Infrastructure Investment Prospectus

Western Cape Government
FOR YOU

CAPE WINELANDS AIRPORT

EXECUTIVE SUMMARY

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The **Cape Winelands Airport (CWA)** is a transformative aviation and logistics infrastructure project that will establish Cape Town's second international gateway and serve as a catalyst for sustainable regional development in the Western Cape. Located 25 km northeast of Cape Town International Airport, the project involves the redevelopment of the historic Fisantekraal Airfield into a **world-class Code 4F international airport, with special procedures for code 4F aeroplanes**. The airport will be integrated with logistics, renewable energy and agri-industrial precincts. Spanning a total landholding of 880 hectares, CWA will strengthen South Africa's global connectivity, expand freight and tourism capacity, and drive inclusive, climate-smart economic growth.

Having secured **Environmental Authorisation (EA)** from the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) on 27 October 2025, with only the customary appeal phase underway, which usually forms part of the standard NEMA process, and with further statutory approvals to be secured as and when required, the project is advancing toward financial close and Phase 1 construction in 2026. The authorisation confirms full compliance with the National Environmental Management Act (NEMA) and positions CWA within the province's strategic infrastructure pipeline. Comprehensive feasibility studies and over 40 specialist assessments have confirmed the project's technical, economic, and environmental viability, supported by strong aviation demand and policy alignment with the Western Cape Infrastructure Framework 2050 (WCIF 2050), National Infrastructure Plan 2050, and National Development Plan (NDP 2030).

CWA represents an **R10 billion blended finance investment** and is a private sector project, however operates in a heavily regulated environment and thus there is inherently a high level of oversight. The **project targets a 17–19% equity internal rate of return (IRR)** supported by diversified revenue streams spanning contracted diversion service revenue, passenger aviation, and commercial real estate in the first phase. Economic modelling indicates a favourable cost-benefit ratio, generating an estimated R76 billion in long-term economic output and creating over 32,000 construction-phase jobs and 100,000 sustained employment opportunities across related value chains.

EXECUTIVE SUMMARY

The **airport's master plan** adopts a systems-based approach encompassing four integrated precincts: Airside; General Aviation; Terminal; and Services, designed to function as a regenerative infrastructure ecosystem that promotes resilience, spatial justice and environmental stewardship. CWA's design prioritises renewable energy generation, circular resource management, and biodiversity protection, positioning it among the greenest aviation facilities in Africa.

The **project's governance model** reflects transversal planning and mission-oriented innovation, ensuring alignment between the Western Cape Department of Infrastructure (DOI), DEA&DP, SACAA, ATNS, and private sector investors. CWA's gender-responsive procurement framework ensures inclusive participation of women-owned and local enterprises, while community engagement programmes in Fisantekraal, Klipheuwel, Joostenberg Vlakte and Durbanville continue to guide social development and local benefit strategies.

With regulatory approvals secured, feasibility confirmed and financing in progress, CWA stands as a bankable, implementation-ready infrastructure opportunity that combines commercial profitability with public value creation. It embodies the WCIF 2050 principle that infrastructure innovation drives equitable, sustainable, and regenerative growth, offering investors, policymakers and communities a shared platform for regional transformation.

Next steps include the finalisation of financial partnerships.

PROJECT DESCRIPTION & STRATEGIC CASE

Project scope and objectives; Justification; Sector-specific analysis; Market size and demand analysis.

The **Cape Winelands Airport (CWA)** project entails the phased redevelopment of the historic Fisantekraal Airfield into a sustainable, world-class international airport and aviation logistics hub. Located approximately 25 km northeast of Cape Town International Airport, CWA occupies a strategic position within the Cape Metro functional region, linking the Northern Growth Corridor with major regional transport and logistics networks. Spanning approximately 880 hectares, the project includes the development of a 3.5 km Code 4F runway, passenger and cargo terminals, maintenance and fuel facilities, renewable energy systems, and essential water and waste utilities. The project's design is rooted in systems-based planning and the Western Cape Infrastructure Framework 2050 (WCIF 2050), ensuring that infrastructure innovation drives equitable economic, social, and environmental development.

