



# Project Prefeasibility Report

## 1. Project Details

|                 |                        |
|-----------------|------------------------|
| Project Name    | Cape Winelands Airport |
| Location        | City of Cape Town      |
| Sector          | Economic               |
| Department      | Private Sector         |
| Project Owner   | Adele Klingenberg      |
| Project Manager | Deon Cloete            |

### 1.1 Background & Justification

The Cape Winelands Airport (CWA) project arises from the need to address growing capacity constraints, resilience challenges, and long-term economic development requirements within the Western Cape's aviation and logistics system. Cape Town International Airport currently serves as the region's sole commercial aviation gateway, creating operational pressure, limited redundancy, and reduced flexibility for airlines, freight operators, and emergency response. The redevelopment of the historic Fisantekraal Airfield into a modern, world-class airport provides a strategic solution to these challenges while unlocking new economic opportunities in the northern metropolitan area. CWA is strategically positioned to function as Cape Town's second international gateway and a designated destination alternate airport, improving system resilience, airline efficiency, and environmental performance. By reducing diversion distances and reserve fuel requirements, the project supports lower emissions, reduced operating costs, and enhanced payload capacity for cargo and passengers. Beyond aviation, CWA is conceived as a multi-phase infrastructure catalyst, integrating logistics, agri-industrial value chains, renewable energy, and commercial development within a single, systems-based platform. The project is justified by strong policy alignment with the Western Cape Infrastructure Framework 2050, national transport and spatial development frameworks, and the province's climate-resilient growth agenda. With Environmental Authorisation granted in October 2025 and extensive feasibility, environmental, and socio-economic assessments completed, CWA represents a timely, de-risked, and investment-ready response to long-term regional connectivity, economic inclusion, and sustainable development needs.

### 1.2 Project Scope

The Cape Winelands Airport (CWA) project comprises the phased redevelopment of the former Fisantekraal Airfield into a modern, internationally compliant aviation and logistics hub. The scope of work includes the design, construction, commissioning, and operation of a **3.5 km Code 4F runway**, passenger and cargo terminals, general aviation facilities, air traffic and navigational systems, fuel and maintenance infrastructure, and associated landside access. Enabling works include bulk services, road connectivity, renewable energy generation, water and waste management systems, and environmental mitigation measures in accordance with the approved Environmental Management Programme. Phase 1 focuses on core airport infrastructure and operational readiness, while Phase 2 expands the development into a **multimodal logistics, agribusiness, and airport city precinct** incorporating commercial, hospitality, and industrial uses. The scope further encompasses digital systems integration, security, safety compliance, and long-term operations and maintenance, delivered through a public-private partnership framework aligned with national aviation standards and provincial infrastructure priorities.

## 2. Objectives & Key Focus Areas

| Objective                                                               | Key Focus Area                                                                                                                                   |
|-------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Develop a High-Impact, Resilient Aviation and Logistics Gateway         | <ul style="list-style-type: none"><li>• Prioritising Infrastructure for Maximum Impact</li><li>• Innovation &amp; Futures Planning</li></ul>     |
| Mobilise Private Capital through Structured Public–Private Partnerships | <ul style="list-style-type: none"><li>• Prioritising Infrastructure for Maximum Impact</li><li>• Enhancing Private Sector Partnerships</li></ul> |
| Deliver Climate-Smart, Inclusive, and Regenerative Infrastructure       | <ul style="list-style-type: none"><li>• Innovation &amp; Futures Planning</li><li>• Addressing Climate Change &amp; Sustainability</li></ul>     |

3. Project Timeline & Cost

|                      |                         |
|----------------------|-------------------------|
| Estimated Duration   | 20 Year(s) & 0 Month(s) |
| Estimated Start Date | 01 Jun 2026             |
| Estimated Cost       | R 10B                   |

4. Project Stage-0 Submission & Approval

|              |  |
|--------------|--|
| Submitted By |  |
| Submitted On |  |
| Signed By    |  |
| Approved On  |  |

5. Environmental & Social Considerations

5.1 Environmental Considerations

- Air, water, and soil pollution from industrial and agricultural activities
- Environmental Authorisation Requirements
- Consolidation of Dispersed Storage & Efficient Use of Space
- Traffic-Induced Environmental Impacts
- Environmental Compliance & Monitoring
- Biodiversity Protection
- Biodiversity Protection - Conserves ecologically significant ecosystems in the Cape Floristic Region, a global biodiversity hotspot.
- Biodiversity Protection - Implements strategic biodiversity offsets to minimize habitat loss and fragmentation.
- Regulatory Compliance - Aligns with NEMA, EIA Regulations, and the National Biodiversity Offset Guideline (2023).
- Regulatory Compliance - Ensures offsets deliver measurable environmental improvements over a pre-intervention baseline.
- Greenhouse gas emissions and deforestation contributing to climate change
- Climate Resilience - Supports carbon sequestration, water purification, and flood mitigation.
- Climate Resilience - Enhances resilience against climate change impacts through ecosystem conservation.
- Sustainability - Long-term conservation management (minimum 30 years).
- Sustainability - Promotes nature-positive approaches and avoids duplication with existing state-funded programs.
- Noise pollution and aircraft noise management
- Air quality impacts from aviation operations

