EXECUTIVE SUMMARIES

ENGLISH, AFRIKAANS, XHOSA

JULY 2025

Table of Contents

1. ENGLISH - EXECUTIVE SUMMARY

NOTE: This final Environmental Impact Assessment Report (EIAR) follows on the amended in-process EIA report that was circulated for public comment from 19 March up to and inclusive of 13 May 2025. The final EIAR and EMPr have been compiled from specialist studies and I&AP input and will be submitted to DEA&DP for consideration and decision making.

Cape Winelands Airport with International Civil Aviation Organization (ICAO) location identifier "FAWN", was formerly known as Fisantekraal Airfield (FAFK), and was acquired in November 2020 by the Applicant, who since established Cape Winelands Airport Ltd. 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 155ha in size.

The proposed project entails the expansion of the existing Cape Winelands Airport in a phased development approach, which will include the realignment of a primary runway with an orientation of 01-19 and a length of 3.5km. Landside and airside infrastructure will also be phased based on market demand. Landside infrastructure will include, but not be limited to, passenger and cargo terminals, hotel, aircraft hangers and services, airport facilities, a bulk fuel storage facility, internal and external road infrastructure, potable water and sewage treatment infrastructure, a petrol filling station, a biodigester, solar PV, and stormwater management infrastructure. Airside infrastructure will include, but not be limited to, runways, taxiways, taxilanes, aircraft parking aprons, service roads as well as approach lights and navigational aids needed for safe operations in all weather conditions. The runway solution also includes drainage, pavement structures, paint markings and earthworks along with considerations for aircraft tracking, jetblast impact mitigation and hydroseeding requirements.

Early in the process under the Scoping Phase, the location alternative was considered, but based on various factors the assessment of other location alternatives was scoped out, considering that the application site is the only reasonable and feasible location alternative. Therefore, there is no feasible and reasonable site / location alternative as this proposed project is for the expansion of an existing airport with existing aviation rights at this location.

The following reasonable and feasible alternatives were considered in the Scoping Phase:

- **Alternative 1** "Do Nothing", which implies development within current rights; and
- **Alternative 2** ("Preferred Alternative"), which entails the construction of a 3.5km main runway at orientation 01-19 and initial retention of cross runway 14-32.

Alternative 2 consisted of 2 phases:

In Phase 1 two runways would 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 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.

Based on further studies and development of the SDP the 700m cross runway 14-32 was excluded from **Alternative 2** to result in **Alternative 3. Alternative 3** was further amended to exclude chicken manure to the biodigester; to remove wind energy; to include both sewer to onsite treatment and Fisantekraal WWTW; to include the additional borehole drilled; to amend the SDP to show the incoming potable line from the southwest, the extension of the fuel line into the GA area and to make minor amendments to internal precinct boundaries. This resulted in the **New Preferred Alternative 4** which was assessed in the amended draft EIAR and included in the final EIAR.

In Phase 1, the airport will comprise of one runway, which will be at an orientation of 01-19 and a length of 3.5km and will be constructed to serve up to Code 4F instrument operations. This runway will be shared by all operators, including scheduled commercial as well as general aviation, where intersection take-off points will be introduced on the runway to improve efficiency for general aviation operations.

In Phase 2 the airport development strategy is based on the continued development of the various precincts with the main runway shared by all operators, including scheduled commercial as well as general aviation.

Detailed breakdown of the proposed Alternative 4 development and its associated infrastructure per phase:

Note: The development comprises of five precincts which will be developed in two distinct phases; after the implementation of Phase 1, Phase 2 will evolve based on market demand.

Phase 1:

1) The Agricultural Precinct is approximately 462ha and consists of the following amongst others:
   - The Agricultural Precinct remains agricultural in nature and use with the existing main access roads and internal farm roads to remain
   - Areas of intact vegetation regarded as no-go for conservation
   - Firebreaks
   - Wetland rehabilitation and offset areas,
   - SW infrastructure through seep wetland,
   - Fenceline on the outer perimeter and a shared security fenceline with Airside precinct.

2) The Services Precinct is approximately 65ha and consist of the following areas amongst others:
   - Maintenance Repairs and Operational Hanger
   - Aircraft sanitary station
   - Airport maintenance
   - Catering building
   - GSE staging and Maintenance

- Fuel farm
- Cargo terminal
- Aircraft Rescue and Firefighting
- OPS
- Air traffic control centre
- Eskom incoming and Substations
- Groundwater and potable water treatment facility and storage
- Water pump station
- Non-potable treatment facility and storage
- Solid waste area
- Firefighting water pump station
- Areas for airport use
- Internal road and services configuration

3) The Airside Precinct is approximately 249ha and consist of the following areas amongst others:
   - 3.5km runway and taxi ways
   - Solar PV in southeast corner
   - Airport parking
   - Maintenance Repairs and Operations apron
   - Cargo apron
   - Eskom incoming and substation
   - Remote Digital Control Tower System
   - Localizer, Glidepath antennae, and Precision Approach Path Indicator (PAPI)
   - RESA areas around the runway and taxi lanes
   - Landscaping, firebreaks, conservation areas and re-vegetated areas
   - Internal road and services configuration

4) The Terminal Precinct is approximately 57ha and consists of the following areas amongst others:
   - Landscaping
   - Passenger Terminal Building
   - Car Rental and public transport
   - Parking, pick up and drop off area
   - Ground Support Equipment (GSE) staging
   - Cargo
   - Energy centre and Aircraft Sanitary Station
   - LS SS (Land side Substation)
   - Hotel
   - Various areas for Airport use
   - Aero vintage
   - Restaurants
   - Petrol & Diesel Service station
   - Access roads into this precinct, Internal roads and associated infrastructure

- Internal road and services configuration

5) The General Aviation Precinct is approximately 50ha and consists of the following areas amongst others:
   - GA/VIP/Government terminal
   - Parking
   - Fixed Base Operators
   - GA Hangars
   - GA Clubhouse and fuelling
   - Special cargo facility
   - OPS
   - Access control areas
   - Areas for airport use
   - Heliport
   - Internal road and services configuration
   - Signage and billboards

The Sewage Pipeline to Fisantekraal WWTW located to the northwest, the Potable line coming in from the southwest; the on-site stormwater infrastructure, the incoming Eskom line from the South, access roads and alignment, Solar PV on buildings and perimeter fencing and firebreaks form part of the Phase 1 scope.

Refer Phase 1 Precinct Plans in SDP Appendix 25 to this report.

Phase 2:

1) Agricultural Precinct remains approximately 462ha and consists of the following amongst others:

The Agricultural Precinct remains agricultural in nature and use with areas of intact vegetation conservation, firebreaks, wetland rehabilitation and offset, existing agricultural areas and existing access roads included. It includes SW infrastructure through the seep wetland, a fenceline on the outer perimeter and a shared security fenceline with the Airside precinct.

2) The Services Precinct remains approximately 65ha and consists of the following amongst others:
   - Groundwater containment and treatment to potable standard
   - Sewage containment and treatment and containment of treated sewage water (inclusive of emergency storage) inclusive of pumpstation
   - Solid waste area
   - Biodigester
   - Eskom incoming and LS substation
   - Firefighting water pump station
   - Aircraft sanitary station, MRO hangar, maintenance area and parking area
   - Catering Building, Ground Support Equipment (GSE) Maintenance and Staging area
   - Fuel farm and underground fuel line
   - Substation

- Cargo terminal, Aircraft Rescue and Fire Fighting (ARFF), OPS, Air Traffic Control Tower
- Existing quarry to be used for stormwater retention
- Internal road and services configuration and landscaping

3) The Airside Precinct remains approximately 249ha and consists of the following amongst others:
   - 3.5km runway and taxi areas
   - Solar PV in southeast corner
   - Aircraft parking
   - MRO apron and Cargo apron
   - Eskom incoming and Substations
   - Remote Digital Control Tower System (RDTS)
   - Localiser, Glidepath Antenna, and Precision Approach Path Indicator (PAPI)
   - Internal road and services configuration
   - Underground Fuel line
   - RESA areas around the runway and taxi lanes
   - Landscaping, firebreaks, conservation areas and re-vegetated areas

4) The Terminal Precinct remains approximately 57ha and consists of the following amongst others:
   - Landscaping
   - Passenger Terminal Building
   - Car Rental and public transport
   - Parking, pick up and drop off
   - Pier expansion reservation
   - Terminal reserve
   - Ground Support Equipment (GSE) staging
   - Cargo
   - Energy centre and Aircraft Sanitary Station
   - LS SS (Land side substation)
   - Hotels
   - Airport use
   - Aero vintage
   - Restaurants
   - Service station
   - Internal road and services configuration

5) The General Aviation Precinct remains approximately 50ha with the following additional development activities:
   - GA / VIP / Government Terminal
   - Parking
   - Fixed Base Operators

- GA Hangers
- GA Clubhouse and Fuelling
- Special Cargo Facility
- OPS
- Access control
- Transport use
- Airport use (associated buildings and facilities and uses supplementary to the runway use)
- Heliport
- Internal road and services configuration
- Landscaping

The Sewage Pipeline to Fisantekraal WWTW to the northwest, the Potable line coming in from the southwest; the stormwater infrastructure, the incoming Eskom line from the South, access roads and alignment, Solar PV on buildings and perimeter fencing and firebreaks form part of the Phase 1 scope.

