

SUPPLEMENTARY AGENDA NO. 1

Ordinary Council Meeting

on

THURSDAY

27 May 2021

at

09:00



MUNICIPALITY OF SWAKOPMUND

11.1.22 **SWAKOPMUND MUNICIPAL AERODROME**
(C/M 2021/05/27 - 18/1/1/1)

Special Management Committee Meeting of 27 May 2021, Addendum **5.1** page 12 refers.

A. The following item was submitted to the Management Committee for consideration:

1. Purpose

The purpose of this submission is to present to Council the discussions that took place on the **20 May 2021** by several members of the Management Committee and Municipal Staff with two (2) Aviation specialists on the future possibilities of the current Aerodrome.

2. Background

During the course of operating and managing Swakopmund Municipal Aerodrome, there have been some minor arguments and debates about whether Council should keep on operating from the same terminal or move the terminal to the southern part of the airfield, to whether the airport should relocate or to remain where it is.

Amongst those debates, there were points mentioned that Swakopmund does not need "Sophisticated" airfield, since it already has a "fun" airfield catering to sports skydiving, flight training and some small aircraft charters and that it should remain the same.

It was further suggested that should the airfield not be "expanded" or "relocated", it would probably be a good idea to provide the basic infrastructure for an airfield catering for the activities listed, namely a paved/unpaved runway, paved apron, terminal building with facilities for tourists to wait in and a kiosk for refreshment and toilets and proper fencing. The airfield should then be leased to an interest group who should apply for the licencing of the airfield. The Municipality should not have any involvement in the management or maintenance of the airfield.

When it comes to licensing the airport, it could be argued that with a large "international" airport at Walvis Bay and a good airfield with a tarred runway and runway lighting at Arandis there is no justification for a category C airport at Swakopmund.

3. Discussions that took place at the meeting

Council **disapproved** with the all the above mentioned suggestions and decided to remain with the current Airfield with room for growth and improvement due to couple of reasons and facts.

It was concluded that although there is an airport at Arandis, Rossing and Walvisbay, Swakopmund Municipal Aerodrome will cater for Swakopmund itself, Wlotskasbaken and Henties Bay.

3.1. Reasons why Council decided to keep the Airport

Having one's own airfield allows air operators, whether non-scheduled or scheduled to launch flights to one's town. This in turn, places one's town in the Global Distribution Systems and makes flights to one's town bookable from anywhere in the world. This has a marketing value for the town in as much as people know that they can fly direct to the destination that they are looking for. An airfield, very much like roads, encourages travel (and business) to the town.

Owning an upgraded airfield acts as a catalyst for attracting tourists and these (business people and tourists) adds to the economic development of the town.

Having an own airfield which attracts business people and tourist, expands job creation in the town and having an international airport will result /yield business minded individuals and travellers to base their businesses in town instead because of advantages of internationalized airport. An airfield provides direct jobs on the airfield in areas such as catering, management, general work, etc and Council can make provision for such to further provide equal employment opportunity for locals. For economic boost, Council can provide opportunities for establishing aircraft maintenance facilities.

An owned internationalized airfield provides facilities for establishing Flying Training Schools which add considerably to the economy of the town and it has strategic importance.

An airfield allows for the pursuit of specialised sports such as skydiving, also a big economy booster.

Then followed the debates about whether to upgrading the existing airfield or to move the airfield to the side of China Satellite tracking station.

Following are their advantages and disadvantages in short.

3.2. Upgrade existing airfield

(a) Advantages

1. The upgrading can be done fairly quickly. A temporary runway can be provided while constructing a suitable (Runway reference and LCN) new runway with turning circles in compliance with ICAO and NAMCATS-AH standards. Approach and End lights and VASI as well as runway lights etc. can be incorporated.
2. The airfield can continue earning revenue while it is being upgraded.
3. The runway will have to be constructed to accommodate aircraft up to 60,000 kilograms. While aircraft of this size (Embraer 145/190, ATR42 etc), may not immediately make use of the airfield one should plan for the long term and the likelihood is that the marginal cost between a Reference Code 2B and a 3C will probably justify the latter runway. Most of the other runway related items (lights etc.) remain the same but the revenue earning potential in the

medium/long term are much greater with the 3C runway. But tarring the main runway would be sufficient enough.

4. There is no need for a separate taxiway initially as turning circles can be provided at each end of the main runway. The auxiliary taxiway should be properly demarcated and signposted
5. It is recommended that the terminal building should be relocated to the southern side of the airfield so that access to the terminal is also from the south and it is closer to the runway/apron. The terminal building should be designed to provide facilities for waiting passengers and public, at least a kiosk (if not a small restaurant), wash rooms/toilets offices and any other essential requirements. (The terminal should not be over-designed). By locating it on the southern side it is also removed from the informal township to the north.
6. The hangars can remain where they are and access to them should be by means of a control gate in the northern fence of the airfield.
7. The fencing around the airfield should be upgraded to weatherproof palisade fencing such as that used at Walvis Bay.
8. All signage should be replaced in accordance with the requirements of ICAO Annex 14 and NAMCATS-AH.\

(b) Disadvantages

1. It is situated close to town. While this is a possible disadvantage it is also an advantage.
2. The location of the airfield limits future expansion but this should not be a problem for at least the next 50 years.
3. It is located near to informal townships which may impact on its security.
4. It has a railway line and roads close to it. While these factors may impact future expansion they do not pose any safety risks.
5. If it is necessary to relocate the existing airfield the cost of compensating hangar owners will be very high, probably around N\$25-N\$30 million.