- Avifauna (bird strike) risk management
- Overuse of natural resources leading to scarcity and degradation
- Loss of biodiversity due to habitat destruction and fragmentation
- Proper waste management to reduce pollution and health risks
- Sustainable water management to protect quality and prevent scarcity
- Preservation of ecosystem services like clean air, water, and climate regulation
- Land Use & Zoning Compliance

## 5.2 Social Considerations

- Respect for human rights including labor, land, and indigenous rights
- Impacts on Local Economic Activity
- Safety and Personal Security
- Community Participation - Engages local communities in stewardship agreements and conservation activities.
- Community Participation - Builds partnerships with municipalities, private landowners, and NGOs.
- Job Creation - Creates employment for ecologists, land managers, restoration workers, and monitoring staff.
- Gender-Responsive Procurement - Ensures procurement processes prioritize women's participation and empowerment.
- Gender-Responsive Procurement - Gender-Responsive Procurement Ensures procurement processes prioritize women's participation and empowerment.
- Social Benefits - Improves local recreation opportunities and ecosystem services.
- Social Benefits - Strengthens rural economies and supports sustainable livelihoods.
- Assessment of community impacts such as displacement and livelihood loss
- Equity and Inclusion - Encourages fair benefit-sharing and avoids negative impacts on vulnerable communities.
- Skills development and vocational training (TVET linkages)
- Local SME and supplier development
- Protection of health and safety from environmental hazards
- Promotion of social equity and fair distribution of development benefits
- Engagement with stakeholders throughout the project lifecycle
- Fair labor practices including wages, hours, and working conditions

## 6. Regulatory & Environmental Approvals

### 6.1 National Level

- Environmental Impact Assessment (EIA) Regulations (2014, as amended)
- Environmental Management Programme (EMPr)
- Civil Aviation Act Compliance
- Airspace and Navigation Approvals
- National Biodiversity Offset Framework Alignment
- Occupational Health and Safety (OHS) Compliance
- National Environmental Management Act (NEMA): Governs environmental management and authorization processes, including Environmental Authorizations (EAs)

### 6.2 Provincial and Local Levels

- Western Cape Department of Environmental Affairs and Development Planning (DEA&DP)
- Environmental Authorisation (EA) [Granted – 27 October 2025]
- Approved Environmental Management Programme (EMPr) - Approved: part of EA
- Provincial Biodiversity Offset Approval
- Provincial Spatial Planning Alignment
- Provincial Roads and Access Approvals

- Land Use & Zoning Approvals
- Municipal Planning and Development Approvals
- Municipal Environmental Health Approvals
- Traffic Impact Assessment (TIA) Acceptance
- Bulk Services & Utility Agreements

### 6.3 Other Relevant Entities

- Airports Company South Africa (ACSA) – Strategic Aviation Coordination
- Civil Aviation Authority of South Africa – Aerodrome Certification
- Independent Communications Authority of South Africa (ICASA)
- National Energy Regulator of South Africa (NERSA)
- Department of Water and Sanitation (DWS): Water Use Licence (WUL) or General Authorisation
- Fire and Emergency Services Authorities: Fire safety certification; Emergency response readiness
- Occupational Health & Safety Inspectors: construction and operational OHS compliance audits
- Independent Environmental Control Officer (ECO): Independent Environmental Control Officer (ECO)

## 7. Identify Key Stakeholders

### 7.1 Government

- Department of Environmental Affairs and Development Planning
- Western Cape Government
- South African Civil Aviation Authority
- Air Traffic and Navigation Services
- Department of Transport
- Department of Forestry, Fisheries and the Environment (DFFE)
- National Treasury (oversight of PPP/PSP)
- Western Cape Department of Infrastructure
- Western Cape Department of Mobility
- City of Cape Town

### 7.2 State-Owned Entities

- **Eskom**  
Provides energy redundancy and grid support alongside on-site renewable generation
- **PRASA**  
Supports long-term multimodal transport integration (not required for Phase 1)
- **Transnet SOC Ltd**  
Supports long-term integration of air cargo with national logistics and trade infrastructure
- **South African National Roads Agency SOC Ltd (SANRAL)**  
Ensures efficient integration with the national road network supporting airport access and logistics
- **Airports Company South Africa (ACSA)**  
Ensures CWA complements (rather than competes with) Cape Town International Airport Supports national aviation resilience and continuity planning
- **South African Civil Aviation Authority (SACAA)**  
Mandatory regulator for airport construction approval and operational certification
- **Air Traffic and Navigation Services (ATNS)**
  - Critical for integrating CWA safely into South Africa's national airspace system
  - Required for operational readiness and commissioning

### 7.3 Private Sector

- **Engineering Firms**  
**Engineering, Construction & Technical Consultants**

Engineering, Procurement & Construction (EPC) Contractors (to be appointed) - Runway construction, terminals, utilities, and bulk infrastructure delivery.

Aviation Planners & Engineers (specialist consultants) - Airport master planning, runway design, airside/landside integration.

Environmental & Social Consultants (appointed during EIA) - Environmental Impact Assessment, Environmental Management Programme (EMPr), compliance monitoring.

- **Project Sponsor / Developer: Cape Winelands Airport (Pty) Ltd**

Project sponsor and developer responsible for overall project conception, planning, investor engagement, and delivery coordination.

- **Airport Operations & Service Providers**

Airport Operator / O&M Partner (to be appointed) - Long-term airport operations, safety management, asset management, and service delivery. Ground Handling Companies (e.g. passenger, baggage, ramp services) - Aircraft turnaround and terminal services. Fuel Suppliers & Aviation Services Providers - Jet fuel supply, storage, and aircraft servicing

- **Financial Institutions**

- Financial Advisors, Lenders & Investors**

Investec Bank - Lead financial advisor supporting capital structuring, investor engagement, and financing strategy.