The following specialist studies were undertaken to assess baseline conditions and identify potential impacts: Agricultural Impact Assessment, Heritage Impact Assessment (including Visual, Cultural and Archaeological), Terrestrial Biodiversity Impact Assessment (including Faunal and Avifaunal), Aquatic Biodiversity Impact Assessment, Civil Aviation Assessment (including Concept of Operations and Obstacle Limitation Surface Assessment), Noise Impact Assessment, Traffic Impact Assessment, Socio-economic Impact Assessment, Botanical Impact Assessment, Agro-Ecosystem Assessment, Air Quality Impact Assessment and Geohydrological Impact Assessment.

Additional technical reports informing the project include Bulk Infrastructure Engineering (Sewer, Potable, and stormwater management), Bulk Electrical Engineering, Geotechnical, Architectural, Bulk Fuel Infrastructure, Outdoor Advertising Guideline, Hydropedological, Landscaping, and Spatial and Land Use Planning. Three additional aviation studies also complement and inform the proposed project: 1) Alternate Aerodrome Feasibility Study; 2) Airspace and Capacity Study and 3) Visualization of CTIA and CWA combined operations.

Additional specialist and technical studies that formed part of the Plan of Study for IA include the Major Hazard Installation (MHI) risk assessment, the Terrestrial and Freshwater Biodiversity offset studies, the Climate Change Impact Assessment, the Glint and Glare study, Poultry Biosecurity and Health study, and an Airport Bird Hazard Assessment.

The WULA technical report is also appended to the EIA report to enable the two authorisation processes to run concurrent and to provide further technical information to I&APs. The WULA technical report is reliant on specialist study input, and additional specialist reports (not already included in the EIA report) are appended to the WULA technical report (Geohydrological study in support of the WULA).

The final Scoping report used the comprehensive baseline assessments as planning tools to guide the planning of the proposed development, to identify all potential opportunities and constraints onsite and ensure minimal impacts occur. The significance of the positive and negative impacts associated with the alternatives proposed are assessed in the specialist studies during the EIA Phase. Comments received from Interested and Affected Parties (I&APs) during the Scoping Phase informed various reports and studies and were addressed by the

relevant professional team as part of the EIA Phase. Further comments received from I&APs during the EIA Phase informed amendments to the various technical and specialist reports and are addressed in the final EIAR.

The assessment of negative impacts by technical and specialist input has resulted in significance ratings for Alternative 1 (No Go), Alternative 2, Alternative 3, and Preferred Alternative 4 as illustrated in Appendix 42.

Alternative 1 represents the No Go option, where the CWA is operated at its maximum capacity within its existing rights. Impacts associated with Alternative 1 generally rated as low to Very Low on Biophysical (Botanical, Geohydrological), Socio-economic, Air Quality and Operational Phase Waste. Only Operational Phase Noise rated as high pre-mitigation and as medium post mitigation.

Due to the similarity in footprint between **Alternative 2 and 3**, specialists tended to rate them as similar in terms of their impacts. Due to the minor changes to the SDP and the project description for **Alternative 4 (The Preferred Alternative),** the specialists tended to rate it as similar to Alternative 2 and 3.

In terms of Biophysical impacts, the loss of 1.6ha of Very High sensitivity vegetation and 2.3ha of Medium sensitivity vegetation rates as medium to high on Alternative 2 and 3 and 4 during the Construction Phase, and requires a terrestrial offset to mitigate to medium impact. Similarly, the loss of 6.74ha of seep wetland 1 rates as high pre-mitigation and as medium post mitigation in the Construction Phase with wetland offset mitigation required for Alternative 2 and 3 and 4. Even with the offset requirement the impact on seep wetland 1 in terms of hydrological function and geomorphological processes remains during the Operational Phase post mitigation as medium. Further impacts on geohydrology, terrestrial fauna, flora, avifauna and freshwater ecological rate as low post mitigation for the Construction and Operational Phase.

In terms of Heritage, the cultural impact rates as low during the Construction Phase. Visual impacts rate as low post mitigation for the Construction Phase, except for transformation of land use and site character which remains medium post mitigation. In terms of the Operational Phase, the visibility from within Landscape Character Areas 1, 2 and 3 remain medium post mitigation.

Air Quality impacts rate as very low (Construction Phase) to low (Operational Phase). Noise Impacts during Construction Phase rates as very low, and low for Scenario 2 during the Operational Phase. Scenario 3 rates as high pre-mitigation and as medium post mitigation during the Operational Phase. Scenario 2 refers to the first operational year and Scenario 3 refers to the Phase 2 operational year.

Impacts associated with Agro-ecosystem and Transport (up to PAL1B) rated low for both Construction and Operational Phase, while the Glint and Glare assessment rated the Operational Phase impact as very low.

In terms of Poultry Biosecurity impacts rated as low for the Construction Phase and Operational Phase, except for Visual and Noise that rated as medium post mitigation.

The impact of the proposed project on Climate Change rated as medium post mitigation for both Construction and Operational Phase, while the impact of Climate Change on the proposed project during the Operational Phase rated as high for both risk of wildfires and risk of water

scarcity. Risk of landslides and risk of extreme heat rate as medium, while the risk of flooding rates as low.

The rating on terms of waste management rates as low to very low for Alternatives 2 and 3 and 4 during the Construction Phase and Operational Phase, except for the generation of Hazardous and Industrial waste during the Operational Phase which rates as Medium to Low post mitigation.

The Socio-economic Impact Assessment rated as low to medium negative for Construction and Operational Phase, while cumulative impacts during the Construction and Operational Phase rated as medium to high negative. Positive impacts identified during the Construction and Operational Phase (inclusive of cumulative impacts) rated as medium to high positive.

Impacts in terms of Civil Aviation were assessed as a requirement in terms of the Civil Aviation Protocol and resulted in various studies to address the findings of the Baseline Assessment. No impact ratings were generated, but rather the impacts on Noise, Transport and Socio-economic were addressed through their various specialist studies and resultant impact ratings. The restriction on height of adjacent land was assessed through an OLS height restriction study, and the Annex 14 OLS assessed where the OLS surface is penetrated. Airspace design and operation was assessed through the CONOPS. The comments received from stakeholders and IAPs during the Scoping Phase gave rise to 3 further aviation studies (APPENDIX 20: Airspace and Capacity Study; APPENDIX 21: Visualization of FACT and FAWN combined operations; APPENDIX 22: CWA Alternate Airport study) included in the EIA Phase. The Civil Aviation Protocol requires a statement from SACAA of *no unacceptable impacts to civil aviation* and in light of this a Compliance Statement was prepared by NACO illustrating *no unacceptable impacts to civil aviation* and forming the basis of the response received from SACAA to date. The relevant aviation approvals will be an ongoing process beyond the EIA, but in terms of the specialist assessments to date it is clear that the proposed development is reasonable and feasible.

In terms of the current impacts assessed by specialists, the mitigation proposed and based on the recommendations from specialist and technical experts, the proposed CWA is deemed acceptable in terms of impacts. I&AP input during the last round of PPP were incorporated into the final Comments and Response report (Appendix 29D), which will be the part of the final submission to DEA&DP.

2. AFRIKAANS - UITVOERENDE OPSOMMING

LET WEL: Hierdie finale omgewingsimpakbeoordelingsverslag (OIBV) volg op die gewysigde OIB-verslag wat van 19 March tot 13 Mei 2025 vir openbare kommentaar gesirkuleer is. Die finale OIBV en OBPr is saamgestel uit spesialisstudies en B&GP-insette en sal aan alle geregistreerde B&GP's gesirkuleer word vir oorweging en besluitneming.

Die Kaapse Wynland-lughawe met die Internasionale Burgerlugvaartorganisasie (IBLO)-liggingidentifiseerder “FAWN” was voorheen bekend as Fisantekraal-vliegveld (FAFK), en is in November 2020 deur die aansoeker verkry, wat sedertdien Cape Winelands Airport Bpk gestig het. Die perseel is geleë ongeveer 10,5 km noordoos van Durbanville en 25 km noordoos van Kaapstad en die huidige lughaweterrein is 155 ha in grootte.

Die voorgestelde projek behels die uitbreiding van die bestaande Kaapse Wynland-lughawe in ’n gefaseerde ontwikkelingsbenadering, wat die herbelyning van ’n primêre aanloopbaan met ’n oriëntasie van 01-19 en ’n lengte van 3,5 km sal insluit. Land- en lugkantgebruik sal ook gefaseer word op grond van markaanvraag. Landkant-infrastruktuur sal onder meer insluit passasiers- en vragloodse, hotel, vliegtuigloodse en -dienste, lughawefasiliteite, ’n grootmaatbrandstofbergingsfasiliteit, interne en eksterne padinfrastruktuur, drinkbarewater- en rioolbehandelingsinfrastruktuur, ’n petrolvulstasie, ’n bioverteerder, sonkrag-FV en stormwaterbestuurinfrastruktuur. Lugkant-infrastruktuur sal onder meer insluit aanloopbane, taxiweë, taxibane, vliegtuigparkeerplatforms, dienspaaie asook naderingsligte en navigasiehulpmiddels wat nodig is vir veilige bedrywighede in alle weerstoestande. Die aanloopbaanoplossing sluit ook dreinering, sypaadjiestrukture, verfmerke en grondwerke in, tesame met oorwegings vir vliegtuignasporing, blaasimpakversagting vir stralers en hidrosaaivereistes.