The **project's objectives** are to provide additional aviation capacity and resilience within the Western Cape, alleviate congestion at Cape Town International Airport, enhance freight and logistics connectivity, catalyse regional economic growth through infrastructure-led development and drive the transition towards a lower-carbon future for South African aviation. The Environmental Authorisation issued by DEA&DP on 27 October 2025 confirms the project's compliance with South Africa's environmental legislation and validates its alignment with the province's sustainability and climate resilience priorities. This milestone allows CWA to advance confidently into its implementation phase, underpinned by responsible land use, ecological management, and inclusive economic opportunity.

From a **strategic perspective**, CWA responds directly to the Western Cape's increasing demand for aviation and trade infrastructure, positioning itself as both an alternative destination airport and a logistics enabler for Cape Town. The project complements rather than competes with Cape Town International Airport, offering capacity relief, emergency redundancy, and improved route reliability for airlines. CWA's proximity enables carriers to designate it as an alternate destination, thereby reducing reserve fuel requirements, cutting emissions, lowering operational costs, and increasing payload efficiency for both passengers and cargo. The airport's integration of renewable energy systems and circular resource flows reflects the WCIF 2050 principle that innovative infrastructure ecosystems build resilient, regenerative systems, positioning CWA among the greenest aviation developments on the African continent. CWA provides the Airline Industry with in excess of R1b per annum value creation on day one of opening adding in excess of R25b capitalised over 15 years at 7% .

The **justification for investment** is reinforced by the project's confirmed regulatory status, proven feasibility, and compelling socio-economic impact. The Environmental Authorisation follows over 40 specialist studies and four rounds of public participation, affirming public trust, stakeholder inclusion, and environmental integrity. Economic assessments indicate that CWA will inject R23.1 billion into the Western Cape economy, create more than 32'000 jobs during construction, and sustain over 100'000 employment opportunities in the long term. The project contributes to spatial justice by unlocking development potential in the northern metropolitan area, which has historically been underserved due to apartheid spatial legacies, and by enabling inclusive, sustainable growth through aviation, logistics and agri-industrial value chains.

Within the aviation and logistics sector, CWA addresses a critical capacity gap and positions itself as a strategic node in the national transport network. The market analysis indicates sustained growth in passenger travel, cargo volumes, and e-commerce logistics across the Western Cape. The airport's Phase 1 will focus on core aviation infrastructure: runway, terminals, and renewable utilities, while Phase 2 will expand into a multimodal logistics and agribusiness precinct, creating a circular economy model that amplifies long-term investor value. With Environmental Authorisation secured, market demand validated, and financial structuring underway, CWA stands as a mission-oriented infrastructure initiative - a collaborative public–private response to South Africa's broader socio-economic and environmental challenges.

PROJECT STATUS & IMPLEMENTATION READINESS

Current phase of development; Readiness for procurement; Regulatory and environmental approvals; Community and stakeholder engagement.

The Cape Winelands Airport (CWA) project has reached a critical transition point from **planning to implementation** following the granting of Environmental Authorisation (EA) by the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) on 27 October 2025. This approval represents a key regulatory milestone confirming the project's full compliance with the National Environmental Management Act (NEMA) and associated environmental governance standards. The authorisation follows an extensive environmental process spanning more than two years, incorporating over 40 specialist studies and four rounds of public participation to ensure alignment with the highest environmental, social, and technical benchmarks.

With EA secured, CWA is now **implementation and procurement-ready**, advancing toward financial close and construction commencement in 2026. The project is structured as a Private sector project under a blended finance model, enabling a combination of equity, debt, and long-term concession-based participation. This framework allows for direct private sector investment in the development, operation and expansion of key airport components, including passenger and cargo terminals, renewable energy systems, and logistics infrastructure. Financial modelling and investor engagement are already well advanced, with advisors from Investec Bank and WaterBorne Capital leading the capital-raising process.