WB Capital - Role: Co-advisor on investment structuring and private capital mobilisation.

Institutional Investors & Private Equity Funds (to be appointed) - Role: Equity investment, long-term capital provision, and governance participation.

Commercial Banks & Development Finance Institutions (DFIs) (to be appointed) - Role: Senior and subordinated debt financing, potentially including green and sustainability-linked instruments.

- **Airline & Cargo Market Participants**

Domestic and International Airlines (prospective users) - Passenger and cargo operations; designation of CWA as a destination alternate airport. Air Cargo Operators & Freight Forwarders - Air freight, express logistics, perishables, and e-commerce distribution.

- **Commercial, Logistics & Real Estate Partners**

Logistics Park Developers & Warehouse Operators - Development and operation of the logistics and agribusiness precinct (Phase 2). Agri-Exporters & Cold-Chain Operators - High-value agricultural exports (fruit, wine, perishables). Retail, Hospitality & Concession Operators - Non-aeronautical revenue generation (retail, food & beverage, hospitality).

- **Utilities & Technology Providers**

Renewable Energy Developers & IPPs - On-site solar PV, battery storage, and energy resilience systems. ICT, Digital & Smart Airport Solution Providers - Airport systems, asset management platforms, security, and passenger processing technologies.

## 7.4 Civil Society

- **Community-Based Organizations (CBOs)**

Local ratepayers' associations and community forums (area-specific) - Advocate for local interests related to quality of life, safety, access, and local economic participation; Provide structured feedback during public participation and planning stages.

- **Non-Governmental Organizations (NGOs)**

- **Environmental Advocacy Groups**

- CapeNature (*as a civil society-facing conservation body*)
  - Local conservation NGOs and stewardship organisations

Environmental Stewardship and Conservation Partners / Biodiversity stewardship organisations and trusts (linked to offset implementation) - Support the design, implementation, and long-term management of biodiversity offsets and conservation areas required under the Environmental Authorisation.

- **Unions - Labour & Workforce Organisations**

Construction sector labour unions (*as applicable during construction phase*) - Advocate for fair labour practices, health and safety standards, and local employment opportunities during construction and operations.

- **Local Communities and Community Structures**  
Fisantekraal Community Kraaifontein Community Durbanville Surrounding Communities
- **Agricultural and Landowner Associations**  
Examples: Local farming associations and agri-business groupings; Private landowners adjacent to the project site  
Role: - Represent agricultural land-use interests, biosecurity concerns, and compatibility between aviation operations and farming activities. - Engage on access, noise, and environmental management matters.

## 7.5 Other Stakeholders

- **Airlines & Airline Representative Bodies**  
International Air Transport Association (IATA) Airlines Association of Southern Africa (AASA) Role: Airline adoption is critical to demand realisation, route development, designation as an alternate airport, and commercial viability.
- **Customs, Immigration & Border Control Authorities**  
South African Revenue Service (Customs) Department of Home Affairs Role: Essential for international passenger and cargo operations, border control facilities, and airport designation as an international gateway.
- **Emergency & Security Authorities**  
South African Police Service (SAPS) South African National Defence Force (SANDF – airspace/security coordination)  
Role: Airport security, emergency response, disaster management, and compliance with national aviation security regulations.
- **Insurance & Risk Underwriting Institutions**  
Aviation insurers and reinsurance providers (e.g. global aviation risk markets) - Insurance availability and pricing affect lender confidence, financial close, and operational readiness.
- **Rating Agencies & ESG Assessors Credit rating agencies ; ESG and sustainability rating bodies**  
Influence cost of capital, access to green finance, and institutional investor participation.
- **TVET Colleges and Universities (aviation, engineering, logistics)**  
Critical for workforce development, localisation of skills, and long-term operational sustainability.
- **Wesgro ; South African Tourism**  
Route development, tourism demand stimulation, and international market positioning.
- **Adjacent Landowners & Developers (Strategic Influence)**  
Private landowners adjacent to the airport Industrial and logistics developers Role: Land-use compatibility, noise buffers, future expansion corridors, and airport city success.

## 8. WCG Sector Priorities

| Outcomes                                                                                                                         | Social             | Energy & Water     | Economic           | Technology         | Ecological         |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Households have increased access to basic services and improved shelter                                                          | Short Term 1-5 YRS | Short Term 1-5 YRS | Short Term 1-5 YRS | Short Term 1-5 YRS | Short Term 1-5 YRS |
| Infrastructure investment drives spatial transformation and improves spatial resilience                                          | Short Term 1-5 YRS |                    | Short Term 1-5 YRS |                    |                    |
| Investment in social infrastructure improves access to health, education, social development, and recreation opportunities       | Short Term 1-5 YRS |                    | Short Term 1-5 YRS |                    |                    |
| Mobility systems and transportation corridors provide safe and efficient connectivity to opportunities, services, and facilities |                    |                    | Short Term 1-5 YRS |                    |                    |

## 9. Infrastructure Type

### 9.1 Hard

**Hard Infrastructure** - refers to physical, built assets that support economic activity and service delivery.

**Why CWA qualifies:**

- Construction of a **3.5 km Code 4F runway**
- Passenger and cargo terminals
- Airside and landside facilities
- Roads, bulk services, utilities, fuel systems
- Renewable energy, water, and waste infrastructure

**Assessment:** The Cape Winelands Airport is **fundamentally a hard infrastructure project**. It involves large-scale, capital-intensive physical assets with long useful lives (30-50+ years) that directly enable transport, trade, and mobility.