Die liggingsalternatief is vroeg in die proses onder die omvangbepalingsfase oorweeg, maar op grond van die onderstaande faktore is die beoordeling van ander liggingalternatiewe uitgesonder, aangesien die aansoekterrein die enigste redelike en haalbare liggingalternatief is. Daar is dus geen haalbare en redelike terrein-/liggingalternatief nie, aangesien hierdie voorgestelde projek vir die uitbreiding van ’n bestaande lughawe is met bestaande lugvaartregte op hierdie terrein.

Die volgende redelike en haalbare alternatiewe is in die omvangbepalingsfase oorweeg:

- **Alternatief 1** “Doen niks”, wat ontwikkeling binne huidige regte impliseer; en
- **Alternatief 2** (“Voorkeuralternatief”), wat die konstruksie van ’n 3,5 km lange hoofaanloopbaan met oriëntasie 01-19 en aanvanklike behoud van kruisaanloopbaan 14-32 behels.

Alternatief 2 het uit 2 fases bestaan:

In fase 1 sal twee aanloopbane benodig word:

- ’n Primêre aanloopbaan van 3,5km vir geskeduleerde lugverkeer en hoëprestasiesakestralers.
- ’n Sekondêre kruisaanloopbaan van 700m vir algemene lugvaartverkeer en ligtevliegtuigbedrywighede tydens sekere windtoestande.

In fase 2 sal die sekondêre kruisaanloopbaan gesluit word namate die geprojekteerde geskeduleerde verkeer toeneem en lugruimveiligheid, doeltreffendheid en kapasiteit belangrike

oorwegings word. Die tydsberekening van die sluiting van die sekondêre kruisaanloopbaan sal op veelvuldige faktore gegrond word en sal ’n risikobepaling, konsultasieproses en ’n beoordeling van markaanvraag volg, wat verseker dat fase 2 van die aanloopbaanontwikkeling op die gepaste tyd geïmplementeer word.

Op grond van verdere studies en ontwikkeling van die SDP is die 700m-kruisaanloopbaan 14-32 uitgesluit van **Alternatief 2** om **Alternatief 3** tot gevolg te hê. **Alternatief 3** is verder gewysig om hoendermis by die bioverteerder uit te sluit; om windenergie te verwyder; om beide riool-tot-perseel-behandeling en Fisantekraal-WWTW in te sluit; om die bykomende boorgat wat geboor is, in te sluit; om die SDP te wysig om die inkomende drinkbare lyn uit die suidweste te wys, die uitbreiding van die brandstoflyn na die GA-gebied en om geringe wysigings aan interne gebiedsgrense aan te bring. Dit het gelei tot die **Nuwe Voorkeuralternatief 4** wat in die gewysigde konsep-OIBV geassesseer is en in die finale OIBV ingesluit is.

In fase 1 sal die lughawe bestaan uit een aanloopbaan, wat in ’n oriëntasie van 01-19 en ’n lengte van 3,5km sal wees en gebou sal word om tot kode 4F-instrumentbedrywighede te dien. Hierdie aanloopbaan sal deur alle operateurs gedeel word, insluitend geskeduleerde kommersiële sowel as algemene lugvaart, waar kruisingsopstygpunte op die aanloopbaan ingestel sal word om doeltreffendheid vir algemene lugvaartbedrywighede te verbeter.

In fase 2 is die lughawe-ontwikkelingstrategie gegrond op die voortgesette ontwikkeling van die verskillende gebiede met die hoofaanloopbaan wat deur alle operateurs gedeel word, insluitend geskeduleerde kommersiële sowel as algemene lugvaart.

Gedetailleerde uiteensetting van die voorgestelde alternatief 4-ontwikkeling en sy gepaardgaande infrastruktuur per fase:

Let wel: Die ontwikkeling bestaan uit vyf gebiede wat in twee afsonderlike fases ontwikkel sal word; ná die implementering van fase 1, sal fase 2 ontwikkel op grond van markaanvraag.

Fase 1:

1) Die landbougebied is ongeveer 462ha en bestaan onder meer uit die volgende:
   - Die landbougebied bly landboukundig van aard en gebruik met die bestaande hooftoegangspaaie en interne plaaspaaie sal voortgaan
   - Gebiede van ongeskonde plantegroei wat beskou word as verbode vir bewaring
   - Brandbane
   - Vleilandrehabilitasie en verrekende gebiede,
   - SW-infrastruktuur deur sypelvleiland,
   - Heining op die buitenste omtrek en ’n gedeelde veiligheidsheining met lugkantgebied.

2) Die dienstegebied is ongeveer 65ha en bestaan onder meer uit die volgende areas:
   - Instandhoudingherstelwerk- en operasionele loods
   - Vliegtuig- sanitêre stasie
   - Lughawe-instandhouding
   - Spysenieringgebou
   - GOT-opstelling en instandhouding
   - Brandstofplaas
   - Vragterminaal
   - Vliegtuigredding en -brandbestryding

- Bedrywighede
- Lugverkeerbeheersentrum
- Eskom-inkomend en -substasies
- Grondwater- en drinkwaterbehandelingsfasiliteit en -berging
- Waterpompstasie
- Niedrinkbarebehandelingsfasiliteit en -berging
- Area vir soliede afval
- Waterpompstasie vir brandbestryding
- Gebiede vir lughawegebruik
- Interne pad- en dienstekonfigurasie

3) Die lugkantgebied is ongeveer 249ha en bestaan onder meer uit die volgende areas:
   - 3,5 km lange aanloopbaan en taxiweë
   - Sonkrag-FV in suidoostelike hoek
   - Lughaweparkering
   - Instandhoudingherstelwerk- en bedrywighedeloods
   - Vraglaaiblad
   - Eskom-inkomend en -ubstasie
   - Digitale beheertoringstelsel op afstand
   - Lokaliseerder, daalbaanantennas en Presisiebenaderingbaanaanwyser (PBBA)
   - Aanloopbaaneinde-veiligheidsgebiede rondom die aanloopbaan en taxibane
   - Terreinuitleg, brandbane, bewaringsgebiede en herbegroeide gebiede
   - Interne pad- en dienstekonfigurasie

4) Die terminaalgebied is ongeveer 57ha en bestaan onder meer uit die volgende areas:
   - Terreinuitleg
   - Passasierterminaalgebou
   - Motorhuur en openbare vervoer
   - Parkering, op- en aflaaigebied
   - Opstel van grondondersteuningstoerusting (GOT)
   - Vrag
   - Energiesentrum en vliegtuig- sanitêre stasie
   - LKSS (Landkantsubstasie)
   - Hotel
   - Verskeie gebiede vir lughawegebruik
   - Aero-vintage
   - Restaurante
   - Petrol-en-dieseldiensstasie
   - Toegangspaaie na hierdie gebied, interne paaie en gepaardgaande infrastruktuur
   - Interne pad- en dienstekonfigurasie

5) Die algemene lugvaartgebied is ongeveer 50ha en bestaan onder meer uit die volgende gebiede:

- AL-/BBP-/Staatsterminaal
- Parkering
- Vastebasisoperateurs
- AL-loodse
- AL-klubhuis en -brandstof
- Spesialevragfasiliteit
- Bedrywighede
- Toegangsbeheerareas
- Gebiede vir lughawegebruik
- Heliport
- Interne pad- en dienstekonfigurasie
- Naamborde en advertensieborde

Die rioolpyplyn na Fisantekraal-WWTW geleë in die noordweste, die drinkbare lyn wat uit die suidweste kom; die stormwaterinfrastruktuur op die perseel, die inkomende Eskom-lyn uit die suide, toegangspaaie en belyning, sonkrag-FV op geboue en omtrekheinings en brandbane vorm deel van die fase 1-bestek.

Raadpleeg fase 1-gebiedplanne in SVP bylaag 25 tot hierdie verslag.

Fase 2:

1) Die landbougebied bly ongeveer 462ha en bestaan onder meer uit die volgende:

Die landbougebied bly landboukundig van aard en gebruik, met gebiede van ongeskonde plantegroeibewaring, brandbane, vleilandrehabilitasie en -verrekening, bestaande landbougebiede en bestaande toegangspaaie ingesluit. Dit sluit in SW-infrastruktuur deur die sypelvleiland, 'n heining op die buitenste omtrek en 'n gedeelde veiligheidsheining met die lugkantgebied.