Core **regulatory approvals and compliance frameworks** are in place or in process, including the Environmental Authorisation, South African Civil Aviation Authority (SACAA) alignment on airspace safety and design, and Air Traffic and Navigation Services (ATNS) confirmation of operational compatibility. The project has been integrated within the Western Cape Infrastructure Pipeline, with coordination supported by the Department of Infrastructure (DOI) to ensure consistency with the Western Cape Infrastructure Framework 2050 (WCIF 2050) and transversal governance principles.

A **comprehensive stakeholder and community engagement programme** has been undertaken throughout the Environmental Impact Assessment (EIA) process, involving local communities, industry stakeholders, and relevant authorities. This process has established a strong foundation of transparency, accountability and trust between the project proponent, regulatory agencies, and the surrounding communities of Fisantekraal and Kraaifontein. Engagement outcomes have directly informed mitigation measures and community benefit programmes, which are now embedded in the approved Environmental Management Programme (EMPr).

With environmental and regulatory clearances secured, financing frameworks established, and stakeholder partnerships consolidated, the Cape Winelands Airport project stands as a bankable, implementation-ready infrastructure investment, poised to commence its first construction phase in late 2026.

The project is a private sector project, however operates in a heavily regulated environment and thus there is inherently a high level of oversight. This framework allows for direct private sector investment in the development, operation and expansion of key airport components, including passenger and cargo terminals, renewable energy systems, and logistics infrastructure.

GOVERNANCE, POLICY & ENABLING ENVIRONMENT

Legal and regulatory framework; Government policies; Governance role; Investment needs and policy incentives.

The Cape Winelands Airport (CWA) project is underpinned by a strong and transparent **governance, policy, and regulatory environment** that supports sustainable infrastructure investment in the Western Cape. The project operates within the National Environmental Management Act (NEMA) and the Civil Aviation Act (Act 13 of 2009), ensuring full compliance with South Africa's environmental, aviation, and safety regulations. The Environmental Authorisation (EA) granted by the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) on 27 October 2025 confirms adherence to all environmental and planning requirements, while ongoing oversight by the South African Civil Aviation Authority (SACAA) and Air Traffic and Navigation Services (ATNS) ensures compliance with national and international aviation standards.

At the **policy level**, CWA aligns with the Western Cape Infrastructure Framework 2050 (WCIF 2050), which positions infrastructure innovation as a driver of equitable, sustainable, and regenerative development. It also supports the implementation of the Western Cape Provincial Spatial Development Framework (WCPSDF), the National Spatial Development Framework (NSDF 2050), and the National Transport Master Plan (NATMAP) by promoting spatial integration, resilient infrastructure ecosystems, and climate-aligned economic growth. Through transversal coordination by the Western Cape Department of Infrastructure (DOI), the project is embedded within the Western Cape Infrastructure Project Pipeline, ensuring alignment with provincial governance structures, policy objectives, and the six capitals approach to sustainable value creation.

The project's **governance model** reflects a mission-oriented approach, enabling collaboration across sectors to deliver inclusive, system-wide impact. The Department of Infrastructure (DOI) and DEA&DP play enabling and oversight roles, while Cape Winelands Airport (Pty) Ltd, as project sponsor, leads technical delivery and investor engagement. The blended finance structure, combining equity, debt, and long-term concession mechanisms, aligns with national investment policy priorities that seek to mobilise private capital for infrastructure expansion.

By integrating these governance and policy frameworks, CWA exemplifies transversal planning and systems thinking in action, leveraging innovation, regulatory compliance, and institutional alignment to create an enabling environment that reduces investment risk, enhances sustainability, and delivers long-term public value.

The blended finance structure, combining equity, debt, and long-term concession mechanisms, aligns with national investment policy priorities that seek to mobilise private capital for infrastructure expansion.

ECONOMIC & COMMERCIAL VIABILITY

Value-for-money assessment; Cost-benefit analysis; Risk evaluation; Economic multipliers and macroeconomic benefits.

