: "The President of the United States, Donald Trump, issued an invitation to South African farmers, to Afrikaners to come to the United States because the South African government is confiscating their land. The

"When we say Land First, we are not talking about land grabbing, because land grabbing amounts to theft." - Mzwanele Nyhoritso

expropriation act is not for land

expropriation act is not for land confiscation. Several comments from the floor spoke directly to the government's involvement in evictions, with one university haw student asking the Minister if the expropriation act would be used to protect people looking for housing, instead of the government regarding them as "enemy number one". The Minister reiterated that government's job was to serve its people.

people He se people. He said: "When we say Land First, we are not talking about land grabbing, because land grabbing amounts to theft and theft is the modus operandi of settler colonialists. Settler to exist consists before colonialists can never be our teachers. We do not have to steal what is already ours." However, the minister's speech did not rely or elaborate on any statistical or historical data to reflect a balanced view of the extent of "stolen land" in this instance referred to, except for broad references to historic injustice and sizable land owned by a single farmer in Bloemfontein, Free State. In its invitation to the seminar, PLAAS noted that while negative colonialists can never be our



In his keynote address at UWC, Mini Importance of expropriation as a his justice in South Africa. PHOTOS: HELEEN dress at U WC, Minister Mzwanele Nyho n as a historical and contern ng land

who

reactions to the expropriation act have dominated the public narrative, the voices of those who stand to benefit and who want land to be expropriated have not been heard.

MISSING VOICES

towards more meaningful engagements.

engagements. Nyhontso spoke of the need for redress and that even when land is put on the open market for sale, the state needs to be alerted, and considerations of re-purchase should be undertaken.

Woensdag, 19 Maart 2025 15

MISSING VOICES Prof Ruth Hall, the Acting Director at PLAAS who also served on President Cyril Ramaphoas's advisory panel on land reform, said that over the past three decades, national government has not prioritised land redistribution. Strive Mdoda of TCAE, who facilitated the open dialogue, said that although the event was fruitful, these kinds of engagements should not be once off, but the beginning of a dialogue between the Department of Land Reform and Rural Development and affected communities to move and consuerations of re-purchase should be undertaken. When the floor opened for questions from the audience, *TygerBurger* asked the minister - considering the establishment of the Government of National Unity (GNU) indicating growing distrust in national government's competence in exercising its mandate - exactly how government would guarantee the protection of private property vulnerable to potential land invasions. The audience's reception of this question was hostile, while Nyhontsox answer did not address the question at its core.



English and isiXhosa adverts were placed in the Kraaifontein Tyger Burger to advertise the **Public Open Day:**

NUUS

6 TYGERBURGER Kraalfontein

Walk in heels against violence

ESME ERASMUS

Durbanville Lions Club hole of the first Walk in Heels for Gender-based Violence (GBV) Awareness on the De Ville Centre on Satur-day 8 March. The fundralising event almed at raising awareness of and funds for gender-based violence prevention and support services. The neouraged men to secure sponsorships to walk laps in needs, with participants given 45 minutes to complete as many laps as possible.

as possible. "As this was the first time such an event was hosted it did not unfold exactly as planned." said Danielle Cronje, president of Durbanville Lions Club. "Instead, we welcomed men visiting the centre to participate and contribute donations towards the cause. The primary objectives remained to raise funds and awareness, foster empathy and understanding, and actively engage with the community in the fight against gender-based

"COURAGE AND WILLINGNESS" "COURAGE AND WILLINGNESS" "We had about 15 men joining the cause," Cronje said. "Their courage and willingness to step out of their comfort zones symbolises true 'allyship' in the fight against gender-based violence. vio "Walking in heels may be challenging, but it's nothing

"We had about 15 men joining the cause. Their courage and willingness to step out of their comfort zones symbolises true 'allyship' in the fight against gender-based violence.'

compared to the struggles faced by survivors. Their participation sends a powerful message of solidarity, empathy and commitment to change. It's inspiring to see men take an active role in raising awareness and standing up for a cause that affects everone."

and standing up for a cause that affects everyone." Why heels? "To promote empathy and understanding by encouraging men to literally and figuratively walk in the shoes" of those affected by gender-based violence, fostering a deeper understanding of the challenges they face. "Including men in gender-

based violence education is essential in creating a society where safety, respect, and equality are the norm. Men play a crucial role as allies, advocates and changemakers in challenging harmful norms, fostering empathy and promoting accountability. "By engaging men in these conversations and initiatives we not only broaden awareness, but also encourage active participation in prevention efforts." essential in creating a society

"KEY PARTNERS" Although the expected funds were not raised, "exposure to this topic is more important," she