2) Die dienstegebied bly ongeveer 65ha en bestaan onder meer uit die volgende areas:
   - Grondwaterbehoud en -behandeling tot drinkbare standaard
   - Rioolinsluiting en -behandeling en insluiting van behandelde rioolwater (insluitend noodberging) insluitend 'n pompstasie
   - Area vir soliede afval
   - Bioverteerder
   - Eskom-inkomend en LS-substasie
   - Waterpompstasie vir brandbestryding
   - Vliegtuig- sanitêre stasie, IHH-loods, instandhoudingsgebied en parkeerarea
   - Spysenieringgebou, area vir instandhouding van grondondersteuningstoerusting (GOT) en opstelgebied
   - Brandstofplaas en ondergrondse brandstoflyn
   - Substasie
   - Vragterminaal, vliegtuigredding en -brandbestryding (VRBB), bedrywighede, lugverkeerbeheertoring
   - Bestaande steengroef om vir stormwaterretensie gebruik te word
   - Interne pad- en dienstekonfigurasie en terreinuitleg

3) Die lugkantgebied bly ongeveer 249ha en bestaan onder meer uit die volgende areas:
   - 3,5 km lange aanloopbaan en taxigebiede
   - Sonkrag-FV in suidoostelike hoek
   - Vliegtuigparkering
   - IHH-laaiblad en vraglaaiblad
   - Eskom-inkomend en -substasies
   - Digitale beheertoringstelsel op afstand (GDSA)
   - Lokaliseerder, daalbaanantenna en presisiebenaderingbaanaanwyser (PBBA)
   - Interne pad- en dienstekonfigurasie
   - Ondergrondse brandstoflyn
   - Aanloopbaaneinde-veiligheidsgebiede rondom die aanloopbaan en taxibane
   - Terreinuitleg, brandbane, bewaringsgebiede en herbegroeide gebiede

4) Die terminaalgebied bly ongeveer 57ha en bestaan onder meer uit die volgende areas:
   - Terreinuitleg
   - Passasierterminaalgebou
   - Motorhuur en openbare vervoer
   - Parkering, oplaai en aflaai
   - Pier-uitbreidingbehoud
   - Terminaalreserwe
   - Opstel van grondondersteuningstoerusting (GOT)
   - Vrag
   - Energiesentrum en vliegtuig- sanitêre stasie
   - LKSS (Landkantsubstasie)
   - Hotelle
   - Lughawegebruik
   - Aero-vintage
   - Restaurante
   - Diensstasie
   - Interne pad- en dienstekonfigurasie

5) Die algemene lugvaartgebied bly ongeveer 50ha met die volgende bykomende ontwikkelingsaktiwiteite:
   - AL-/BBP-/Staatsterminaal
   - Parkering
   - Vastebasisoperateurs
   - AL-loodse
   - AL-klubhuis en -brandstof
   - Spesialevragfasiliteit
   - Bedrywighede
   - Toegangsbeheer
   - Vervoergebruik

- Lughawegebruik (verwante geboue en fasiliteite en gebruike bykomend tot die aanloopbaangebruik)
- Heliport
- Interne pad- en dienstekonfigurasie
- Terreinuitleg

Die rioolpyplyn na Fisantekraal-WWTW geleë in die noordweste, die drinkbare lyn wat uit die suidweste kom; die stormwaterinfrastruktuur, die inkomende Eskom-lyn uit die suide, toegangspaaie en belyning, sonkrag-FV op geboue en omtrekheinings en brandbane vorm deel van die fase 1-bestek.

Die volgende spesialisstudies is onderneem om basislyntoestande te evalueer en potensiële impakte te identifiseer: Landbou-impakbepaling, erfenisimpakbepaling (insluitend visueel, kultureel en argeologies), terrestriële biodiversiteitsimpakbepaling (insluitend fauna en avifaunaal), waterbiodiversiteitsimpakbepaling, burgerlugvaartevaluering (insluitend oppervlakassessering van konsep van bedrywighede en hindernisbeperking), geraasimpakbepaling, verkeersimpakbepaling, sosio-ekonomiese impakbepaling, botaniese impakbepaling, landbou-ekosisteembepaling, luggehalte-impakevaluering en geohidrologiese impakbepaling.

Bykomende tegniese verslae wat die projek inlig, sluit in grootmaat infrastruktuur-ingenieurswese (riool-, drink- en stormwaterbestuur), grootmaat elektriese ingenieurswese, geotegniese, argitektoniese, grootmaat brandstofinfrastruktuur, buitelugreklameriglyn, hidropedologiese, terreinuitleg, en ruimtelike en grondgebruikbeplanning. Drie bykomende lugvaartstudies komplementeer en lig ook die voorgestelde projek in: 1) Uitvoerbaarheidstudie vir alternatiewe vliegvelde; 2) Studie oor lugruim en kapasiteit en 3) Visualisering van gekombineerde CTIA- en CWA-bedrywighede.

Bykomende spesialis- en tegniese studies wat deel uitgemaak het van die Studieplan vir IA, sluit in die risikobepaling van hoërisiko-installasies (Major Hazard Installation, “MHI”), die studies oor terrestriële en varswaterbiodiversiteitkompensasie, die klimaatsverandering-impakbepaling, die studie oor glinster en glans, studie oor pluimveebiosekuriteit en -gesondheid, en ’n lughawevoëlgevaarbepaling.

Die WGLA-tegniese verslag is ook by die OIB-verslag aangeheg om die twee magtigingsprosesse gelyktydig te laat verloop en om verdere tegniese inligting aan B&GP's te verskaf. Die WGLA-tegniese verslag is maak staat op insette uit spesialisstudies, en bykomende spesialisverslae (wat nie reeds in die OIB-verslag ingesluit is nie) word by die WGLA-tegniese verslag (geohidrologiese studie ter ondersteuning van die WGLA) aangeheg.

Die finale omvangbepalingsverslag het die omvattende basislynbeoordelings as beplanningsinstrumente gebruik om die beplanning van die voorgestelde ontwikkeling te rig, om alle potensiële geleenthede en beperkings op die terrein te identifiseer en te verseker dat minimale impakte plaasvind. Die belangrikheid van die positiewe en negatiewe impakte wat met die voorgestelde alternatiewe geassosieer word, word in die spesialisstudies tydens die OIB-fase beoordeel. Kommentaar ontvang van belanghebbende en geaffekteerde partye (B&GP's) tydens die omvangbepalingsfase het verskeie verslae en studies ingelig en is deur die betrokke professionele span as deel van die OIB-fase behandel. Verdere kommentaar ontvang van B&GP's tydens die OIB-fase het ingeligte wysigings aan die verskillende tegniese en spesialisverslae gegee en word in die finale OIBV behandel.

Die assessering van negatiewe impakte deur tegniese en spesialis-insette het gelei tot beduidendheidsgraderings vir alternatief 1 (verbode), alternatief 2, alternatief 3 en voorkeuralternatief 4 soos geïllustreer in bylaag 42.

Alternatief 1 verteenwoordig die verbode-opsie, waar die CWA op sy maksimum kapasiteit binne sy bestaande regte bedryf word. Impakte wat met alternatief 1 geassosieer word, word gewoonlik as laag tot baie laag op biofisiese (botaniese, geohidrologiese), sosio-ekonomiese, luggehalte- en bedryfsfase-afval gegradeer. Slegs operasionelefasegeraas gegradeer as hoog voor versagting en as medium ná versagting.

As gevolg van die ooreenkoms in voetspoor tussen **alternatief 2 en 3**, was spesialiste geneig om hulle as soortgelyk te beoordeel in terme van hul impak. Weens die geringe veranderinge aan die SDP en die projekbeskrywing vir **alternatief 4 (die voorkeuralternatief),** was die spesialiste geneig om dit as soortgelyk aan alternatief 2 en 3 te beoordeel.

Wat biofisiese impakte betref, is die verlies van 1,6 ha plantegroei met baie hoë sensitiwiteit en 2,3 ha medium sensitiwiteit plantegroei gedurende die konstruksiefase gegradeer as medium tot hoog vir alternatief 2 en 3 en 4, en vereis dit 'n terrestriële verrekening om tot medium impak te versag. Die verlies van 6,74 ha sypelvleiland 1 is in die konstruksiefase eweneens as hoog voor versagting en medium ná versagting gegradeer met vleilandverrekeningsversagting wat vereis word vir alternatiewe 2 en 3 en 4. Selfs met die verrekeningsvereiste gedurende die operasionele fase bly die impak op sypelvleiland 1 ná versagting medium in terme van hidrologiese funksie en geomorfologiese prosesse. Verdere impakte op geohidrologie, terrestriële fauna, flora, avifauna en varswaterekologie gradeer ná versagting as laag vir die konstruksie- en bedryfsfase.

Wat erfenis betref, gradeer die kulturele impakkoers tydens die konstruksiefase as laag. Visuele impakte gradeer ná versagting as laag vir die konstruksiefase, behalwe vir transformasie van grondgebruik en terreinkarakter wat ná versagting medium bly. In terme van die operasionele fase, bly die sigbaarheid van binne landskapkaraktergebiede 1, 2 en 3 ná versagting laag.

Luggehalte-impakte gradeer as baie laag (konstruksiefase) tot laag (bedryfsfase). Geraasimpakte tydens konstruksiefase gradeer as baie laag, en as laag tydens die operasionele fase vir scenario 2. Scenario 3 gradeer as hoog voor versagting en tydens die operasionele fase as medium ná versagting. Scenario 2 verwys na die eerste bedryfsjaar en scenario 3 verwys na die fase 2-bedryfsjaar.

Impakte wat met landbou-ekosisteem en vervoer (tot PAL1B) geassosieer word, is as laag gegradeer vir beide konstruksie- en operasionele fase, terwyl die evaluering vir glinster en glans die impak van die operasionele fase as baie laag gegradeer het.

