

# PIETERMARITZBURG AIRPORT

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Clive Coetzee



Czech Master Resin 1/72 Scale  
No.155 Westland Wapiti IIA "in RAAF Service"



# HISTORICAL OVERVIEW OF THE AIRPORT

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Efforts to build an airport in Pietermaritzburg date back to a Pietermaritzburg Chamber of Commerce letter dated 24 July 1929. The letter states that Pietermaritzburg's climatical and geographical advantages give it a "greater claim for the location of an up-to-date aerodrome, and that such an aerodrome is essential if the commercial development of the City is to continue".



# HISTORICAL OVERVIEW OF THE AIRPORT

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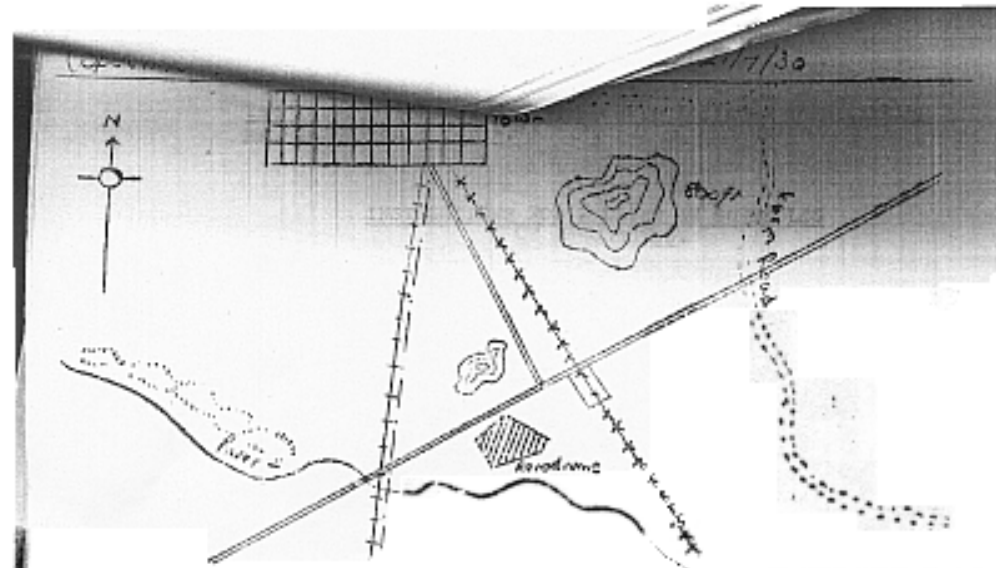
On the 3rd of October 1930 a Wapiti 601 (see picture slide 1) piloted by Lt F Elliot-Wilson and General Tanner left Zwartkop Air Station for Maritzburg on duty. They landed on the proposed Oribi Flats site and afterwards said that “the landing occurred without any difficulty” and further made the statement that the site is “about the best in the vicinity of the town”.



# HISTORICAL OVERVIEW OF THE AIRPORT

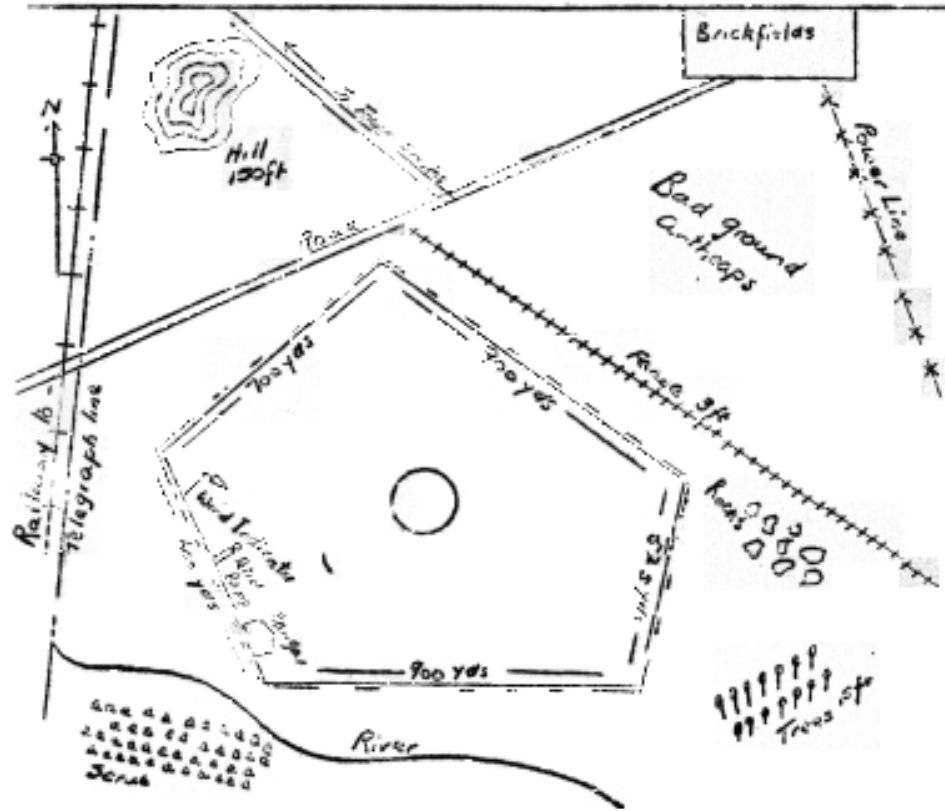
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A letter dated 11 December 1930 from the City Treasurer states that the Works Committee authorized the carrying out of the necessary work at the approved Aerodrome site as requested by the civil Air Board at an estimated cost of £250.