The Cape Winelands Airport (CWA) project demonstrates strong **economic and commercial viability**, underpinned by a robust value-for-money assessment, proven market demand, and a diversified revenue model aligned with both public and private sector objectives. As the largest privately driven aviation infrastructure investment in the Western Cape, CWA represents on the first build an R10 billion catalytic development structured through a blended finance model combining equity, debt, and long-term concession partnerships. Independent feasibility studies and the Socio-Economic Impact Assessment (2025) confirm that the project delivers a positive cost–benefit ratio, generating an estimated R23 billion in new business sales and over R76 billion in total long-term economic output once fully operational. The airport is expected to create more than 32'000 direct and indirect jobs during construction, and sustain over 100'000 employment opportunities across aviation, logistics, hospitality, and agribusiness value chains during operation.

From a **value-for-money perspective**, the project advances the Western Cape Infrastructure Framework 2050 (WCIF 2050) objectives of leveraging innovation to deliver equitable, sustainable and regenerative development. The Private sector project ensures efficient capital allocation and operational performance, while generating public value through increased regional competitiveness, reduced congestion at Cape Town International Airport, and lower airline operating costs. Risk evaluation identifies manageable project risks, primarily related to financing, construction and initial market uptake, all mitigated through a phased delivery approach, strategic partnerships, and regulatory certainty following the Environmental Authorisation issued by DEA&DP in October 2025.

CWA's **business model** is commercially anchored in diversified revenue streams, including passenger traffic, air cargo services, general aviation, maintenance and repair operations (MRO), renewable energy generation, and real estate development within its airport city precinct. The project targets an equity internal rate of return (IRR) of 17–19%, supported by long-term growth in air travel demand, export logistics and tourism flows. Economic modelling from the Socio-Economic Impact Assessment indicates that the Cape Winelands Airport project will generate substantial multiplier effects across the Western Cape economy, with total long-term economic output of approximately R76 billion from a projected R10 billion investment, reflecting significant value creation through direct, indirect, and induced economic activity.

At a **macroeconomic level**, the CWA project supports South Africa's National Development Plan (NDP 2030) and National Infrastructure Plan (NIP 2050) by stimulating regional growth, improving infrastructure efficiency, and promoting spatial transformation. By integrating mission-oriented innovation and systems thinking, CWA exemplifies an infrastructure model that not only delivers financial returns but also creates public value through climate-smart development, employment generation and enhanced global connectivity. The project thus stands as a high-impact, low-carbon investment opportunity, delivering economic resilience, social inclusion, and sustained value across the six capitals: financial, manufactured, natural, human, social and intellectual.

Economic modelling from the Socio-Economic Impact Assessment indicates that the Cape Winelands Airport project will generate substantial multiplier effects across the Western Cape economy, with total long-term economic output of approximately R76 billion from a projected R10 billion investment, reflecting significant value creation through direct, indirect, and induced economic activity.

FINANCIAL REQUIREMENTS & FUNDING STRATEGIES

Total project cost breakdown; Funding sources; Revenue models; Innovative financing mechanisms.

The Cape Winelands Airport (CWA) project represents an estimated R10 billion (USD 550 million) capital investment, structured through a blended finance model that mobilises both public and private sector participation. The total project cost encompasses development of the 3.5 km Code 4F runway, passenger and cargo terminals, general aviation precinct, maintenance and fuel facilities, renewable energy infrastructure, and associated bulk services, roads, and utilities. The investment will be implemented in two major phases: Phase 1 (2026–2029) will focus on core aviation infrastructure and enabling services; Phase 2 (2030–2035) will expand into a multimodal logistics and agribusiness precinct, including commercial real estate and renewable energy integration.