In terme van pluimvee-biosekuriteit is impakte vir die konstruksiefase en operasionele fase as laag gegradeer, behalwe vir visueel en geraas wat ná versagting as medium gegradeer is.

Die impak van die voorgestelde projek op klimaatsverandering is ná versagting as medium vir beide konstruksie- en bedryfsfase gegradeer, terwyl die impak van klimaatsverandering op die voorgestelde projek tydens die bedryfsfase as hoog gegradeer is vir beide risiko van veldbrande en risiko van waterskaarste. Risiko van grondverskuiwings en risiko van uiterste hitte gradeer as medium, terwyl die risiko van oorstroming laag gegradeer is.

Die gradering in terme van afvalbestuurstariewe gedurende die konstruksiefase en bedryfsfase is as laag tot baie laag vir alternatiewe 2 en 3 en 4 gegradeer, behalwe vir die generering van gevaarlike en industriële afval tydens die bedryfsfase wat ná versagting as medium tot laag gradeer.

Die sosio-ekonomiese impakbeoordeling vir die konstruksie- en bedryfsfase is as laag tot medium negatief gegradeer, terwyl kumulatiewe impakte tydens die konstruksie- en bedryfsfase as medium tot hoog negatief gegradeer is. Positiewe impakte wat tydens die konstruksie- en bedryfsfase geïdentifiseer is (insluitend kumulatiewe impakte) is as medium tot hoog positief gegradeer.

Impakte in terme van burgerlugvaart is as ’n vereiste in terme van die burgerlugvaartprotokol gegradeer en het gelei tot verskeie studies om aandag aan die bevindinge van die basislynassessering te skenk. Geen impakgraderings is gegenereer nie, maar die impak op geraas, vervoer en sosio-ekonomies is eerder deur hul verskeie spesialisstudies en gevolglike impakgraderings behandel. Die beperking op hoogte van aangrensende grond is deur ’n HBO-hoogtebeperkingstudie beoordeel, en die bylae 14-HBO is geassesseer waar die HBO-oppervlak gepenetreer word. Lugruimontwerp en-bedryf is deur die CONOPS beoordeel. Die kommentaar wat gedurende die omvangbepalingsfase van belanghebbendes en IAP's ontvang is, het aanleiding gegee tot 3 verdere lugvaartstudies (BYLAAG 20: Studie oor lugruim en kapasiteit; BYLAE 21: Visualisering van gekombineerde FACT- en FAWN-bedrywighede; BYLAE 22: Studie oor CWA alternatiewe lughawe) ingesluit in die OIB-fase. Die burgerlugvaartprotokol vereis ’n verklaring van SACAA van *geen onaanvaarbare impak op burgerlugvaart nie* en in die lig hiervan is ’n Voldoeningsverklaring deur NACO opgestel wat *geen onaanvaarbare impakte op burgerlugvaart nie* illustreer, wat die grondslag vorm van die antwoord wat tot dusver van SACAA ontvang is. Die relevante lugvaartgoedkeurings sal ’n deurlopende proses buite die OIB wees, maar in terme van die spesialisbeoordelings tot op datum is dit duidelik dat die voorgestelde ontwikkeling redelik en haalbaar is.

In terme van die huidige impakte wat deur spesialiste beoordeel is, die versagting wat voorgestel word en gegrond op die aanbevelings van spesialiste en tegniese kundiges, word die voorgestelde CWA aanvaarbaar geag in terme van impakte. B&GP-insette tydens die laaste ronde PPP is in die finale verslag oor kommentaar en antwoorde (bylaag 29D) geïnkorporeer, wat die deel van die finale voorlegging aan DEA&DP sal wees.

3. XHOSA – ISISHWANKATHELO

PHAWULA: Le ngxelo ihlonyelweyo Yohlolo Lokuchaphazeleka Kwendalo (EIAR) ilandela ingxelo ye-EIA ekwinkqubo eyathi yapapashwa ukuze uluntu luhlomle ukusuka ngomhla we-19 kuMatshi ukuya kutsho kowe-13 kuMeyi wama-2025. I-EIAR nee-EMPr zokugqibela zihloliwe kuphando lweengcali kwaye uluvo lwe-I&AP luza kuthunyelwa kwiDEA&DP ukuze luhlomle kuze kwenziwe isigqibo.

I-Cape Winelands Airport with International Civil Aviation Organization (ICAO) enesazisi sendawo “esinguFAWN”, yayikade isaziwa ngokuba yiFisantekraal Airfield (FAFK), yaza yathengwa ngoNovemba 2020 Ngumfaki-sicelo, oye waseka iCape Winelands Airport Ltd. Le sayithi ikwiikhilomitha ezili-10.5 kumntlampuma weDurbanville nezingama-25 kumntlampuma weCape Town International Airport (CTIA), kwaye isikhululo seenqwelomoya ngoku siyi155ha ubukhulu.

Iprojekthi ecetywayo ibandakanya ukwandiswa kweSikhululo seenqwelo-moya esele sikhona eCape Winelands ngendlela yokuyiphuhlisa ngezigaba, oluya kubandakanya ulungelelwaniso lomgaqo weenqwelo-moya wokuqala nolungelelwaniso lwe-01-19 kunye nobude be-3.5km. Iziseko ezingundoqo zomhlaba nezomoya nazo ziya kumiselwa ngokwezigaba ngokweemfuno zentengiso. Iziseko ezingundoqo zoomhlaba ziya kubandakanya, kodwa zingaphelelanga kwizikhululo zabakhweli kunye nempahla, ihotele, iindawo zokumisa iinqwelomoya kunye neenkonzo, izakhiwo zesikhlulo senqwelomoya ezibonelela ngezinto ezithile, indawo yokugcina amafutha amaninzi, iziseko zendlela yangaphakathi nangaphandle, iziseko zokucocwa kwamanzi aselwayo kunye nogutyulo, isikhululo sokuzaliswa kwamafutha emoto, i-biodigester, i-PV yelanga, kunye neziseko zolawulo lwamanzi emvula. Iziseko ezingundoqo zomoya ziya kuquka, kodwa zingaphelelanga kwiindlela zeenqwelo-moya, iindlela zokusuka kwisakhiwo ukuya kwindlela yophapho, iindawo zokupaka iinqwelo-moya, iindlela zenkonzo kwakunye nezibane zokungena kunye noncedo lokuhamba olufunekayo kwimisebenzi ekhuselekileyo kuzo zonke iimeko zemozulu. Indlela ehamba iinqwelo-moya ikwabandakanya imijelo yamanzi, izakhiwo zendlela yendlela, iimpawu zepeyinti kunye nemisebenzi yomhlaba kunye nokuqwalaselwa kokulandela umkhondo wenqwelo-moya, ukuthomalalisa impembelelo yomoya ovela kwiinjini ezidumayo kunye neemfuno ze-hydroseeding.

Kwasekuqaleni kwenkqubo phantsi kweSigaba sokuHlola, kuye kwaqwalaselwa enye indawo, kodwa ngokusekwe kwimiba engezantsi evavanya ezinye iindawo ezizezinye ziye zakutshwa, kuthathelwa ingqalelo ukuba isiza ekufakwa isicelo sokuba sisetyenziswe kuphela kweyona ndawo ifanelekileyo enokusetyenziswa. Ngoko ke, akukho ndawo yesiza ifanelekileyo/ indawo engenye njengoko le projekthi icetywayo iyeyokwandiswa kwesikhululo seenqwelo-moya esele sikhona esinamalungelo akhoyo okuhamba ngenqwelo-moya kwesi siza.

Ezi ndlela zilandelayo zifanelekileyo nezinokwenzeka ziye zaqwalaselwa kwiSigaba soVavanyo:

- **Icebo 1** "Ukungenzi Nto", nto leyo ethetha ngophuhliso ngokuselwe kumalungelo akhoyo; kunye
- **Icebo 2** (“Icebo Elikhethwayo”), okuquka ukwakha indlela eyintloko engu-3.5km kwicala elingu01-19 kuze kugcinwe okwexeshana indlela enqumlayo engu14-32 .

Indlela yesi-2 ibiqulathe izigaba ezi-2:

KwiSigaba soku-1 kuza bekuza kufuneka iindlela zeenqwelo-moya ezimbini:

- Indlela yeenqwelo-moya esisiseko engu-3.5km wokuhamba kweenqweloomoya ezicwangcisiweyo kunye neejethi ezisetyenziswa ngamashishini ezineenjini ezinamandla.
- Umgaqo weenqwelo-moya wesibini onqumlayo wama-700m wokuhamba kweeenqwelomoya jikelele kunye nemisebenzi yeenqwelomoya ezingenabunzima bukhulu phantsi kweemeko ezithile zomoya.

KwiSigaba sesi-2, indlela yesibini enqumlayo iza kuvalwa kuba kusanda iinqwelomoya luze ukhuseleko, ukusebenza nomthwalo ube yeyona nto ibalulekileyo. Ixesha lokuvalwa kwendlela enqumlayo yesibni liza kuxhomekeka kwizinto eziliqela kwaye kuza kwenzeka emva kohlolo lwemingcipheko, nasemva kohlolo lomdla wabathengi, ukuqinisekisa ukuba iSigaba 2 sophuhliso lwendlela lwenziwa ngexesha elifanelekileyo.