- Danielle Cronje said. Proceeds will be donated to Olympians Social Development and Education, an organisation that raises awareness of gender-based violence in Fissantekraal and surrounding areas. "Our event was supported by key partners, including the Durbanville Victim Empowerment Programme, Durbanville Community Police and the Breath Foundation. Vita Information, referrals and pamphlets were shared, and pamphlets were shared. providing resources on different forms of abuse and where to seek

help. Several women received direct referrals for assistance. help. Several women received direct referrals for assistance. "We extend our sincere gratitude to De Ville Centre and lis management, The Crazy Store, Wimpy and Virgin Active for stid Cronje, "and also, Designer Water and Ultizher Pharmacy." For Emile Plaatjies of De Ville Centre management the event put "walking in someone elses' shoes" in perspective. He said men, especially, needed to look inwards to do more to stop this. * Anyone who wants to contribute to this cause or Join Durbanville Lions Club must send an email to info.durbanvillelionsclub@gmail. com or follow the organisation on Facebook.



Woensdag, 19 Maart 2025

Craucamp from the Breath Foundation was a natural in heels. PHOTO SUMACE



Afrikaans advert placed in Die Burger to advertise the Public Open Day:


An Afrikaans advert was placed in Die Burger to advertise the Public Open Day:

Woensdag 19 Maart 2025 DIE BURGER



Visvang by dié kolonies nou beperk

In Coreenskoms our visvanghe perkings rondom sekere kolo-nises hrighlökenyn wat tusson da viskefryf. Birtläft Stott Kusson ist Sakules Arikkansse Stägting vir die Bewaring van kusson ist Sakules Arikkansse statuar vei tesansson ist. Bisse and status vei tesansson ist. Bisse and s

" Ons moet effektiewe strategieë vir bewaring in werking

stel... Luidens die verklaring be-paal die bevel dat die departe-ment van bosbou, visserye en die orngewing twee weke sal be om seker te maak dat die slui-tings in werking gestel word deur die pernitvoorwaardes

tings in working gestel word dens die permittvoorwaardes wat van toepossing is op kom-mersiële vissers van sardiens en ansjovis, te wysig. Die permittvoorwaardes sat elke Januarie vir die volgende 10 jaar deur die departement

Guberna here there using the second of the second coveraged that the here the second se

pro

Coega .

ST. CROIX-EILAND

DIRECTURE Increases patients South Africa, sé die shuttings al ook tot voor die de voor van oor ander state al ook of the south of the

1 ROBBENEILAND

O DYEREILAND

O VOËLEILAND

.

 Melkbosytrand
Bioubergstrand S.Kaapstad

Pearly Beach

Kenton-on-Sea

"One moet voorignan om op grond van one wetenskaplike navorsing voorspraak te maak en effektiewe strategieë vir be-waring in werking stel om te verseker dat heilpikkewyne in die toekome floreer."

koolstafdioksiedv saak hiervan is



Aktueel 3

AJ Opperman

Robyn Rossouw in Diepe waters.

Al Opperman Provide the todays Roseouw makes the status of the todays Roseouw makes with Line way on the synchrotesic with Line way on the synchrotesic with Line way on the synchrotesic the synchrotesic synchrotesic synchrotesic the synchrotesic synchrotesic synchrotesic the synchrotesic synchrotesic

bit was moenik, maar 'n iekker uitilaging." Rossouw hou van Kelsey, veral nadat sy agterna oor die karakter

Belgen Ressour in Diege maters. Bei em laar mis in te kryt." Keise ys te keiste in men gebruik men seine seine seine met gebruik seine keiste seine seine seine seine seine men seine seine seine seine seine met seine seite seine Reasoning these years are seen as a second set of a second second

160 eiße tuvie uur ei einink, un seise water." ■ Diege ausiers word Maandae tot Donderfas um 1820 op kykNRT (DStv-kanaal 149) uitgesaal en is ook op DStv Stream en Catch Up beskikkaar. - ajopperman@24.com

Laaste oorlewende vegvlieënier

(105) van Slag van Brittanje dood

"Dit het nogal gehelp om rooibo tee elke twee uur te drink, en baie



Aarde wink ná maande vir 2 gestrandes

ning optaal. Wat gebor met die mensike lig-gaan in die deg ruimt? Die versawakking van bene en spiere, biootstelling aan betrie ling en versieuring van jose isg erings wat ruiwtesaarders op iangternwy sendings kan er vaar, kells voordat the sielkou-die in ag geneem word. Sommig van die gesond heiderniktio wat huist kan on dervitui, is levkend en word be ranstel hij. Die gevare aal net voereem namale die mensdom dieger die somschield inhe-weeg, waaronder na Mars, en al innovervendo oplossings ver-els om die tooisoms van ruimte-



Oefening is belangrik Ondanks die aandag wat hul Omdanika die aandiag wat hul sending ontvang bet, is Wil-more on Williams ee nege maande op die IRS "normaal", het Rihana Bokhari, 'n mede-professov van die sentrum vir ruimtregesondheid aan die Hay-lor kellege in Waco, Texas, ge sé.