**Soft Infrastructure** - refers to systems, institutions, services, and governance mechanisms that enable physical infrastructure to function effectively.

**How CWA incorporates soft infrastructure:**

- Aviation regulation, safety, and airspace management
- Digital airport systems and smart operations
- Skills development, training, and labour frameworks
- Governance, PPP structures, and institutional coordination
- Community engagement and social inclusion mechanisms

**Assessment:** While not the project's physical core, **soft infrastructure is deeply embedded** in CWA's design and operations. Without regulatory systems, digital platforms, skilled personnel, and governance frameworks, the airport cannot function.

CWA is **not primarily a soft infrastructure project**, but it **depends heavily on soft infrastructure** for performance, safety, and sustainability.

**Critical Infrastructure** - refers to assets essential for national or regional security, economic stability, and continuity of essential services.

**Why CWA qualifies as critical infrastructure:**

- Second international airport for Cape Town (system redundancy)
- Designated **destination alternate airport**
- Supports national and regional trade, tourism, and exports
- Integral to disaster response, medical evacuation, and supply chains
- Aviation, energy, water, and communications systems converge on-site

**Assessment:** CWA is **strategic and system-critical**. Its failure or absence would materially affect:

- Regional aviation resilience
- Economic continuity
- Emergency response capability

Under most national and international definitions, airports of this nature are classified as **critical infrastructure assets**.

9.2 Soft

9.3 Critical

10. Project Stage-1 Submission & Approval

|              |  |
|--------------|--|
| Submitted By |  |
| Submitted On |  |
| Signed By    |  |
| Approved On  |  |

11. Geo Location

|              |  |
|--------------|--|
| Geo Location |  |
| Latitude     |  |

## 12. Procurement Planning

- **Phased, PSP-led procurement planning approach**  
Private sector–led development, phased implementation
- **Design by Employer**  
Master planning and design led by the project sponsor, not design–build tendering
- **Designated Groups** - Women-owned businesses, Youth-owned businesses, Historically disadvantaged individuals
- **Local Content and Production**  
Construction, services, and operations expected to prioritise local suppliers.
- **Broad-Based Black Economic Empowerment (B-BBEE)**  
Implicitly required under South African procurement and PPP frameworks.
- **Value-for-money, technical capability, and regulatory compliance**  
Core procurement principle throughout PPP and investment framing
- **Concession-style procurement**  
Airport development and operations aligned to long-term concession models.
- **PPP / blended-finance procurement**  
Explicitly stated delivery and funding model.
- **Partnership-Based Procurement**  
Public–private collaboration across financing, delivery, and operations.

## 13. Procurement Action

- **Procurement Planning**

Procurement Planning:

The project clearly demonstrates structured procurement planning through:

- A phased delivery model (Phase 1 and Phase 2)
- Early market engagement with investors and advisors
- Sequenced procurement aligned to financial close and construction readiness

Procurement planning is embedded within the PPP and concession-based delivery approach, even if not labelled as a standalone “Procurement Plan”.

- **Concession and PPP-Style Procurement Action**

Concession and PPP-Style Procurement Action:

This is explicitly applicable.

The project is structured around:

- A PPP / blended-finance model
- Long-term concession-style participation for development, operation, and revenue generation

This is the primary procurement action mechanism for the project.

- **competitive bid tender process**

Competitive Bid Tender Process:

Competitive processes are clearly implied for:

- Appointment of EPC contractors

- Specialist service providers
- Operations and maintenance partners

While not a traditional public-sector open tender, competitive bidding is fundamental within the PPP/concession framework.

## 14. Social Impact

- **Inclusive Economic Participation**  
Enables participation of local communities, SMEs, women-owned and historically disadvantaged enterprises through procurement, employment, and supply chains.
- **Social Equity & Spatial Justice**  
Addresses historic spatial exclusion by unlocking development and access in the northern metropolitan area.
- **Job Creation**  
Generates significant direct, indirect, and induced employment across construction, aviation, logistics, tourism, and agribusiness sectors.
- **Community Empowerment**  
Strengthens local participation through stakeholder engagement, community consultation, and local economic opportunities.
- **Gender Inclusion**  
Advances gender-responsive procurement and employment practices, prioritising women's participation and empowerment.
- **Improved Livelihoods**  
Supports income generation and long-term livelihood stability through sustained employment and enterprise development.
- **Enhanced Quality of Life**  
Improves mobility, access to economic opportunities, and overall regional liveability.
- **Regional Economic Resilience**  
Strengthens system-wide resilience by providing aviation redundancy and continuity during disruptions.
- **Environmental Sustainability**  
Promotes climate-smart infrastructure, reduced aviation emissions through alternate airport functionality, renewable energy integration, and biodiversity stewardship.
- **Skills Development and Job Creation**  
Creates large-scale employment during construction and long-term operations, alongside skills development in aviation, logistics, engineering, and services.
- **Ethical and Transparent Governance**  
Delivered through regulated PPP frameworks, Environmental Authorisation processes, and ongoing compliance monitoring.
- **Health and Well-being**  
Improves regional resilience, emergency response capability, and reduces environmental stressors through modern, regulated infrastructure.
- **Safety & Security**  
Enhances aviation safety, emergency preparedness, and personal security through compliant airport operations.
- **Enhanced Accessibility & User Experience**  
Improves regional and international connectivity, travel reliability, and passenger experience.