Ngokusekelwe kuphando olongezelelekileyo kunye nophuhliso lweSDP indlela enqumlayo engu700m engu14-32 ishiyiwe **kwiCebo 2** ukuze iphumele **kwiCebo 3. Icebo 3** liye lahlonyelwa ukuze kungaqukwa ukususwa komgquba weenkukhu kwibiodigester; kususwe ukusetyeinziswa kwamandla omoya; kusetyenziswe zombini izigutyuli zelindle ezingaphakathi esayithini naseFisantekraal WWTW; kwenziwe elinye iqula lamanzi ngaphantsi komhlaba; kulungiswe iSDP ukuze kuboniswe umgca wamanzi anokuselwa ukususka emzantsi ntshona, ukwandiswa komgca wamafutha ukuya kwindawo yeGA nokwenza utshintsho olungephi kweminye imida. Oku kukhokelele **KwiCebo Elikhethwayo Lesi-4** elihlolwe kwiEIAR engekapasiswa yaza yaqukwa kwiEIAR epheleleyo.

KwiSigaba soku-1, isikhululo seenqwelomoya siya kuba nomgaqo weenqwelo-moya omnye, oza kuma ngohlobo lwe-01-19 kunye nobude obuyi-3.5km kwaye iya kwakhiwa ukuze isebenze ukuya kuthi ga kwiKhowudi 4F yokusebenza kwezixhobo. Lo mgaqo weenqwelo-moya kuza kwabelwana ngawo ngabo bonke abaqhubi, kubandakanywa urhwebo olucwangcisiweyo kunye nophapho ngokubanzi, apho iindawo zokunduluka zizakungeniswa kumgaqo weenqwelo-moya ukuphucula ukusebenza kakuhle kwezophapho ngokubanzi.

ISigaba sesi-2 isicwangciso-qhinga sophuhliso lwesikhululo seenqwelomoya sisekelwe kuphuhliso oluqhubekayo lweendawo ezohlukeneyo ezinomgaqo weenqwelo-moya ekwabelwana ngawo ngabo bonke abaqhubi, kubandakanywa urhwebo olucwangcisiweyo kunye nophapho jikelele.

Iinkcukacha zeCebo 4 eliphakamisiweyo lophuhliso kunye nesakhiwo esinxulumene nalo ngokwesigaba ngasinye:

Phawula: Uphuhliso luquka iindawo ezintlanu eziza kuphuhliswa kwizigaba ezibini; emva kokwenziwa kweSigaba 1, iSigaba 2 siza kubakhona ngokusekelwe kumdla wabathengi.

ISigaba 1:

1) Indawo Yezolimo imalunga ne462ha kwaye iza kuba nezi zinto kunye nezinye:
   - Indawo Yezolimo iza kuhlala iyezolimo ize isetyenziswe neendlela ezisiseko zokungena ezikhoyo kunye nefama yangaphakathi
   - Imimandla yezityalo engaguqukiyo ithathwa njengendawo engamele ichukunyiswe ngenxa yezizathu zolondolozo
   - Ukuthintela imililo
   - Ukuvuselelwa kwemigxobhozo kunye neendawo ezichaseneyo,

- Iziseko ezingundoqo ze-SW kusetyenziswa umgxobhozo omanzi,
- Umgca wokubiyela kumda ongaphandle kunye nomda wokhuseleko okwabelwana ngawo kunye nendawo Yophapho.

2) Indawo Yeenkonzo imalunga ne-65ha kwaye ibandakanya ezi ndawo zilandelayo phakathi kwezinye:
   - Ulungiso kunye Nesakhiwo Seenqwelo-moya
   - Isikhululo sokucoca iinqwelomoya
   - Indawo yolungiso yeenqwelomoya
   - Isakhiwo sokutyela
   - Ukwenziwa kweGSE kunye noLondolozo
   - Amatanki amafutha
   - Itheminali yemithwalo
   - Ukuhlangulwa kweeNqwelomoya kunye noKucinywa koMlilo
   - OPS
   - Iziko lolawulo lwezithuthi zomoya
   - Indawo Engena iintambo zombane kaEskom Nezitishi Ezincinci
   - Indawo yokucoca amanzi aphantsi komhlaba kunye nokugcinwa kwamanzi aselwayo
   - Isikhululo sokumpompa amanzi
   - Indawo yokucoca amanzi angaselwayo kunye nokugcinwa kwayo
   - Indawoyelindle
   - Impompo yamanzi esikhululo sokucima umlilo
   - Iindawo zokusetyenziswa kwisikhululo seenqwelomoya
   - Indlela yangaphakathi kunye nolungiselelo lweenkonzo

3) Indawo Yezophapho imalunga ne-249ha kwaye ibandakanya ezi ndawo zilandelayo phakathi kwezinye:
   - Indlela engu-3.5km yokuhamba iinqwelomoya ezicothayo
   - I-solar PV kwikona ekumzantsi-mpuma
   - Indawo yokupaka kwisikhululo seenqwelomoya
   - Ulungiso Nesakhiwo Seenqwelo-moya
   - Indawo yokuthutha impahla
   - Indawo engena iintambo zaseEskom nezitishi ezincinci
   - Isistimu Yolawulo Lwedijithali
   - I-Localizer, i-eriyali ye-Glidepath, kunye neSalathi seNdlela yeNdlela echanekileyo (PAPI)
   - Iindawo ze-RESA ezijikeleze umgaqo weenqwelo-moya kunye neendlela zeeteksi
   - Ukulungiswa komhlaba, iindawo zokunqanda umlilo, iindawo zolondolozo kunye neendawo eziphinda zihlume
   - Indlela yangaphakathi kunye nolungiselelo lweenkonzo

4) I-Terminal Precinct imalunga ne-57ha kwaye ibandakanya ezi ndawo zilandelayo phakathi kwezinye:
   - Ukulungiswa komhlaba

- Isakhiwo Sabakhweli
- Ukuqeshwa kweemoto kunye nezithuthi zikawonke-wonke
- Indawo yokupaka, indawo yokukhwelisa nokwehlisa abantu
- Indawo yokubeka Izixhobo seNkxaso eGround (GSE)
- Impahla
- Iziko lamandla kunye neSikhululo soGutyulo lweenqwelomoya
- I-LS SS (Isikhululo sombane esincinci esikwicala loMhlaba)
- Ihotele
- Iindawo ezahlukeneyo ezinokusetyenziswa Kwesikhululo seenqwelomoya
- Indawo yezinto ezindala
- Iindawo zokutyela
- Isikhululo Senkonzo Yepetroli Nedizili
- Iindlela ezikhokelela kule ndawo, kwiindlela ezingaphakathi nezakhiwo ezinxulumene nazo
- Indlela yangaphakathi kunye nolungiselelo lweenkonzo

5) I-General Aviation Precinct imalunga ne-50ha kwaye ibandakanya ezi ndawo zilandelayo phakathi kwezinye:
   - GA/VIP/itheminali kaRhulumente
   - Ukupaka
   - AbaSebenzi beSiseko Esisisigxina
   - Izakhiwo zeGA
   - Indawo yokuhlala abaqhubi neyamafutha
   - Indawo yomthwalo okhethekileyo
   - OPS
   - Iindawo ezilawulwa ukufikelela
   - Iindawo zokusetyenziswa kwisikhululo seenqwelomoya
   - I-Heliport
   - Indlela yangaphakathi kunye nolungiselelo lweenkonzo
   - Iimpawu kunye neebhodi

UMbhobho weLindle oya eFisantekraal WWTW obekwe kumntla-ntshona, umgaqo wePotable ongena usuka kumzantsi-ntshona; Iziseko ezingundoqo zamanzi emvula ezikwisiza, umzila kaEskom ongenayo osuka eMazantsi, iindlela zokungena kunye nolungelelwaniso, iSolar PV kwizakhiwo kunye nokubiyelwa komjikelezo kunye nezithinteli mlilo zenza inxalenye yeSigaba soku-1 sobubanzi.

Jonga iSigaba 1 Samacebo Ezakhiwo KwiSihlomelo SeSDP 25 kule ngxelo.

ISigaba 2:

1) Indawo Yezolimo iza kuhlala imalunga ne462ha kwaye iza kuba nezi zinto kunye nezinye:

Indawo yezoLimo ihlala iyeyezolimo kwaye isetyenziswa neendawo zolondolozo lwezityalo ezingaguqukiyo, izithinteli-mlilo, ukubuyisela kwimo yangaphambili imigxobhozo kunye nokulinganisa, imimandla ekhoyo yezolimo kunye neendlela zokungena ezikhoyo zibandakanyiwe. Ibandakanya iziseko ezingundoqo ze-SW ngomgxobhozo othululwayo, intambo

yocingo kumda ongaphandle kunye nomda wokhuseleko ekwabelwana ngawo kunye nendawo yeAirside.