Fordia op 1 Junie 2024. krag – ne lentrent wat in 'n wers-folkaan om die aarde onthreek-Om dit teë to werk gebruik ruimteoundres teit oedennam-veers vanden nafste en til noo gebruiktiere van struktoestelle ge-bruik om gewigte te sinneleer, 'n hangilitse oefenessie van twee und host die vandres in 'n som host die vandres in 'n som host die vandres in 'n som host die vandres in 'n en som som dat dit haie doel-ruhendagroßeen mit 'n host die bescruchte on sinne ruitet-n hostgiktee oeffissen mit 'n host die bescruchte og skandertrage. Twee host en som som som host host in host verstelleer mit 'n host die bescruchten og skandertrage. Twee host en som som som som som tragten, ondervoorsitter van unintegesondheid aan die Univ versiteit van Sintraal-Plorida. the soldge in Waco, Texas, go sö. Sendings na die IGS imur gos-woollis jes mande, maar oom miger ruintewaarders ib jot 'n jaar daar, en ansoreers het ver-troue in had vermoi om die vinintevandresse gesontheid vir daardie duur te handhaaf. Die messte mene werd dat om met gewigte te oden spiere oelik basisse beweging op aarde-biel beweging op aarde-tiel werstand teen swaarto-





Figure 1: Attendees were welcomed by the team and were requested to sign an attendance register (refer Appendix 1)



Figure 2: The EAP's contact details were displayed at each specialist station.



Figure 3: Attendees moved through the venue throughout the day, engaging with specialists on an ad hoc basis.



Figure 4: Attendees moved through the venue throughout the day, engaging with specialists on an ad hoc basis.



Figure 5: Attendees moved through the venue throughout the day, engaging with specialists on an ad hoc basis.



Figure 6: Attendees engaging with the noise and air quality specialist.



Figure 7: Attendees engagement at the engineering station.



Figure 8: Attendee engagement at the transport station.



Figure 9: Attendee engagement at the aviation station



Figure 10: Attendee engagement at the socio economic station



Figure 11: SDPs displayed during the open day



Figure 12: Seating areas were provided to allow attendees additional space for discussions.

APPENDIX 1: ATTENDANCE REGISTER



4

THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT OPEN DAY

DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref: WU33620

Date: TUESDAY 15 APRIL 2025

Time: 13:00 - 20:00



Venue: GOEDGELEVEN VENUE

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
EUCENE MARAIS	-			
BEVERLEY DE JONGH	-			
EIREILA LE ROUX	-			
SHELLON MATOWA (SERVERT)	-			
Riaan Helberg	\checkmark			
Davie Engelladt	ND			
NTUTHUZELO NENE	6 1			24

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
Dylan Rhales	\propto	l		
BRIDGET JOHN SAN				- m
Larry Eichstadt Peter elaura Lognes			0	-
Peter e LAURA LOGNET				-
Maarten Smuts	X	C		
Chenanou Seva				-
Janua Prentylor	×) - /	¥
BILLY WARNER				
Sylvia. Durchner Estar	nd withme, co. 2	0	(Men	unn
DERICI BESTER GAVIN SWOTT	\succ	(
GAVIN SUST	\times			

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
Annalic Janse von Reusburg	¥		(₁)	
JP Jowle	×			
Pierre de Jongh Brigid Prinsloo	*	Ć		
Brigid Prhslod	K			
Mike Buys	Х	Į.		
Ther Wolsh	K			
ARTHUR Post	HEARTFM	Star Tarrier Martineer	Amm	
Jeanne de Woral.	~			
Julian Johnsen			norma frankrigen er stere	
Loretta Williams	\checkmark			
Innus Jonker	×			
			and the second sec	40 -

ħ

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
Zack Sterlay	×			
James Wilkinson	×		V4001 60	
reaccis Kerry	\checkmark			
Auguan Abeni		6		
pharine Ntscheze				
Ami Zump	×		, ₁ ,	
MALIEUS Marcel	×	c	, ,	
ZMKHITHA DYANTYI	×			
hilp Kingsley				
Tail Venecout	X			
H- Chandles				

NAME	REGISTERED I&AP (√ / x)	TEL NR	E-MAIL	.0
JAN JOUBERT	Х	6		
Lucama Dydohani				1
Davielle aberte ' zare Willioux	\sum			Los (Gl. Mar) Son
zare Willions	1			-
SACONES VEL-SOGN	<u> </u>			en en
Marinda Bezuidenhaut	X			
39.1 S				
		1 (C)		1
				1



THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT OPEN DAY

DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref: WU33620

Date: TUESDAY 15 APRIL 2025

Time: 13:00 - 20:00

WINELANDS . AERO

Venue: GOEDGELEVEN VENUE

NAME	REGISTERED I&AP (v / x)	TEL NR	E-MAIL]
Cindy van den Heuvel	Ч			
RUTH M. DANIELS (SHR. CHIEF		<i>n</i>		
PARAMACINT O JANIELS (COCHOQUA KHO)	INTERESTED AND AFFECTED			
WALTER SAMUELS	16	3		
Hennie de Beer	Diemersforten	(11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		A7. 0 1
Hermon Pretorius				
	ARCC			
Tortius fichme	Galvated			