Funding for CWA is being raised through a combination of private equity, long-term debt finance, and strategic arrangements, supported by partnerships with domestic and international investors. Cape Winelands Airport (Pty) Ltd, as the project sponsor, is leading the financing process in collaboration with Investec Bank and WaterBorne Capital, leveraging a hybrid capital structure that optimises risk allocation and investor returns. The project targets an equity internal rate of return (IRR) of 17–19%, supported by diversified revenue streams across diversion services, passenger aviation, general aviation services, property leasing, and commercial concessions.

The **revenue model** is designed to ensure long-term financial sustainability through multiple income streams that balance regulated aeronautical revenues (landing, parking, and passenger service charges) with non-aeronautical revenues (logistics, real estate, and hospitality). This diversified model reduces dependence on passenger volumes and enhances resilience to market fluctuations. CWA's financial framework will look to integrate green and sustainable finance instruments, including potential sustainability-linked loans, green bonds, and carbon credit mechanisms that reward the airport's low-carbon design and renewable energy systems in the next phase.

In line with the Western Cape Infrastructure Framework 2050 (WCIF 2050), CWA's **financing approach** exemplifies infrastructure innovation and transversal governance, aligning public and private capital around shared development outcomes. The Department of Infrastructure (DOI) and National Treasury PPP Unit play key enabling roles in structuring governance frameworks and ensuring compliance with public infrastructure investment standards. Through this innovative funding strategy, CWA reduces fiscal burden, attracts climate-aligned investment, and positions itself as a model for mission-oriented infrastructure delivery, combining financial viability, sustainability, and long-term stakeholder value creation.

The project targets an equity internal rate of return (IRR) of 17–19%, supported by diversified revenue streams across diversion services, passenger aviation, general aviation services, property leasing, and commercial concessions.

PROJECT FEASIBILITY, APPROVALS & INFRASTRUCTURE PLANNING

Feasibility study findings; Master plan integration; Alternative evaluation; Infrastructure planning and prioritisation.

The Cape Winelands Airport (CWA) project has undergone extensive **technical, environmental, and socio-economic feasibility** assessments confirming its viability, sustainability, and alignment with regional infrastructure priorities. Comprehensive feasibility studies, supported by over 40 specialist reports, have validated the project's location, airspace compatibility, environmental suitability, and market demand for additional aviation and logistics capacity in the Western Cape. These studies confirm that the development of a 3.5 km Code 4F runway, passenger and cargo terminals, and associated infrastructure is both technically feasible and economically justified, with significant long-term returns for investors and the regional economy.

The project's **master plan** integrates four functional precincts: Airside, General Aviation, Terminal, and Services, designed to operate as an interconnected ecosystem of aviation, logistics, and agri-industrial facilities. This systems-based approach ensures that the airport functions not only as an aviation node but as a multi-sectoral infrastructure catalyst, fostering regional trade, employment, and value-chain development. The master plan aligns with the Western Cape Infrastructure Framework 2050 (WCIF 2050) and the Western Cape Provincial Spatial Development Framework (WCPSDF), ensuring coherence with provincial infrastructure priorities and spatial justice objectives.

In accordance with the National Environmental Management Act (NEMA), the project underwent a full Environmental Impact Assessment (EIA) process, culminating in the granting of Environmental Authorisation (EA) by the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) on 27 October 2025. The EIA process included multiple alternatives analyses, evaluating site layout, runway orientation, and airspace configuration options to minimise environmental and community impacts while maximising operational efficiency. This rigorous evaluation confirmed the Fisantekraal site as the optimal location for long-term expansion, balancing ecological stewardship with aviation and regional development goals.

Infrastructure planning has been conducted in collaboration with the Western Cape Department of Infrastructure (DOI), ensuring the project's inclusion within the Western Cape Infrastructure Pipeline and alignment with transversal governance principles. Prioritisation focuses on Phase 1 (2026–2029): the runway, terminals, being the main terminal the VVIP terminal and essential utilities, followed by Phase 2 (2030–2035): expand into a multimodal logistics and agribusiness precinct. Phase 2 will include the integration of existing transport infrastructure on and around the airport noting particularly the current rail line linking the Cape Winelands Airport with the ports of Cape Town and Saldanha. This will represent the **first true and fully integrated inter-modal logistics**, all on one platform for the Western Cape, **bringing road, air, rail and ocean together**. The project's infrastructure sequencing is designed to optimise capital efficiency, manage construction risks, and deliver early economic benefits, consistent with the mission-oriented approach of coordinated, cross-sectoral innovation.