## 15. Property Availability

**Has the land for the site been identified?:** Yes

**Remarks:** The Cape Winelands Airport (CWA) project is located on the Fisantekraal Airfield, an existing aviation site situated within the City of Cape Town Metropolitan Municipality.

## 16. Project Stage-2 Submission & Approval

|              |  |
|--------------|--|
| Submitted By |  |
| Submitted On |  |
| Signed By    |  |
| Approved On  |  |

17. Background & Justification

The Cape Winelands Airport (CWA) project arises from the need to address growing capacity constraints, resilience challenges, and long-term economic development requirements within the Western Cape's aviation and logistics system. Cape Town International Airport currently serves as the region's sole commercial aviation gateway, creating operational pressure, limited redundancy, and reduced flexibility for airlines, freight operators, and emergency response. The redevelopment of the historic Fisantekraal Airfield into a modern, world-class airport provides a strategic solution to these challenges while unlocking new economic opportunities in the northern metropolitan area. CWA is strategically positioned to function as Cape Town's second international gateway and a designated destination alternate airport, improving system resilience, airline efficiency, and environmental performance. By reducing diversion distances and reserve fuel requirements, the project supports lower emissions, reduced operating costs, and enhanced payload capacity for cargo and passengers. Beyond aviation, CWA is conceived as a multi-phase infrastructure catalyst, integrating logistics, agri-industrial value chains, renewable energy, and commercial development within a single, systems-based platform. The project is justified by strong policy alignment with the Western Cape Infrastructure Framework 2050, national transport and spatial development frameworks, and the province's climate-resilient growth agenda. With Environmental Authorisation granted in October 2025 and extensive feasibility, environmental, and socio-economic assessments completed, CWA represents a timely, de-risked, and investment-ready response to long-term regional connectivity, economic inclusion, and sustainable development needs.

18. Economic and Social Justification

- **Poverty reduction**  
Indirectly through sustained employment, skills development, and SME participation
- **Job creation**  
Significant construction-phase jobs and long-term operational employment.
- **Inclusive growth**  
Broad-based participation across aviation, logistics, agribusiness, and services.
- **Reducing inequality**  
Spatially targeted investment in the northern metropolitan area.
- **Improving access**  
Enhanced regional and international connectivity for people and goods.
- **Stimulating Local Economic Activity**  
Strong multiplier effects across supply chains.
- **Job Creation, Skills Development and Local Participation**  
Embedded through procurement and operations.
- **Job Creation and Economic Multipliers**  
Demonstrated through SEIA findings.
- **Long-Term Financial Benefits**  
Long-lived asset with diversified revenue streams.
- **Economic Stability & System Reliability**  
Provides aviation redundancy and resilience.
- **De-risking Public Development**  
PPP model limits fiscal exposure while leveraging private capital.
- **Alignment with Provincial Economic Strategies**  
Strong alignment with WCIF 2050 and regional growth strategies.
- **Financial Sustainability Through Diversion and Efficiency**

Reduced airline costs, fuel burn, and delays.

- **Long-Term Asset Value and Optimized Airspace**  
Strategic use of airspace and durable infrastructure.
- **Meeting a Critical Public Service Obligation**  
Supports emergency response, disaster relief, and continuity of services.
- **Regional and National Connectivity**  
strengthens South Africa's global trade, tourism, and agri-export positioning.
- **Aviation System Resilience**  
Provides a designated destination alternate airport, reducing systemic risk.

## 19. Geographic Coverage

### 19.1 Regions

- City of Cape Town

### 19.2 Municipalities

| District          | Municipalities    |
|-------------------|-------------------|
| City of Cape Town | City of Cape Town |

### 19.3 Communities

| District          | Communities         |
|-------------------|---------------------|
| City of Cape Town | Bellville, Blouberg |

## 20. Sector-specific analysis

- **Inadequate transportation infrastructure**  
The project responds to aviation capacity constraints and lack of redundancy in the regional air transport system.
- **Technology & Regulatory features**  
The sector is highly regulated (aviation safety, airspace, environmental compliance) and technology-intensive.
- **Governance and Compliance Risk**  
Airports require continuous compliance with environmental, aviation, and safety regulations across their lifecycle.
- **Operational instability and disruption risk**  
The project mitigates this risk by providing a second international gateway and destination alternate airport.
- **Overtrading and route congestion**  
CWA addresses congestion and capacity pressure at Cape Town International Airport.
- **Dependence on a single dominant mode following rail decline**  
Air freight has become increasingly important as rail freight capacity has declined.
- **Drivers of Demand**  
Passenger growth, tourism, agri-exports, air cargo, logistics efficiency, and system resilience.
- **Market Size and Growth**  
Strong regional and international aviation and logistics demand in the Western Cape.
- **Competitive Advantage**  
Strategic location, alternate-airport functionality, proximity to agri-export zones, and climate-smart design.
- **Economic Impact**
  - Significant employment, GDP contribution, and supply-chain multipliers.
- **Risks and Challenges**

Regulatory compliance, capital intensity, demand ramp-up, and operational coordination.