Locality Plan

2 inches = 5 miles



UNION OF SOUTH AFRICA.

CIVIL AVIATION

AVIATION ACT NO.16, 1923.

LICENCE for AERODROME.

1. Situation of Aerodrome : 2 miles South-West of Town.
2. Name of Licensee : Corporation of the City and Borough of Pietermaritzbur.
3. Address of Licensee : Town Clerk's Office, Maritzbu
4. Nationality of Licensee : South African.

THE above aerodrome is hereby licensed by the Secretary, Civil Air Board, under Article 13 of the Air Navigation Regulations and Amendments, 1929, made in pursuance of the provisions of the Aviation Act No. 16 of 1923, as an aerodrome to be used as a place of landing or departure by Light and Medium aircraft carrying passengers for hire or reward for a period of ONE year from the 23rd day of MARCH, 1931, to the 22nd day of MARCH, 1932, inclusive, subject to the Regulations made under the said Act and to the conditions set out below :-


- (1) Adequate first-aid facilities must always be available while flying is in progress at the aerodrome.
- (2) "Extract from the Air Navigation Regulations and Amendments, 1929" :-

Article 32:- "Nothing in these Regulations shall be construed as conferring any right to land in any place as against the owner of the land or other persons interested therein, or as prejudicing the rights or remedies of any person in respect of any injury to persons or property caused by an aircraft".

- (3) The licensee hereby undertakes to keep the aerodrom in a fit state for landing and to renew the marking

P.O. Box 406,  
PRETORIA.  
23rd March, 1931.

  
SECRETARY: CIVIL AIR BOARD



The airport in its pre and early 2010 format and utilization was a loss making enterprise to the municipality.

The primary reason for the deteriorating state of affairs was that aircraft and passenger numbers was decreasing. The airport required a subsidy of approximately R1 million per annum to cover its operating deficit. The subsidy was close to R5.5 million when the costs of fire protection and capital charges were included.



There were four reasons for the state of affairs:

Relatively “expensive” cost of air tickets

Perception of over flights and delays

The type and size of the passenger aircraft

Under-utilization of the airport land and facilities

# **COMPARITIVE** Total domestic departures at selected South African airports, in thousands

	<b>FY09/10</b>	<b>FY08/09</b>	<b>FY07/08</b>	<b>FY06/07</b>	<b>FY05/06</b>	<b>FY04/05</b>
<b>Bloemfontein</b>	<b>180</b>	<b>205</b>	<b>207</b>	<b>182</b>	<b>128</b>	<b>116</b>
<b>East London</b>	<b>306</b>	<b>347</b>	<b>372</b>	<b>349</b>	<b>299</b>	<b>229</b>
<b>George</b>	<b>228</b>	<b>303</b>	<b>337</b>	<b>300</b>	<b>299</b>	<b>246</b>
<b>Kimberly</b>	<b>60</b>	<b>76</b>	<b>75</b>	<b>66</b>	<b>58</b>	<b>49</b>
<b>Port Elizabeth</b>	<b>614</b>	<b>705</b>	<b>760</b>	<b>724</b>	<b>656</b>	<b>556</b>
<b>Upington</b>	<b>19</b>	<b>24</b>	<b>24</b>	<b>20</b>	<b>16</b>	<b>15</b>
<b>Durban</b>	<b>1960</b>	<b>2142</b>	<b>2388</b>	<b>2115</b>	<b>1842</b>	<b>1612</b>
<b>Pietermaritzburg</b>	<b>29</b>	<b>35</b>	<b>39</b>	<b>38</b>	<b>30</b>	<b>28</b>