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
Trevor Basset	V .	0		
Estelle Hayns	ND '			
Anzel vo Merwe.	No			
Pieter Schoeman	No			
RUL - GERMAN FOUNE	\checkmark			
CLIVE JUSTUS	×			
PERINCE NEIL ACKERS	Х.			
WALLACE DYASON	×			
EUSAN RHEEDER	X			
Eddie Arkinsm	×			
Chie	X			

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
JURGEN APEC	\star		7.6.1	
MARINS VAN Roojen	×		-12	
Rup, ENGELICE	\checkmark			
CHILLS COETZEE	\checkmark			
PAUE RUDAPH	Χ.	2		
Lawrence MITCIFER.	X			
VPS Brink	×			
9 WEBB	X	¢		
Mari von luft	~	0		
Mari von huft Asthur Parish	-			
HENK SCHAGEN				

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
IVNOR LEE	× .			
Rikus Poins	× ~			
PENNY 2AME	+	4		
Frans de Jouet	J	4	,	and the second s
ADAM RABINSONITZ	×			
C Kyr-du Bur	×	·		
D. du Preiz				
(rangeme.				
Jarie Wilherson	V		1	
Sha-shalee Croy				
Zingisle Molos	×	¢		

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
Cheng) Cumming	Teront x			
Dorie Ras				
Donie Las	\searrow			
Nica Ackerman	X			7 1
SAUL MAISIAA	_			
BOKKIE ÉVERT				
Limits KHATHAL				
Kim Roscords				ب ب
Sisela Rathbar				
RONALD VENECOURT				
Simane Siyabulola		¢.		

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
Mathanzina Milawa Nouter Bester.	-			-
Wouter Bester.				-
Tolla Viljoen				
Magdeline Agoro	~	4		
Arnors klue ions	~		- I ²	rn -
Miente Knipe	\times			
·				



THE PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT OPEN DAY

DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref: WU33620

Date: TUESDAY 15 APRIL 2025

Time: 13:00 - 20:00

WINELANDS . AERO

Venue: GOEDGELEVEN VENUE

NAME	REGISTERED I&AP (v / x)	TEL NR	E-MAIL]
Lynné Waldeck	yes.			and the state
Von ZIDL. CHIRLE.				
Denise Shulls				
Gillicen Middleton				
christof Krugmann	FE N			- ,
Dear von Stade	4		0	
Andrew Stevenson	les			

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
Mankse Spreeth	X			
Louie Storn	V			
EDWARD WEST	Х			_
Endlum - 11 AFS Joseph	v			
DR BARBARA GALE				
Matthew Atkinson	X			
christiaan van der spuy	1			
BARRIE KING	×	τ	tanti stare d	
14EEMAN Bosmon	Þ			
Desmano Per-1.	X			
Zawah Stultenkamp				

NAME	REGISTERED I&AP (V / x)	TEL NR	E-MAIL	
Aladih Suss	×			
MARIWUS	X			
Thoshen Thaver	\sim		,	
Megan Mackintosh	V			
Brett Smith	V			
Narilah 26rahim	V			
hucas Iyanh.		0		
Zinging Mypenbani				
Carla Meyer	\sim		0	
Cecília m. Pelicnene	K	Ū.		
NORMAN PELMAN	V			<u> </u>

NAME	REGISTERED I&AP (v/ x)	TEL NR	E-MAIL	
AMY MARSHALL	X	(
Lignne Richardson		¢		
Deborah Hanney	\checkmark			
	``			
	15			

29

APPENDIX 2: COPY OF CWA SLIDESHOW ON DISPLAY



"The airport leaves the City, the City follows the Airport The Airport becomes the City"

Cape Winelands Airport



OUR COMPANY



Cape Winelands Airport forms part of RSA AERO's network of airports. With a vision to own and operate a reputable and progressive network of selective domestic and international airports, RSA AERO started the acquisition of airports in South Africa in November 2020 and currently has airports in the Free State and the Western Cape. RSA AERO aims to have presence in all 9 provinces in South Africa over time as the airport network expands.



Cape Winelands Airport -Embedded Sustainability



"Working with our communities, partners and industry stakeholders for the benefit of the Environment, the Economy and Society overall."

PEOPLE

The airport as a catalyst for meaningful social change, benefiting the communities.



TRANSPORT

Winning cities have efficient transport systems, modern airports, and unrestricted air access, boosting regional competitiveness and accessibility.

PLANET

Aiming to be one of the world's greenest airports, we're focused on resource efficiency, self-sufficiency, and advancing aviation sustainability through our **GreenSkies programme.**

ECONOMY

Airports are economic hubs with a multiplier effect, making this capital investment one of the region's largest medium-term economic boosts.