- **Sector Opportunities**

- Air cargo growth, agri-logistics, airport city development, green aviation, and private investment participation.

## **21. Approval Bodies**

### **21.1 Provincial Government Departments**

- Department of Environmental Affairs and Development Planning
- Department Of Infrastructure
- Department of Mobility
- Provincial Treasury
- Department of Economic Development and Tourism
- Department of Agriculture
- Western Cape Government
- City of Cape Town
- Municipal Planning, Engineering, Transport, and Environmental Units
- South African Civil Aviation Authority
- Air Traffic and Navigation Services
- Department of Transport

### **21.2 Public Entities and Regulatory Bodies**

- Provincial Regulatory Authority (Transport)
- Municipal Building Control & Planning Authorities
- Municipal Traffic & Transport Authorities
- South African Civil Aviation Authority
- Air Traffic and Navigation Services
- Department of Transport

### **21.3 Specialized Committees and Boards**

- Municipal Planning Committees
- National Treasury PPP Approval Structures (Stages I–IV) – (If Formal PPP Route Is Triggered)
- Independent Environmental Control Officer (ECO)

## **22. Environmental Considerations**

### **22.1 Projections of usage over time**

- **Population Growth**

Used to project the base passenger market over time.

- Population growth in Cape Town metro and Cape Winelands
- Urbanisation trends in the northern metropolitan corridor
- Household formation and mobility patterns

Why - Defines long-term underlying demand for air travel.

- **Economic Growth Forecasts**

Used to forecast business travel, cargo, and logistics demand.

- Provincial and metro GDP growth
- Sector growth in:
  - Tourism
  - Agriculture & agri-processing
  - Logistics and exports
  - Advanced services

Why - Aviation demand closely tracks economic output and trade intensity.

- **Tourism Demand Trends**

Used to forecast domestic and international passenger volumes. -International arrivals to the Western Cape - Domestic leisure and VFR travel -Seasonality patterns Why -Tourism is a primary demand driver for secondary

airports.

- **Cargo & Export Demand**

Used to project air-freight volumes. -Growth in high-value, time-sensitive exports -Cold-chain demand (fruit, flowers, pharmaceuticals) -Reliability and speed advantages vs sea freight Why - Cargo demand often grows faster and more steadily than passenger demand.

- **Regulatory Readiness and Approval Throughput**

Used to set **upper bounds on growth**.

- Operating hours
- Noise and environmental conditions
- Airspace management constraints

**Why** - Ensures forecasts are compliant and bankable.

## 23. Social Considerations

### 23.1 Inclusive Economic Development

- Supports SMMEs, women- and youth-owned enterprises
- Local economic participation and value-chain inclusion
- Skills Development and Workforce Upliftment
- Supplier Development and Enterprise Incubation
- Spatial Economic Inclusion

### 23.2 Public Participation and Equity

- Ensures community involvement in planning and decision-making
- Promotes equitable access to services and opportunities
- Transparency and stakeholder trust-building
- Grievance Redress and Feedback Mechanisms
- Ongoing Community Liaison Structures
- Spatial Justice and Redress

### 23.3 Expanded Public Works Programme (EPWP)

- Targets vulnerable groups including youth, women, and persons with disabilities
- Labour-Intensive Employment Opportunities
- Job Creation for Low- and Semi-Skilled Workers
- Skills Development and Work Experience

### 23.4 Accessibility & Inclusivity

- Universal access for persons with disabilities
- Inclusive passenger experience (elderly, children, reduced mobility users)
- Equitable access to transport and mobility opportunities

### 23.5 Community Engagement

- Structured stakeholder and community engagement processes
- Transparency and information disclosure
- Engagement with vulnerable and affected communities
- Community trust-building and social licence to operate

### 23.6 Equity & Spatial Justice

- Redressing historic spatial inequality
- Equitable distribution of economic opportunities
- Improved access to mobility and connectivity
- Spatial integration and regional economic balance
- Avoidance of displacement and involuntary resettlement
- Inclusive procurement and benefit-sharing

## 24. Investment Needs

### 24.1 Infrastructure Development

- Roads, bridges, and public transport systems.
- Renewable energy installations and grid improvements.
- Digital and Operational Infrastructure
- Archival Storage Infrastructure

#### **24.2 Agriculture and Agri-processing**

- Agro-logistics and cold chain infrastructure.
- Export-oriented agricultural market access and competitiveness
- Agri-Processing and Value-Added Exports
- Supply-Chain Resilience
- Integration with Regional Agri-Hubs

#### **24.3 Green Economy**

- Renewable energy (solar, wind, bioenergy).
- Water conservation and efficiency technologies.
- Resource efficiency through consolidation and digitisation
- Digitisation-Enabled Environmental Efficiency
- Climate Resilience and Adaptation Support
- Green Finance & ESG Alignment

#### **24.4 SMME and Entrepreneurship Support**

- Access to finance and market linkages.
- Enterprise Participation through Inclusive Procurement
- Lowering Barriers to Market Entry
- Access to Shared Infrastructure
- Market Validation and Credibility
- Regional and Spatial Inclusion of Enterprises
- Long-Term Anchor Demand
- Supplier Development and Localisation
- Export Enablement for SMEs

### **25. Policy Incentives**

#### **25.1 Sector-Focused Incentives**

- Agri-processing: Support for infrastructure, logistics, and export readiness.
- Inclusive Infrastructure Development
- Gender-Responsive Procurement
- Public-Private Partnerships (PPP)
- Economic Inclusion
- Freight logistics and export competitiveness incentives