2) I-Services Precinct ihlala imalunga ne-65ha kwaye ibandakanya ezi ndawo zilandelayo phakathi kwezinye:
   - Indawo yokugcina amanzi aphantsi komhlaba kunye nokucocwa kwamanzi ngokwemigangatho eselwayo
   - Ukugcinwa kogutyulo kunye nokucocwa kunye nokugcinwa kwamanzi amdaka acociweyo (kubandakanywa nogcino olungxamisekileyo) kuqukwa nempompo
   - Indawoyelindle
   - I-Biodigester
   - Indawo engena iintambo zikaEskom neseLS
   - Impompo yamanzi esikhululo sokucima umlilo
   - Isikhululo sococeko seenqwelomoya, i-MRO hangar, indawo yogcino kunye nendawo yokupaka
   - ISakhiwo sokuTya, iZixhobo zokuXhasa uMgangatho (GSE) ULondolozo kunye neNdawo yokuHlala
   - Amatanki amafutha nombhobho wamafutha ohamba ngaphantsi komhlaba
   - Isitishi esincinane
   - I-terminal ye-Cargo, i-Aircraft Rescue kunye ne-Fire Fighting (ARFF), i-OPS, i-Air Traffic Control Tower
   - Ikwari ekhoyo iza kusetyenziselwa ukugcina amanzi emvula
   - Indlela yangaphakathi kunye nolungelelwaniso lweenkonzo kunye nokwakheka komhlaba

3) Indawo Yezophapho ihlala imalunga ne-249ha kwaye ibandakanya ezi ndawo zilandelayo phakathi kwezinye:
   - Indlela engu-3.5km neendawo zokuhamba iinqwelomoya ezicothayo
   - I-solar PV kwikona ekumzantsi-mpuma
   - Indawo yokupaka iinqwelomoya
   - Indawo yeMRO kunye neyeeMpahla
   - Indawo Engena iintambo zombane kaEskom Nezitishi Ezincinci
   - Isistimu Yolawulo Lwedijithali(RDTS)
   - I-Localizer, i-eriyali ye-Glidepath, kunye neSalathi seNdlela yeNdlela Echanekileyo (PAPI)
   - Indlela yangaphakathi kunye nolungiselelo lweenkonzo
   - Ubhobho Wamafutha Ohamba Ngaphantsi Komhlaba
   - Iindawo ze-RESA ezijikeleze umgaqo weenqwelo-moya kunye neendlela zeeteksi
   - Ukulungiswa komhlaba, iindawo zokunqanda umlilo, iindawo zolondolozo kunye neendawo eziphinda zihlume

4) I-Terminal Precinct ihlala imalunga ne-57ha kwaye ibandakanya ezi ndawo zilandelayo phakathi kwezinye:
   - Ukulungiswa komhlaba
   - Isakhiwo Sabakhweli

- Ukuqeshwa kweemoto kunye nezithuthi zikawonke-wonke
- Indawo yokupaka, indawo yokukhwelisa nokwehlisa
- Indawo yolwandiso
- Ugcino lwetheminali
- Indawo yokubeka Izixhobo seNkxaso eGround (GSE)
- Impahla
- Iziko lamandla kunye neSikhululo soGutyulo lweenqwelomoya
- I-LS SS (Isikhululo esincinci esikwicala lomhlaba)
- Iihotele
- Ukusetyenziswa kwesikhululo seenqwelomoya
- Indawo yezinto ezindala
- Iindawo zokutyela
- Isikhululo senkonzo
- Indlela yangaphakathi kunye nolungiselelo lweenkonzo

5) I-General Aviation Precinct ihlala malunga ne-50ha kunye nale misebenzi yophuhliso ilandelayo:
   - GA/VIP/iTheminali kaRhulumente
   - Ukupaka
   - AbaSebenzi beSiseko Esisisigxina
   - Izakhiwo ZeGA
   - Indawo Yokuhlala Abaqhubi Neyamafutha
   - Indawo Yomthwalo Okhethekileyo
   - OPS
   - Ukufikelela Okulawulwayo
   - Ukusetyenziswa kwezothutho
   - Ukusetyenziswa kwesikhululo seenqwelomoya (izakhiwo ezinxulumeneyo kunye nezibonelelo kunye nokusetyenziswa okongeziweyo kusetyenziso lomgaqo weenqwelomoya)
   - I-Heliport
   - Indlela yangaphakathi kunye nolungiselelo lweenkonzo
   - Ukulungiswa komhlaba

UMbhobho weLindle oya eFisantekraal WWTW okumntla-ntshona, umbhobho wamanzi Aselekayo ongena usuka kumzantsi-ntshona; Iziseko ezingundoqo zamanzi emvula ezikwisiza, umzila kaEskom ongenayo osuka eMazantsi, iindlela zokungena kunye nolungelelwaniso, iSolar PV kwizakhiwo kunye nokubiyelwa komjikelezo kunye nezithinteli mlilo zenza inxalenye yeSigaba soku-1 sobubanzi.

Olu phononongo lweengcali lulandelayo lwenziwa ukuvavanya iimeko ezisisiseko nokuchonga iimpembelelo ezinokuthi zibe kho: UVavanyo lweMpembelelo yezoLimo, uVavanyo lweMpembelelo yeLifa leMveli (kubandakanywa okuBonakalayo, kweNkcubeko kunye neArchaeological), uVavanyo lweMpembelelo yeZilwanyana zeNdalo eMhlabeni (kubandakanywa iFaunal neAvifaunal), uVavanyo lweMpembelelo yeZilwanyana ezohlukeneyo zaseManzini, uVavanyo lokuPhaphazwa koLuntu kunye neNgcinga yokuSebenza kwe-Obstac

Uvavanyo), uVavanyo lweMpembelelo yeNgxolo, uVavanyo lweMpembelelo yezoThutho, uVavanyo lweMpembelelo yeNtlalo noqoqosho, uVavanyo lweMpembelelo yeZityalo, uVavanyo lweMpembelelo ye-Agro-Ecosystem, uVavanyo lweMpembelelo yoMgangatho woMoya kunye noVavanyo lweMpembelelo ye-Geohydrological.

Iingxelo ezongezelelweyo zeengcali ezazisa iprojekthi ziquka ubuNjineli beZibonelelo eziNinzi (uMjelo oGutyulwayo, oTwalwayo, nolawulo lwamanzi emvula), ubuNjineli boMbane omninzi, i-Geotechnical, i-Architectural, i-Bulk Fuel Infrastructure, iSikhokelo seNtengiso yaNgaphandle, i-Hydropedological, i-Landscaping, kunye ne-Spatial and Land Use Planning. Uphononongo oluthathu olongezelelweyo ngenqwelomoya nazo ziyancedisa kwaye lube negaleleo kule projekthi ecetywayo: 1) Uphononongo olunokweNzeka lwe-Aerodrome; 2) I-Airspace kunye neCapacity Study kunye ne-3) Ukubonwa kwe-CTIA kunye ne-CWA edibeneyo yokusebenza.

Uphononongo olongezelelekileyo lweengcali kunye nelobugcisa oluye lwaba yinxalenye yeSicwangciso soPhononongo lwe-IA lubandakanya uvavanyo lwengozi enkulu yokuFakela i-Hazard (MHI), i-Terrestrial and Freshwater Biodiversity offset studies, i-Climate Change Impact Assessment, i-Glint and Glare study, Poultry Biosecurity and Health study, kunye ne-Airport Bird Hazard Assessment.

Ingxelo yeengcali ye-WULA ikwahlonyelwe kwingxelo ye-EIA ukuze iinkqubo ezimbini zogunyaziso zisebenze ngaxeshanye nokubonelela ngolwazi olungakumbi lobugcisa kwii-I&APs. Ingxelo yeengcali ye-WULA ixhomekeke kwigalelo lophononongo lweengcali, kwaye iingxelo ezongezelelweyo zeengcali (ezingafakwanga kwingxelo ye-EIA) zihlonyelwe kwingxelo yobuchwephesha ye-WULA (uphononongo lwe-Geohydrological ukuxhasa i-WULA).

Ingxelo yokugqibela yoHlolo isebenzise uhlolo olusisiseko olubanzi njengezixhobo zokucwangcisa ukukhokela ucwangciso lophuhliso olucetywayo, ukuchonga onke amathuba anokubakho kunye nemiqobo ekhoyo kunye nokuqinisekisa iimpembelelo ezincinci ezenzekayo. Ukubaluleka kweempembelelo ezilungileyo nezingalunganga ezinxulumene neendlela ezizezinye ezicetywayo kuvavanywa kuphononongo lweengcali ngexesha leSigaba se-EIA. Izimvo ezifunyenwe kumaQela aNomdla naChaphazelekayo (I&APs) ngexesha leSigaba soHlolo zibe negalelo kwiingxelo nakuphononongo olwahlukeneyo kwaye zaqwalaselwa liqela leengcali ezifanelekileyo njengenxalenye yeSigaba se-EIA. Ezinye izimvo ezifunyenweyo kwii-I&AP ngexesha leSigaba se-EIA zibe negalelo ekuhlelweni kweengxelo ezahlukeneyo zobugcisa neengcali kwaye zisonjululwe kwi-EIAR yokugqibela.

Uvavanyo lweempembelelo ezingalunganga ngegalelo lobuchwephesha kunye nengcali lukhokelele kumanqaku abalulekileyo kuNdlela eNgcotshiweyo 1 (Ayikhethwa), enye indlela yesi-2, enye 3, kunye neNdlela eKhethekileyo yesi-4 njengoko kubonisiwe kwiSihlomelo sama-42.