3.3. Build a new airfield

(a) Advantages

1. The old aerodrome can be sold off as industrial erven to raise funds for the Municipality.
2. It can be located away from the immediate town

3. It would provide scope for future expansion
4. It could be built away from existing railway lines and major roads.
5. It can be located away from informal townships
6. It can be optimally designed to comply with long-term future plans

(b) Disadvantages

1. It will take a long time to develop due to the requirement for EIA, surveys, various permissions and possible resistance from hangar owners
2. There may be a long period during the construction time and change-over where no revenue will be forthcoming.
3. The cost of compensating existing hangar owners will be huge. The disruptions due to the building of new hangars should also be considered.
4. The cost of building a new airfield will be extremely high, depending on what one plans.

4. Suggestions

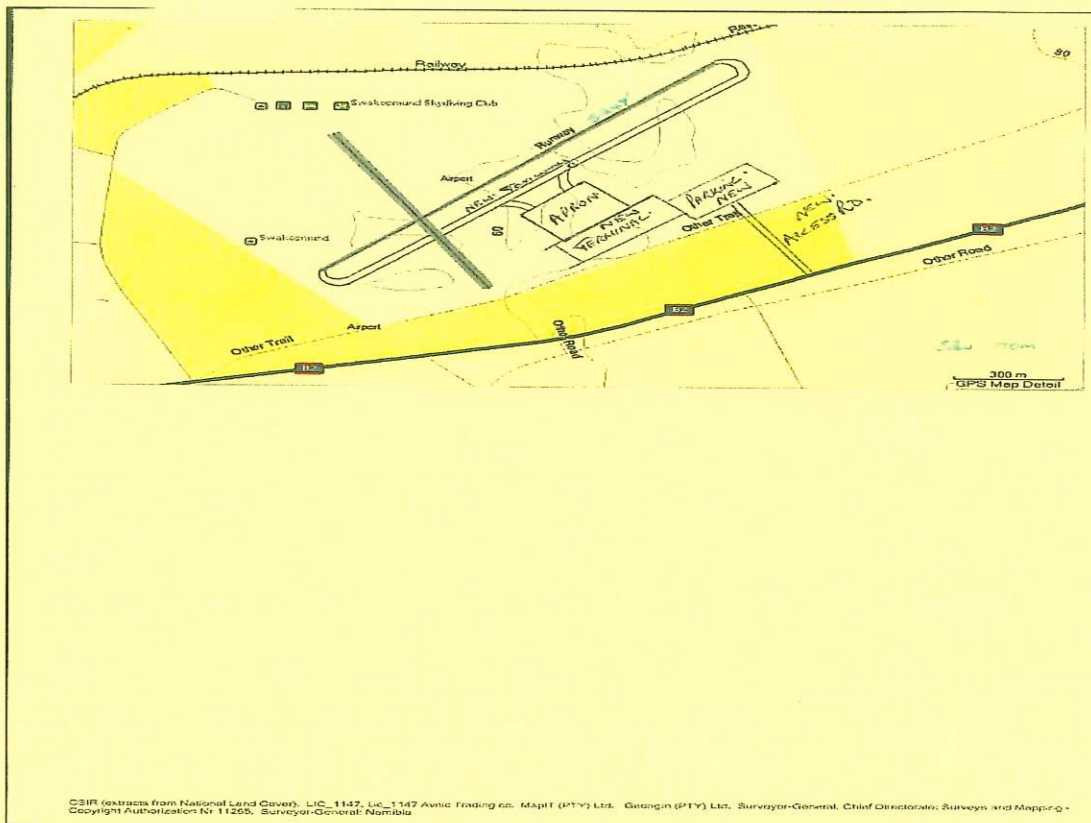
It was suggested and proposed in the meeting that Council keeps the airfield and relocate the terminal building to the southern side of the airfield and construct a new control tower.

Upgrade the existing airfield to Category C and market the airfield for higher revenue. To do this it will be necessary to persuade the NCAA to amend the existing NAMCARS. Mr Frank H Aldridge volunteered to meet up with NCAA to find out more about Category C with its regulations.

The Jet A fuel facilities should also be relocated to the south in order to provide fuelling for jets/turbo-props and to remove the hazard created by the current Jet A fuel tank close to the current terminal.

There should be a road to the terminal parking area.

Below is a Google Earth picture showing the terminal, apron and parking area that should be located approximately relative to the runway. Note that the taxiway (on the picture) could be done away with and replaced by turning circles.



5. Conclusion

In conclusion, taking into consideration all the information that was shared by the aviation specialists, it has become evident that the option to relocate the aerodrome at this stage will not be beneficial to Council, but rather to upgrade or improve the current Aerodrome will serve a more beneficial outcome. The cost of upgrading the airfield is a disadvantage but compared to the cost of a new airfield it is probably miniscule.

B. After the matter was considered, the following was: -

RECOMMENDED:

- (a) That Council remains with the Aerodrome at the existing premises/location and upgrade or redesign it to meet international standards.
- (b) That a specialist be appointed to assist with the assessment and redesigning of the layout of the current Aerodrome into an arrangement that will improve the operations.
- (c) That Mr. Frank H Aldridge be delegated to set up a meeting with Namibia Civil Authority Aviation on behalf of Council to obtain clear understanding about licensing Categories that was implemented before proceeding with the licencing process of the Aerodrome.