#### **25.2 Investment Ecosystem Support**

- WCIF 2050 Panoptic Evaluation framework
- Green Finance and ESG Platforms
- Trade and Investment Promotion Agencies

#### **25.3 Business Support and Facilitation**

- Regulatory guidance
- PPP and concession advisory support
- Stakeholder coordination
- Development Finance Institution (DFI) Engagement
- Development Finance Institution (DFI) Engagement

#### **25.4 National Incentives Accessible in the Western Cape Via the Department of Trade, Industry and Competition (DTIC)**

- Indirect DTIC Alignment (Not Incentive-Based) [around inclusive economic participation, formalisation of informal sectors, SMME participation through procurement and concessions]
- Green & Sustainable Finance Alignment

#### **25.5 Investment Summits: Hosted by the Premier to connect investors with opportunities and funding partners**

## 26. Scale And Complexity

### 26.1 Total Addressable Market (TAM)

- **Population served by a transport corridor**

**Primary Passenger Catchment (Direct Users)**

- Residents of the City of Cape Town, particularly the northern metropolitan area
- Cape Winelands District communities
- Adjacent districts with practical access to CWA

**Indicative population: 5–6 million people** within the broader Cape Town–Winelands functional region  
Users include:

- Leisure and business travellers
- Domestic and international passengers
- Visiting friends and relatives (VFR) travellers

**Provincial Population Served (System-Level Market)**

- **Entire Western Cape population**
- Users benefiting from:
  - Reduced congestion at Cape Town International Airport
  - Improved aviation system resilience and redundancy
  - Greater route choice and reliability

Indicative population: 7.5 million people (Western Cape province)

- **Data sources**

- **Economic**

**Used to estimate market demand, purchasing power, and economic activity.**

- Stats SA Economic Accounts
    - Provincial GDP and sector output data
    - Western Cape Department of Economic Development & Tourism (DEDAT)
    - Wesgro (Trade, Tourism and Investment data)
    - South African Reserve Bank (macro-economic indicators)

- **Other Data sources Methods**

**Used to validate and triangulate market estimates.**

- Sector-specific feasibility studies
    - Market demand and willingness-to-pay studies
    - Benchmarking against comparable airports and logistics hubs
    - Scenario and sensitivity analysis
    - Stakeholder interviews and expert elicitation

- **Environmental and Biodiversity Data**

**Used to validate and triangulate market estimates.**

- Sector-specific feasibility studies
    - Market demand and willingness-to-pay studies
    - Benchmarking against comparable airports and logistics hubs
    - Scenario and sensitivity analysis
    - **Stakeholder interviews and expert elicitation**

- **Land Use and Spatial Planning Data**

**Used to align TAM with permitted land uses and planning frameworks.**

- Municipal zoning schemes and land-use rights
    - Western Cape Land Use Planning Act (LUPA)
    - Municipal Planning By-laws
    - Spatial Development Frameworks (Municipal, Provincial, National)
    -

- **Climate and Carbon Data**

**Used to align TAM with permitted land uses and planning frameworks.**

- Municipal zoning schemes and land-use rights
    - Western Cape Land Use Planning Act (LUPA)
    - Municipal Planning By-laws

- Spatial Development Frameworks (Municipal, Provincial, National)
- 
- **Regulatory and Compliance Data**  
**Used to define legal feasibility and constraints affecting market realisation.**
  - National Environmental Management Act (NEMA)
  - Environmental Impact Assessment Regulations
  - Civil Aviation regulations (SACAA, ICAO standards)
  - Municipal planning approvals and conditions
  - Transport and logistics regulatory frameworks
- **Socio-Economic and Development Data**  
**Used to quantify indirect, induced, and distributional impacts.**
  - Socio-Economic Impact Assessment (SEIA) for CWA
  - Labour market statistics (Stats SA, Department of Employment and Labour)
  - Poverty, inequality, and development indicators
  - Western Cape Infrastructure Framework 2050 (WCIF 2050)
  - National Development Plan (NDP)

## 26.2 Served Available Market (SAM)

### • Location

Location:

- The project is located at Fisantekraal Airfield, in the northern metropolitan area of Cape Town, with direct access to key economic regions including the Cape Winelands, West Coast, and greater Cape Town metro.
- Its inland, non-coastal location reduces weather-related disruptions and allows for efficient integration with regional road and logistics networks.
- Location strategically positions CWA to relieve congestion at Cape Town International Airport and to serve cargo, logistics, tourism, and regional passenger markets.

Implication for Served Available Market: The location defines a distinct and accessible served market, overlapping but not duplicating Cape Town International's catchment.

### • Capacity

Capacity:

- Capacity is defined through a phased development approach:
  - Phase 1: Foundational runway, airside infrastructure, and initial terminal capacity
  - Phase 2: Expanded passenger, cargo, logistics, and commercial precinct capacity
- Capacity is scalable and aligned to forecast demand, allowing the project to grow its served market over time.

Implication for SAM: Initial SAM is intentionally constrained to manageable volumes, expanding as demand and investment mature.