Icebo 1 limele Ukhetho Olungazukuthathwa, apho iCWA isetyenzisswa ngowona mgangatho wayo uphezulu ngokwamalungelo ayo akhoyo. Iimpembelelo ezinxulunyaniswa noLuhlu loku-1 ngokubanzi zilinganiswe njengezisezantsi kakhulu kwiBiophysical (yeBotanical, iGeohydrological), intlalo-qoqosho, uMgangatho woMoya kunye neNkunkuma yesiGaba sokuSebenza. Kuphela iSigaba sokuSebenza seNgxolo esinikwe umlinganiselo ophezulu wokuthomalalisa kwangaphambili nanjengesithuba esiphakathi sokunciphisa.

Ngenxa yokufana kwefuthe eliphakathi **kweCebo lesi-2 nelesi-3**, iingcaphephe zithande ukuzilinganisela ngendlela efanayo ngokweempembelelo zazo. Ngenxa yotshintsho olungephi kwi-SDP kunye nenkcazo yeprojekthi **yoKhetho 4 (Olona Khetho Lufunwayo),** iingcali zithande ukuyilinganisa ngokufana noKhetho 2 no-3.

Ngokweempembelelo zeBiophysical, ilahleko ye-1.6ha yezityalo ezinobuntununtunu OkuPhezulu kakhulu kunye ne-2.3ha yezityalo ezinovakalelo oluPhakathi kumazinga aphakathi ukuya phezulu kuKhetho lwesi-2 nolwesi-3 nolwesi-4 ngexesha leSigaba soKwakha, kwaye ifuna ukuguquguquka okusemhlabeni ukunciphisa impembelelo ephakathi. Ngokufanayo, ilahleko ye-6.74ha yomgxobhozo woku-1 ixabisa iqondo eliphezulu lokuthomalalisa kwangaphambili nanjengokunciphisa isithuba esiphakathi kwiSigaba soKwakha kunye nonciphiso lokunciphisa umgxobhozo olufunekayo kwiNdlela yesi-2 neyesi-3 neyesi-4. Nakwimfuno yokulinganisa impembelelo kumgxobhozo woku-1 ngokwemibhobho yamanzi kunye nenkqubo ye-geomorphological ihleli ngexesha leSigaba sokuSebenza sokunciphisa isithuba siphakathi. Iimpembelelo ezongezelelekileyo kwi-geohydrology, ifauna esemhlabeni, iintyatyambo, i-avifauna kunye nesantya samanzi ahlaziyekileyo se-ikholoji njengokunciphisa isithuba esisezantsi kwiSigaba soKwakha neSigaba sokuSebenza.

NgokweLifa leMveli, izinga lempembelelo yenkcubeko lisezantsi ngexesha leSigaba soKwakha. Izinga leempembelelo ezibonwayo njengonciphiso oluphantsi lwesithuba seSigaba soKwakha, ngaphandle kotshintsho kusetyenziso lomhlaba kunye nophawu lwesiza oluhlala luthomalalisa isithuba esiphakathi. NgokweSigaba sokuSebenza, ukubonakala kwiNkalo yoBume beNdawo yoku-1, yesi-2 neyesi-3 kuhlala kuthomalaliso oluphakathi.

Umgangatho weempembelelo zoMgangatho woMoya uphantsi kakhulu (iSigaba soKwakha) ukuya kutsho phantsi (iSigaba sokuSebenza). Iimpembelelo zengxolo ngexesha leSigaba soKwakha uphantsi kakhulu, kwaye uphantsi kuMzekelo wesi-2 ngexesha leSigaba sokuSebenza. Imeko yesi-3 ireyithi yokuthomalalisa okuphezulu kwangaphambili nanjengokokuthomalalisa okuphakathi ngexesha leSigaba sokuSebenza. Imeko yesi-2 ibhekiselele kunyaka wokuqala wokusebenza kwaye uMzekelo 3 ubhekisa kunyaka wokusebenza kweSigaba sesi-2.

Iimpembelelo ezinxulunyaniswa ne-Agro-ecosystem kunye nezoThutho (ukuya kuthi ga kwi-PAL1B) zinikwe umlinganiselo ophantsi kuzo zombini iSigaba soKwakha neSigaba sokuSebenza, ngelixa uHlolo lweGlint kunye neGlare lulinganisela impembelelo yeSigaba sokuSebenza njengephantsi kakhulu.

Ngokweempembelelo zoKhuseleko lweNdalo yeNkunku ezibekwe njengeziphantsi kwiSigaba soKwakha kunye neSigaba sokuSebenza, ngaphandle kwezo eziBonakalayo kunye neNgxolo ezibekwe njengonciphiso lwesithuba esiphakathi.

Impembelelo yeprojekthi ecetywayo kuTshintsho lweMozulu inikwe umlinganiselo wokuthomalalisa emva kwexesha eliphakathi kuzo zombini iSigaba soKwakha neSigaba sokuSebenza, ngeli lixa impembelelo yoTshintsho lweMozulu kwiprojekthi ecetywayo ngexesha leSigaba sokuSebenza ibonwe njengephezulu kuzo zombini iingozi zemililo yasendle kunye nomngcipheko wokunqongophala kwamanzi. Umngcipheko wokudilika komhlaba kunye nomngcipheko wezinga lobushushu obugqithisileyo njengophakathi, ngelixa umngcipheko wezikhukula uphantsi.

Ireyithingi ngokwemilinganiselo yolawulo lwenkunkuma iphantsi ukuya kutsho phantsi kakhulu kwiiNdlela ezizezinye zesi-2 neyesi-3 neye-4 ngexesha leSigaba soKwakha kunye neSigaba sokuSebenza, ngaphandle nje kokuveliswa kwenkunkuma enobungozi kunye neyoShishino ngexesha leSigaba sokuSebenza esilinganisa isithuba esiPhakathi nesiPhantsi.

UVavanyo lweMpembelelo yezoQoqosho lunikwe umlinganiselo ophantsi ukuya phakathi ongalunganga kwiSigaba soKwakha neSigaba sokuSebenza, ngelixa iimpembelelo ezongezelekayo ngexesha leSigaba soKwakha neSigaba sokuSebenza zilinganiswe njengeziphakathi ukuya kwizinga eliphezulu elibi. Iimpembelelo ezintle ezichongiweyo ngexesha leSigaba soKwakha neSigaba sokuSebenza (kubandakanywa neempembelelo ezongezelekayo) zinikwe umlinganiselo ophakathi ukuya phezulu.

Iimpembelelo ngokubhekiselele kuPhapho lwasemoyeni zavavanywa njengemfuneko ngokwemigaqo yeNkqubo yokuPhatha ngezoPhapho kwaze kwakhokelela kwizifundo ezahlukeneyo zokujongana neziphumo zoVavanyo olusisiseko. Akukho milinganiselo yempembelelo owenziweyo, kodwa iimpembelelo kwiNgxolo, ezoThutho kunye nezentlalo noqoqosho ziye zaqwalaselwa ngezifundo zabo ezahlukeneyo zeengcali kunye neziphumo zokulinganisa impembelelo. Isithintelo kubude bomhlaba omeleneyo savavanywa ngophononongo lothintelo lobude be-OLS, kwaye iSihlomelo 14 OLS savavanywa apho umphezulu weOLS ungene khona. Uyilo kunye nokusebenza kwendawo yophapho kwavavanywa ngeCONOPS. Izimvo ezifunyenweyo kumaqela achaphazelekayo kunye nee-IAPs ngexesha leSigaba sokuSebenza zibangele ukuba kuqhutywe uphononongo olongezelelekileyo olu-3 ngezophapho (ISIHLOMELO 20: Uphononongo lweNdawo yomoya kunye nesakhono; ISIHLOMELO 21: Ukubonwa kwe-FACT kunye ne-FAWN imisebenzi edibeneyo; ISIHLOMELO 22: Uphononongo lweSikhululo seSikhululo esisesinye se-CWA) sibandakanyiwe kwiSigaba se-EIA. UMgaqo woPhapho woLuntu ufuna ingxelo evela kwi-SACAA *yokungabi nampembelelo ingamkelekanga kuphapho lwasekuhlaleni* kwaye ngenxa yoku iNgxelo yokuThobela yalungiselelwa yi-NACO ebonisa ukuba *akukho mpembelelo ingamkelekanga kuphapho loluntu* kwaye iseka isiseko sempendulo efunyenwe kwi-SACAA ukuza kuthi ga ngoku. Ugunyazisoo olufanelekileyo lophapho luya kuba yinkqubo eqhubekayo ngaphaya kwe-EIA, kodwa ngokwemigaqo yohlolo lweengcali ukuza kuthi ga ngoku kucacile ukuba uphuhliso olucetywayo lunengqiqo kwaye lunokwenzeka.

Ngokweempembelelo zangoku ezivavanyiweyo ziingcaphephe, unciphiso olucetywayo kwaye olusekwe kwiingcebiso ezivela kwiingcali kunye neengcali zobugcisa, iCWA ecetywayo ibonwa yamkelekile ngokweempembelelo. Igalelo le-I&AP ngomjikelo wokugqibela wePPP liye laqukwa kwingxelo yokugqibela Yamagqabaza kunye neeMpendulo (Isihlomelo 29D), eya kuba yinxalenye yokungeniswa kokugqibela kwiDEA&DP.