Through its integrated planning, evidence-based feasibility validation, and regulatory approvals, the CWA project exemplifies value-for-money, resilience, and regenerative infrastructure delivery, a model that supports both private investment confidence and public policy outcomes across economic, environmental, and social dimensions.

This systems-based approach ensures that the airport functions not only as an aviation node but as a multi-sectoral infrastructure catalyst, fostering regional trade, employment, and value-chain development.

DELIVERY MECHANISM & PROCUREMENT STRATEGY

Phased implementation; Procurement methods; Bidding process; Supplier selection; Risk-sharing mechanisms.

The Cape Winelands Airport (CWA) will be delivered through a **phased implementation framework** that combines private sector investment efficiency with public sector oversight and strategic coordination. The development approach follows a two-phase delivery model: Phase 1 (2026–2029) will establish the core aviation infrastructure, including the 3.5 km Code 4F runway, passenger terminal, cargo facilities, and renewable utilities. Phase 2 (2030–2035) will expand into a multimodal logistics and agribusiness precinct, integrating commercial real estate, green energy systems, and technology-enabled airport services. This phased approach allows for risk mitigation, capital optimisation, and early revenue generation.

The **procurement strategy** is based on a private sector project, however operates in a heavily regulated environment and thus there is inherently a high level of oversight. The project proponent, Cape Winelands Airport (Pty) Ltd, will lead the development as sponsor and developer, in collaboration with strategic partners and financiers, including Investec Bank and WaterBorne Capital. Procurement will be undertaken through a combination of competitive bidding, direct partnerships, and special-purpose vehicle (SPV) arrangements to ensure transparency, competitiveness, and accountability.

Supplier and contractor selection will prioritise technical competence, financial capacity, and local content participation, supporting small and medium enterprises (SMEs) and local employment in line with provincial procurement transformation policies. Bidding processes for major works, such as runway construction, terminal design, and energy systems, will follow open or invited tender procedures, ensuring value for money and adherence to quality and sustainability benchmarks.

Risk-sharing mechanisms are embedded within the framework to balance public and private sector interests. Construction and operational risks will be borne primarily by private investors and contractors through fixed-price, performance-based contracts, while the public sector's role focuses on regulatory oversight, enabling infrastructure, and policy coordination. Revenue and market risks are mitigated through diversified income streams, including passenger fees, cargo handling, logistics, real estate, and energy generation.

The delivery mechanism reflects a mission-oriented innovation model in which the public sector convenes and coordinates actors across sectors to deliver complex, high-impact outcomes. This governance model exemplifies WCIF 2050 Principle 4, transversal planning and governance, and ensures that the CWA project delivers sustainable stakeholder value, trust, and long-term economic transformation through integrated infrastructure delivery.

PROJECT COMMUNICATION & STAKEHOLDER ENGAGEMENT

Investor engagement strategies; Community participation; Government and regulatory interactions.

The Cape Winelands Airport (CWA) project is guided by a comprehensive **stakeholder engagement and communication strategy** designed to ensure transparency, inclusivity, and alignment across investors, regulators, and communities. Over the past four years, the project has implemented a structured public participation and consultation process as part of the Environmental Impact Assessment (EIA), culminating in the granting of Environmental Authorisation (EA) by the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) on 27 October 2025. This process included four rounds of public participation, two open days, and direct engagement with Interested and Affected Parties (I&APs), including local communities of Fisantekraal, Klipheuwel, Joostenberg Vlakte and Durbanville, civil society organisations, and municipal representatives. Feedback from these engagements directly shaped the project's Environmental Management Programme (EMPr), mitigation measures, and community development initiatives, ensuring that the project reflects local needs, social equity, and environmental stewardship.