The Airport as an Enabler...

THE CATALYTIC EFFECT OF CWA



Did you know that the introduction of CWA as a second airport in Cape Town is about...

...enabling accelerated growth, not imposing limitations



- ...creating new business and tourism nodes
-injecting efficiency into the aviation industry
- ...creating savings for the airline industry as an alternate airport for fuel planning purposes
- ...Helping to make Cape Town, the Western Cape & South Africa more accessible to visitors

...enabling sustained socio-economic growth...

What - Cape Winelands Airport Expansion

PROPOSED EXPANSION

WINELANDS . A E RO

Traffic Forecast

- 2,0 MPPA by 2030
- 3,8 MPPA by 2040
- 5,2 MPPA by 2050
- Code 4 F Runway (A380)

Air Services

- General Aviation
- Scheduled Commercial Services
 - Domestic
 - International
- **Diversion Services**

Support Services

- Digital Air Traffic Control
- Cat 9 ARFF
- Ground Handling
- Fuel Facilities





CAPE WINELANDS AIRPORT: PHASE 1 EXPANSION TIMELINES

The following timelines are subject to regulatory approvals:

PLANNED OPENING END 2027/EARLY 2028



Ongoing Stakeholder Consultations

Does Cape Town really need a Second Airport?

DOES CAPE TOWN NEED A SECOND AIRPORT



YES...

LET'S CONSIDER WHY...

□ No other suitable location

□ Offering much needed redundancy

Global competitiveness

□ Future growth of the region



Underpinned by sustainable socio-economic impact...

CWA AS THE MOST SUITABLE LOCATION

WINELANDS . AERO

Why an alternative site is not feasible



No alternative site has been considered on the basis that:

- CWA is an **existing operational and licensed airport** that has been in existence for 80 years, operating at the current site.
- The expansion of CWA is being **developed on a purely commercial basis** and without government funding, on the principles of financial sustainability and viability, therefore it aligns with the Policy Statement 15 in the White Paper on Civil Aviation Policy (2017).
- As an upgrade of an existing airport rather than choosing a new site it **aligns with the preference expressed in the NADP (2015)** for "the upgrading of existing airports over development of green-field airports."
- Most of the application area earmarked for expansion is already owned by Cape Winelands Airport (Pty) Ltd.
- The potential cost of establishing an airport to the proposed project scale at an alternative greenfield site would prove to be excessive given that the current site and properties are already available, the site is operational as an airport and could be optimised due to available land to accommodate the proposed project.
CWA AS THE MOST SUITABLE LOCATION

WINELANDS . ZERO

Why an alternative site is not feasible



No alternative site has been considered on the basis that:

- The CWA properties is **centrally located with various existing access points from regional roads**.
- Given the location, CWA is well positioned to provide a convenient and safe airport option for residents in the Cape Metropole and beyond. Road access to the site is through various safe routes and the site does not pose the restrictions and risk to expansion through squatting and land invasion.
- The land belonging to CWA is **already zoned as an airport**.
- The CWA properties has access to groundwater that can sustain 75% percentage of the water demand.
- The site can **tie into** existing and future planned **municipal service infrastructure.**

CWA AS THE MOST SUITABLE LOCATION

WINELANDS . AERO

Why an alternative site is not feasible



No alternative site could be identified that complies with all of the following **locational criteria**:

- a slope of less than 1 % over 4.3km and in the direction of the prevailing winds
- a site that is not located in a proclaimed nature reserve
- a site that is not in a physically built-up area, or so close that landings and take offs will be problematic
- a site that falls outside of Cape Town International Airport's (FACT) controlled airspace
- a site that is outside the Koeberg Nuclear Power Station (KNPS) exclusion zones

Considering **topography**, required **airspace integration** and **exclusion zones** (such as the Koeberg nuclear zone) an appropriate alternate site is not available in the region.

An airport should ideally be on the urban edge and not some distance outside or way inside the UDE. It needs to be close to urban infrastructure, but not in built-up areas. It needs to be accessible to freight and passengers with a well-established multi-directional road network and close to rail. Lastly, the preferred site location is leveraging off an existing airport which is a long-established land-use in this location.

DOES CAPE TOWN NEED A SECOND AIRPORT?

WINELANDS . AERO

"CWA is a closer airport for catchment areas within the 60-minute and 120-minute drive times."

CWA Traffic Forecast Report states the following "The maps on the left illustrate the catchment area of each airport within a 30minute and 60-minute drive respectively.

The catchment area based on 30-minute drive time favours CPT. In particular, it includes several neighbourhoods with relatively high-income households, such as the City Centre, Southern Suburbs, Somerset West, Strand and Bloubergstrand. That said, the longer driving time from these areas to CWA may be offset by a more pleasant and efficient passenger journey through the airport.