### • Which of the following criteria is being used to support this analysis in terms of Segmentation?

- **Region**  
Segmentation by City of Cape Town, Cape Winelands, Western Cape, national and international markets is central to defining TAM, SAM, and system-level impacts.
- **Service level**  
Different service levels are segmented:
  - International vs domestic passenger services
  - Cargo vs passenger operations
  - Phased capacity (Phase 1 vs Phase 2)
- **Travel Purpose & Network Role**  
Different service levels are segmented:
  - International vs domestic passenger services
  - Cargo vs passenger operations
  - Phased capacity (Phase 1 vs Phase 2)
- **Geographic Segmentation**  
Catchment analysis, drive-time modelling, and spatial accessibility are foundational to the market definition.
- **Development Impact Segmentation**  
Impacts are segmented by:
  - Direct, indirect, and induced effects
  - Construction vs operations
  - Local vs regional vs provincial outcomes
- **Socio-Economic Segmentation**

Analysis differentiates:

- o Employment types (skilled, semi-skilled, entry-level)
- o Beneficiary groups (SMMEs, youth, women, local communities)
- o Spatial equity outcomes

## 26.3 Demand Forecasting

### • Projections of usage over time

#### o Population Growth

Used to project the base passenger market over time.

- o Population growth in Cape Town metro and Cape Winelands
- o Urbanisation trends in the northern metropolitan corridor
- o Household formation and mobility patterns

Why - Defines long-term underlying demand for air travel.

#### o Economic Growth Forecasts

Used to forecast business travel, cargo, and logistics demand.

- o Provincial and metro GDP growth
- o Sector growth in:
  - o Tourism
  - o Agriculture & agri-processing
  - o Logistics and exports
  - o Advanced services

Why - Aviation demand closely tracks economic output and trade intensity.

#### o Tourism Demand Trends

Used to forecast domestic and international passenger volumes. -International arrivals to the Western Cape -Domestic leisure and VFR travel -Seasonality patterns Why -Tourism is a primary demand driver for secondary airports.

#### o Cargo & Export Demand

Used to project air-freight volumes. -Growth in high-value, time-sensitive exports -Cold-chain demand (fruit, flowers, pharmaceuticals) -Reliability and speed advantages vs sea freight Why - Cargo demand often grows faster and more steadily than passenger demand.

#### o Regulatory Readiness and Approval Throughput

Used to set **upper bounds on growth**.

- o Operating hours
- o Noise and environmental conditions
- o Airspace management constraints

**Why** - Ensures forecasts are compliant and bankable.

## 26.4 Size

|              |                                 |
|--------------|---------------------------------|
| Project Type | New Project                     |
| Project Size | Mega - Total of R1 Bill or more |

## 27. Challenges

### 27.1 Financial Complexity

The Cape Winelands Airport project presents significant financial complexity arising from its **scale, phased delivery, and blended financing structure**. Mobilising approximately **R8 billion in capital** requires careful coordination of private equity, senior debt, and potential PPP or concession arrangements, each with distinct risk, return, and governance expectations. Revenue generation is inherently **long-term and demand-dependent**, necessitating robust forecasting across passenger, cargo, logistics, and commercial streams to support bankability. The project must also manage **construction cost escalation, interest rate volatility, and foreign exchange exposure**, particularly given the capital-intensive nature of aviation infrastructure. Achieving financial close depends on aligning regulatory certainty, environmental approvals, and airline commitments with investor return expectations, including targeted equity IRRs. Finally, sequencing investment across Phase 1 and Phase 2 introduces additional complexity in balancing early-stage capital recovery with long-term value creation, requiring disciplined financial structuring and active risk allocation across public and private stakeholders.

### 27.2 Operational Complexity

The Cape Winelands Airport project presents notable operational complexity arising from the need to **establish, integrate, and scale a full airport operating system** within a highly regulated aviation environment. Operations must seamlessly coordinate **airside, landside, passenger, cargo, and logistics functions**, while complying with stringent requirements set by the South African Civil Aviation Authority, air traffic management authorities, and security agencies. The project must achieve **operational readiness in parallel with phased infrastructure commissioning**, ensuring that safety, security, service quality, and regulatory compliance are maintained from day one. Additional complexity stems from managing **multi-tenant operations**, airline scheduling, ground handling, cargo flows, and emergency response systems, all supported by digital and data-driven platforms. Over the long term, operations must remain **adaptive to fluctuating demand, airline network changes, and evolving technology and climate risks**, requiring strong operational governance, skilled management, and continuous performance monitoring to ensure efficiency, resilience, and commercial sustainability.

27.3 Technical challenges

The Cape Winelands Airport project faces a set of complex but manageable technical challenges typical of large-scale aviation infrastructure developments. These include the **design and delivery of a compliant runway and airside system** that meets international civil aviation standards, the **integration of new airport infrastructure into constrained regional airspace**, and the coordination of **phased construction while maintaining operational safety and regulatory compliance**. Additional challenges relate to **ground conditions, stormwater management, and climate resilience**, requiring robust engineering solutions to address extreme weather risks and long-term asset durability. The project must also integrate **advanced digital, security, and air navigation systems** while ensuring interoperability with national aviation networks. Finally, synchronising **supporting utilities, access roads, and logistics infrastructure** with core airport development demands careful sequencing and systems-level coordination to avoid bottlenecks and cost overruns. Collectively, these technical challenges necessitate rigorous planning, specialist expertise, and strong transversal governance to ensure safe, efficient, and future-ready airport operations.

28. Phases

29. Project Stage-3 Submission & Approval

|              |  |
|--------------|--|
| Submitted By |  |
| Submitted On |  |
| Signed By    |  |
| Approved On  |  |