On the investment side, CWA's **communication and investor engagement strategy** is built on transparency, technical credibility, and measurable performance outcomes. The project proponent, Cape Winelands Airport (Pty) Ltd, supported by Investec Bank and WaterBorne Capital, leads investor outreach through structured information sharing, investor roadshows, and ongoing engagement with prospective partners in aviation, logistics, renewable energy, and commercial development. The project's inclusion within the Western Cape Infrastructure Project Pipeline and alignment with the Western Cape Infrastructure Framework 2050 (WCIF 2050) ensures visibility to institutional investors, development finance institutions, and strategic partners seeking sustainable, climate-aligned infrastructure opportunities.

CWA's **government and regulatory engagement** is anchored in transversal coordination with key agencies, including DEA&DP, the Western Cape Department of Infrastructure (DOI), the South African Civil Aviation Authority (SACAA), Air Traffic and Navigation Services (ATNS), and the City of Cape Town. These entities play active roles in environmental oversight, infrastructure integration, and spatial planning, ensuring consistent alignment between the project's private investment model and the public policy framework.

By combining proactive investor communication, meaningful community participation, and collaborative government partnerships, CWA demonstrates a mission-oriented approach to infrastructure development, one that builds trust, fosters social legitimacy, and ensures multi-sectoral alignment.

SPECIAL (E.G. GENDER) PROCUREMENT ACTIONS & SOCIAL IMPACT

Gender-responsive procurement; Social benefits; Sustainability and environmental compliance.

The Cape Winelands Airport (CWA) project is designed to maximise socio-economic inclusion, gender equity, and community benefit through a series of **targeted procurement and social development strategies**. Consistent with the Western Cape Infrastructure Framework 2050 (WCIF 2050) principles of spatial justice, stakeholder trust, and equitable value creation, the project's **gender-responsive procurement framework** ensures meaningful participation of women-owned enterprises, youth entrepreneurs, and local small and medium enterprises (SMEs) across the construction and operational value chain. Procurement packages are being structured to achieve a minimum target of 30% local and inclusive participation, with emphasis on skills development, enterprise incubation, and capacity building for historically disadvantaged groups within surrounding communities such as Fisantekraal and Kraaifontein.

The project's **social impact strategy** is built on principles of shared prosperity and systems-based local development. It will generate an estimated 32'000 direct and indirect jobs during construction and over 100'000 long-term employment opportunities in operation, spanning across aviation, logistics, maintenance, retail, hospitality, and agribusiness sectors. CWA's community benefit framework prioritises access to training and technical skills through partnerships with TVET colleges, local NGOs, and industry associations, ensuring that the project contributes to human capital growth and sustainable livelihoods within the Western Cape. The project also includes commitments to social infrastructure support, such as community facilities, transport access improvements, and environmental rehabilitation, aligned with provincial development priorities.

From an **environmental and sustainability perspective,** CWA fully complies with the National Environmental Management Act (NEMA) and operates under the Environmental Authorisation (EA) granted by the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) in October 2025. The project's Environmental Management Programme (EMPr) embeds biodiversity protection, waste minimisation, carbon reduction, and climate resilience measures into every phase of design, construction, and operation. CWA's goal to become one of the greenest airports in Africa is supported by the integration of renewable energy systems, water recycling and circular economy principles, reducing environmental footprint while enhancing operational efficiency.

By integrating gender-responsive procurement, inclusive employment and environmental sustainability into its core delivery model, CWA advances the mission-oriented innovation approach, mobilising diverse public, private and community actors around shared socio-economic and environmental objectives.

OPERATIONS & MAINTENANCE STRATEGY

Long-term asset management; Performance monitoring; Digital technology leverage; Resilience planning and climate adaptation.