Catchment areas based on 60-minute and 120-minute drive time are fairly similar." CWA is a closer airport for the effective population based on 60-minute and 120-minute drive times.



Source: NACO, Effective Population with specific drive time of each airport (in thousands)



DOES CAPE TOWN NEED A SECOND AIRPORT?



YES....



Improve global competitiveness

Modern, efficient transport systems are key to the success and competitiveness of a country.

Unrestricted air access significantly improves a regions competitiveness.

All major cities in the world have more than one international airport.

The Western Cape, so reliant on Tourism, will benefit immensely from two major airports.



Underpinned by sustainable socio-economic impact...



YES....

Offering much needed redundancy

The region is extremely vulnerable with only one major airport. The closure of its main airport due to unforeseen circumstances leads to economic, social and reputational consequences. Flight diversions have a negative impact on the airlines and their passengers. Significantly enhanced passenger experience when diverted to an airport in the same city.



Future growth

Airports have long term planning horizons (20/30 years in advance). This airport is about the future growth of our region and country.
Proving much needed capacity for the General Aviation market.
The airport's location has strategic linkages to Drakenstein, Witzenberg, Stellenbosch and Breede Valley.
Opportunities to create new tourism and business nodes.
Ideally located to support the future growth of the region.

Underpinned by sustainable socio-economic impact...

CWA AS A PLANNING ALTERNATE FOR FUEL



Cape Winelands Airport is ideally located to serve as an alternate airport for reserve fuel planning for airlines flying into Cape Town. While the airline's primary destination remains Cape Town International Airport they designate Cape Winelands Airport as their alternate for reserve fuel considerations.



See our print outs to find out more



As an alternate airport for fuel planning purposes, CWA will save the airline industry major costs



See our print outs to find out more

Cape Winelands Airport From the Winelands, to the World...

APPENDIX N

INTERESTED AND AFFECTED PARTY MEETING HELD AS PART OF THE EIA 4TH PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED CAPE WINELANDS AIRPORT (CWA) DEVELOPMENT.



PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT EIA

[DEA&DP Ref: 16/3/3/2/A5/20/2046/24; DWS Ref: WU33620]

Summary Report for an Interested and Affected party meeting held as part of the EIA 4th

public participation process for the proposed project.

As part of the fourth round of public participation for the EIA for the proposed CWA expansion project, a focus group meeting was held with an interested and affected party who operates a parrot sanctuary in Mikpunt, dedicated to the care of previously neglected and rescued birds.

Date, time and place: 15 April at 10h00 at 2 Palm Street Mikpunt; Lozaan Burger's residence.

Present:

Deon Cloete (DC - CWA) deon@capewinelands.aero

Gustav Griessel (GG - CWA) gustav@capewinelands.aero

Paul Slabbert (PS - EAP – PHS Consulting) paul@phsconsulting.co.za

Lozaan Burger (LB - I&AP)

Andrew Mc Lachlan (AM - I&AP Representative

Phone call:

Albert Froneman (AF - Avian expert)



Figure 1:The meeting was held at the IAP's residence from which she operates a parrot sanctuary

Meeting Notes:

- LB resides at 2 Palm Street Mikpunt, and she is a registered I&AP. She runs a parrot sanctuary consisting of previously neglected recued birds. Her concerns are mainly with the potential noise impact that the CWA expansion might have on the parrots. These comments have been captured in the Comments & Response Reports available on the PHS Consulting website to date.
- 2) PS encouraged LB to download the various reports and study the content.
- 3) LB requested that the Applicant CWA visit the premises to see the operation for themselves and to enable a conversation regarding the potential impact.
- 4) LB invited AM as her advisor and PS attended as the EAP to record the meeting and to provide clarity on the impact and the process going forward.
- 5) DC provided background to the proposed development and his experience with airports and wildlife management.
- 6) PS highlighted the concerns raised by LB and noted that a comprehensive response to her latest comments are now available in the public domain for her consideration. The PPP period runs from 19 March to 13 May 2025 and LB can provide further comments if she pleases.
- 7) PS confirmed that as part of responses formulated on her comments, the Noise Specialist specifically marked her location in relation to the noise contours, indicating that 2 Palm Street Mikpunt falls outside the 55dBA noise contour. For residential areas to be outside the 55dBA is deemed acceptable ito the Noise Regulations. The future airport contribution to the noise level at the parrots' location will be around 47dBA, therefore 8dBA lower. The Poultry specialist, who is a veterinarian advising CWA, also confirmed that the parrots are outside the area where noise is being experienced.
- 8) PS observed and noted that the parrot sanctuary is located right next to an active railway line and during the meeting various scheduled flights were also heard destined for Cape Town International, including other background noise associated with activities in the area.
- 9) LB stated the area is peaceful, with little noise disturbance however it was noted that the newly introduced locomotive hooter warning system is an additional noise affecting some of the birds.
- 10) LB stated that if the parrots are not used to a specific sudden loud noise that they get frightened, resulting in collisions with fences injuring themselves in the process. This form of stress and injuries can lead to health issues. However, when the parrots are used to a certain noise the risk is reduced.
- 11) LB stated that she is very concerned for the future of the parrots if the CWA is expanded as proposed, she is very uncertain about the future and if co-existence is possible irrespective of the CWA specialist findings.
- 12) LB will consult with her veterinarian who specializes in parrots about her opinion regarding the expected 47dBA noise levels at 2 Palm Street Mikpunt and consider this in future discussions.
- 13) AF is an expert in wild bird behavior, and conducted the Bird Strike Risk Assessment for the CWA EIA, was called by DC to engage via cell phone loudspeaker. He stated that birds are very adaptable if it comes to loud noise and they get used to it in general. If the type of noise is already part of their experience, they adapt quicker otherwise they get used to it over time. Therefore, birds in general habituate and this should apply to domesticated birds as well. He further stated that the projected noise as per specialist model will gradually be introduced to the area due to the escalating numbers over a 25-year period