The Cape Winelands Airport (CWA) will operate under a long-term asset management and operations framework designed to ensure safety, sustainability and efficiency throughout the airport's lifecycle. The project adopts a performance-based operations and maintenance (O&M) model, consistent with international airport best practices and the requirements of the South African Civil Aviation Authority (SACAA) and International Civil Aviation Organization (ICAO). The O&M strategy focuses on proactive asset preservation, lifecycle cost optimisation, and continuous operational performance improvement, ensuring that infrastructure assets remain reliable, compliant and financially productive over time. A dedicated Airport Operations and Asset Management Division will oversee day-to-day functions, guided by key performance indicators (KPIs) linked to safety, energy efficiency, service quality and environmental performance.

CWA's **long-term maintenance regime** is built on predictive and preventive methodologies supported by digital asset management platforms and Internet of Things (IoT) monitoring systems. Smart infrastructure sensors will track real-time data on runway conditions, energy usage, waste systems and equipment performance, enabling data-driven maintenance planning, early fault detection and cost savings. The airport's digital integration strategy also extends to passenger processing, airside logistics and cargo handling, improving operational fluidity and service reliability while maintaining high environmental and social performance standards.

Resilience planning is embedded in the airport's operations model through robust climate adaptation measures and redundancy systems. The airport's design incorporates renewable energy generation, water harvesting and recycling, stormwater management, and biodiversity offsets, all aligned with the Environmental Management Programme (EMPr) approved as part of the Environmental Authorisation (EA) issued by DEA&DP in October 2025. Operational continuity planning includes energy and utility resilience strategies to ensure uninterrupted service delivery during extreme weather events or supply disruptions. CWA's systems-based planning approach allows the airport to function as a self-sufficient, low-carbon aviation ecosystem, aligned with the Western Cape Infrastructure Framework 2050 (WCIF 2050) principle that innovation drives equitable, resilient, and regenerative development.

Performance monitoring will be institutionalised through transparent reporting mechanisms, periodic audits, and an integrated Environmental and Social Management System (ESMS) to ensure compliance with national, provincial, and international sustainability standards. The airport's governance structure will include an independent Operations Oversight Committee comprising representatives from the project owner, regulatory authorities, and key stakeholders to ensure accountability, quality assurance, and long-term asset stewardship.

Through this comprehensive operations and maintenance strategy, CWA establishes a future-ready aviation infrastructure model that combines technological innovation, environmental responsibility, and institutional resilience, delivering sustainable performance, cost efficiency, and public value over the project's operational lifespan.

CONCLUSION & CALL TO ACTION

Summary of investment benefits; Next steps; Contact details and proposal submission.

The Cape Winelands Airport (CWA) project represents a landmark opportunity to invest in a transformative, sustainable, and implementation-ready aviation and logistics hub that will reshape the economic landscape of the Western Cape. With Environmental Authorisation granted by the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) in October 2025, the project now advances toward financial close and Phase 1 construction starting in 2026. CWA offers investors and strategic partners a unique opportunity to participate in an R10 billion blended-finance development that combines strong commercial returns (targeted 17–19% equity IRR) with systemic socio-economic and environmental benefits, including over 32’000 construction jobs, more than 100’000 sustained employment opportunities, and an estimated R76 billion in long-term economic output.

As Cape Town’s second international gateway, CWA strengthens South Africa’s air connectivity, enhances regional competitiveness, and delivers on the WCIF 2050 vision of infrastructure innovation that drives equitable, sustainable, and regenerative growth. Its systems-based, mission-oriented design integrates aviation, logistics, renewable energy, and agri-industrial ecosystems into a single, climate-smart development platform, advancing both spatial justice and sustainable stakeholder value creation. The project’s inclusion in the Western Cape Infrastructure Pipeline, strong regulatory foundation, and alignment with national policy priorities (NDP 2030 and NIP 2050) position it as a flagship model for next-generation infrastructure delivery in South Africa.

Next steps include finalisation of financing and partnership agreements, the conclusion of procurement processes and pre-construction mobilisation for Phase 1 (2026–2029).

DISCLAIMER

Infrastructure Investment Prospectus - **CAPE WINELANDS AIRPORT**

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