until the expected constant peak of 47dBA is reached at LB residence in 2050. Therefore, the likelihood that the parrots will adapt is likely.

- 14) LB stated that a previous parrot breeder in Mikpunt lost birds due to crop sprayers airplanes frequenting the area on a seasonal basis.
- 15) PS noted that the parrots at the facility are therefore exposed to the crop sprayers noise already.
- 16) PS stated that the options for LB is to either move the entire sanctuary or to stay and habituate.
- 17) LB confirmed that to move will have a massive impact on the birds and to stay the impacts remains unclear to her.
- 18) PS questioned if there is any academic literature on impact of noise on parrots and their adaptability and if a program exist or if one can be developed to make them accustomed to new noise. LB stated she is not aware of any studies conducted.
- 19) PS stated that a Noise Mitigation and Management Plan will be developed as part of the conditions of approval. This will result in monitoring the CWA noise levels at certain strategic positions such as Mikpunt. A Forum will be formed consisting of CWA, public and industry dealing with noise impacts and associated mitigation. Such a plan and platform will assist LB to engage and provide accurate feedback on the impacts being experienced and the mitigating measures being applied.
- 20) PS suggested that an "introductory habituate program" for the current parrots and new parrots can possibly be developed to mitigate future impact.
- 21) DC stated that CWA already engages with Stellenbosch University on various future research projects and that the parrots' vs noise can possibly be studied at a postgraduate level as well.
- 22) LB and AM raised the matter of property values adding to LB fears.
- 23) PS stated that according to the socio-economic report the 55dBA noise contour is used to consider depreciation percentages, and based on global benchmarks devaluation is estimated at 0.7% per dBA increase beyond 55dBA. LB property is located at 47dBA, 8dBA below.
- 24) GG pointed out to LB that she must consider her original decision to buy the property and to consider if she potentially over capitalized, by further developing the property, which was a personal decision, based on their own needs and aspirations.
- 25) DC believes that the 47dBA to be experienced at 2 Palm Street Mikpunt will not impact negatively on the parrots or on LB property value. The noise specialist confirmed the dBA level is deemed to be acceptable. DC stated that AF is of the opinion that the parrots will adapt and that they are likely already aware of other airplane noise in the area, therefore this type of noise is not new. DC are of the opinion that property values in Mikpunt will go up opposed to deprecation.
- 26) DC stated a positive outcome can be that LB form part of a Noise Forum and future Local Wildlife Rehab Centre associated with the CWA.
- 27) LB invited DC to engage with her further regarding collaboration opportunities.

Further Communication between CWA and IAP:

	amanda@phsconsulting.co.za
Sent: Fo:	Wednesday, 04 June 2025 09:44
o: Subject:	olivia@phsconsulting.co.za FW: [EXTERNAL] BIRD & WILDLIFE RESCUE FACILITIES IN SUPPORT OF THE CAPE WINELANDS AIRPORT
ent: Monday, 19 Ma o: Lozaan Burger (Si c: Amanda Fritz-Wh gustav@capewinela	
Thank you Lozaan, we are confirmed for 10H00 on Friday then, we are looking forward to the engagement. Marius, in copy, will be joining me for the visit, Albert we will keep you posted on developments.	
Regards; Deon	
)n Wed, 14 May 2	025 at 10:45, Lozaan Burger (SGT) <
Good Morning Deo	n
Thank you so much	n for the opportunity.
	n for the opportunity. week Friday the 23 rd of May. Just let me know what time will suit you.
I'm available next v	
I'm available next v Regards Lozaan From: Deon Cloete Sent: 13 May 2025 To: Lozaan Burger (Cc: Amanda Fritz-W <gustav@capewine< td=""><td>week Friday the 23rd of May. Just let me know what time will suit you. <<u>d.cloete@capewinelands.aero</u>> 12:55 PM</td></gustav@capewine<>	week Friday the 23 rd of May. Just let me know what time will suit you. < <u>d.cloete@capewinelands.aero</u> > 12:55 PM
I'm available next v Regards Lozaan From: Deon Cloete Sent: 13 May 2025 To: Lozaan Burger (Cc: Amanda Fritz-W <gustav@capewine< td=""><td>week Friday the 23rd of May. Just let me know what time will suit you. <d.cloete@capewinelands.aero> 12:55 PM SGT] > hyte <amanda@phsconsulting.co.za>; Paul Slabbert <paul@phsconsulting.co.za>; Gustav Griesse lands.aero>; Albert Froneman] BIRD & WILDLIFE RESCUE FACILITIES IN SUPPORT OF THE CAPE WINELANDS AIRPORT</paul@phsconsulting.co.za></amanda@phsconsulting.co.za></d.cloete@capewinelands.aero></td></gustav@capewine<>	week Friday the 23 rd of May. Just let me know what time will suit you. <d.cloete@capewinelands.aero> 12:55 PM SGT] > hyte <amanda@phsconsulting.co.za>; Paul Slabbert <paul@phsconsulting.co.za>; Gustav Griesse lands.aero>; Albert Froneman] BIRD & WILDLIFE RESCUE FACILITIES IN SUPPORT OF THE CAPE WINELANDS AIRPORT</paul@phsconsulting.co.za></amanda@phsconsulting.co.za></d.cloete@capewinelands.aero>

We are pleased that you have indicated a willingness to offer your expertise, facilities and services in bird rescue to support the airport development. We envisage this to happen by way of a collaboration between ourselves, the details of which we will document jointly in the format of a Memorandum of Understanding (MOU). As discussed we will arrange for a follow-up meeting within the next two weeks during which we will agree on a framework and scope for the intended MOU. Following the meeting we will present you with the draft MOU for your consideration and further comment, once that has been finalised we will jointly sign the MOU.

Thank you again, I trust that you will find this in order. I have placed the EAP's in copy to create awareness of our intended collaboration, they will update their records accordingly.

Regards;

Deon Cloete

Confidentiality Disclaimer Notice: The contents of this email and any attachments are privileged and confidential to the intended recipient. If you are not the intended recipient please do not use or publish its contents, contact the sender immediately, then delete it. Opinions, conclusions and other information in this message that do not relate to the official business of Cape Winelands Airport Ltd shall be understood as neither given nor endorsed by it. Cape Winelands Airport Ltd accepts no liability whatsoever for any loss or damages whatsoever and howsoever incurred, or suffered, resulting, or arising from the use of this email or its attachments. Please note that emails are not secure and may contain viruses.

Please click on the following link for terms of use of this communication / Klik asb. op die skakel vir die gebruiksbepalings van hierdie kommunikasie: https://www.sanlam.com/terms-of-use

APPENDIX O

CONFIRMATION OF COLLABORATION BETWEEN STELLENBOSCH UNIVERSITY AND CAPE WINELANDS AIRPORT



Engineering EyobuNjineli Ingenieurswese

23 June 2025

Mr. Deon Cloete, Managing Director, Cape Winelands Airport Company (PTY) Ltd, Lichtenburg Road, Durbanville, Cape Town, 7550

RE: Confirmation of Collaboration between Stellenbosch University and Cape Winelands Airport

Dear Deon,

forward together

sonke siya phambili

saam vorentoe

Stellenbosch University is pleased to confirm the formalisation of a Cooperation Agreement with Cape Winelands Airport (CWA). This partnership reflects a shared commitment to contributing to South Africa's strategic developmental goals, with a specific focus on sustainable regional aviation growth, innovation, and human capital development.

The collaboration is set to deliver a wide range of positive outcomes, including:

- Advancement of **practical skills and work-integrated learning opportunities** for students across disciplines;
- Development of **aviation-specific skills** to address current and future skills shortages in this critical sector;
- Joint research and innovation initiatives aligned with national aviation and environmental policy priorities;
- Strategic contributions to **aerotropolis and airport city development**, supporting economic and infrastructure growth;
- Support for environmental sustainability, in line with national and international aviation climate objectives.

The partnership aligns well with the goals set out in the Draft Comprehensive Civil Aviation Policy (2025), particularly in promoting transformation, skills development, economic integration, and regional upliftment through collaborative efforts.

We trust this cooperation will serve as a model for university-industry engagement, and we are confident it will contribute meaningfully to the success of CWA's Environmental Impact

Faculty of Engineering, Dean's Office General Engineering Building | Banhoekweg | STELLENBOSCH 7600 | | Assessment (EIA) application currently under consideration by the Department of Environmental Affairs and Development Planning (DEADP).

Stellenbosch University supports the inclusion of this collaboration as part of your EIA submission and welcomes continued engagement in this exciting initiative.

Yours sincerely,

Prof. Corne Schutte Vice-Dean: Research and Industry Liaison Engineering