# **COMPARITIVE** Total domestic departures at selected South African airports, in thousands

<b>Airport</b>	<b>FY09/10</b>	<b>FY08/09</b>	<b>FY07/08</b>	<b>FY06/07</b>	<b>FY05/06</b>	<b>FY04/05</b>
<b>Bloemfontein</b>	<b>5.30</b>	<b>5.34</b>	<b>4.93</b>	<b>4.80</b>	<b>3.85</b>	<b>4.07</b>
<b>East London</b>	<b>9.01</b>	<b>9.04</b>	<b>8.85</b>	<b>9.20</b>	<b>8.98</b>	<b>8.03</b>
<b>George</b>	<b>6.71</b>	<b>7.90</b>	<b>8.02</b>	<b>7.91</b>	<b>8.98</b>	<b>8.63</b>
<b>Kimberly</b>	<b>1.77</b>	<b>1.98</b>	<b>1.78</b>	<b>1.74</b>	<b>1.74</b>	<b>1.72</b>
<b>Port Elizabeth</b>	<b>18.08</b>	<b>18.37</b>	<b>18.09</b>	<b>19.08</b>	<b>19.71</b>	<b>19.50</b>
<b>Upington</b>	<b>0.56</b>	<b>0.63</b>	<b>0.57</b>	<b>0.53</b>	<b>0.48</b>	<b>0.53</b>
<b>Durban</b>	<b>57.71</b>	<b>55.82</b>	<b>56.83</b>	<b>55.75</b>	<b>55.35</b>	<b>56.54</b>
<b>Pietermaritzburg</b>	<b>0.85</b>	<b>0.91</b>	<b>0.93</b>	<b>1.00</b>	<b>0.90</b>	<b>0.98</b>

# COMPARITIVE

**Total domestic departures at selected South African airports, in thousands**

<b>Airport</b>	<b>FY09/10</b>	<b>FY08/09</b>	<b>FY07/08</b>	<b>FY06/07</b>	<b>FY05/06</b>
<b>Bloemfontein</b>	<b>-12.4%</b>	<b>-1.0%</b>	<b>14.1%</b>	<b>42.1%</b>	<b>10.5%</b>
<b>East London</b>	<b>-11.8%</b>	<b>-6.6%</b>	<b>6.5%</b>	<b>16.6%</b>	<b>30.6%</b>
<b>George</b>	<b>-24.8%</b>	<b>-10.0%</b>	<b>12.3%</b>	<b>0.4%</b>	<b>21.3%</b>
<b>Kimberly</b>	<b>-21.0%</b>	<b>0.9%</b>	<b>14.3%</b>	<b>13.6%</b>	<b>17.1%</b>
<b>Port Elizabeth</b>	<b>-13.0%</b>	<b>-7.2%</b>	<b>5.0%</b>	<b>10.4%</b>	<b>17.9%</b>
<b>Upington</b>	<b>-19.2%</b>	<b>-3.1%</b>	<b>21.8%</b>	<b>22.4%</b>	<b>6.2%</b>
<b>Durban</b>	<b>-8.5%</b>	<b>-10.3%</b>	<b>12.9%</b>	<b>14.8%</b>	<b>14.3%</b>
<b>Pietermaritzburg</b>	<b>-17.9%</b>	<b>-9.6%</b>	<b>0.6%</b>	<b>29.1%</b>	<b>5.1%</b>

# COMPARITIVE Prices at June 2010

AIRLINE	DBN-JHB	JHB-DBN
<b>SAA</b>		
Peak Time Prices	R 1 060	R 1 060
Normal Prices	R 860	R 860
Discount Prices	R 670	R 670
<b>KULULA</b>		
Peak Time Prices	R 819	R 519
Normal Prices	R 619	R 319
Discount Prices	R 369	R 299
<b>1TIME</b>		
Peak Time Prices	R 542	R 619
Normal Prices	R 399	R 399
Discount Prices	R 319	R 299
<b>MANGO</b>		
Peak Time Prices	R 469	R 661
Normal Prices	R 448	R 469
Discount Prices	R 350	R 350
	PMB-JHB	JHB-PMB
<b>AIRLINK</b>		
Peak Time Prices	R 1 530	R 1 570
Normal Prices	R 1 290	R 1 330
Discount Prices	R 940	R 980

# FINANCIAL OVERVIEW OF PMB AIRPORT

Pietermaritzburg Airport-Income & Expenditure							
(R'000)	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
<b><u>Expenditure</u></b>							
<b>Salaries</b>	759	883	1137	386	260	284	353
<b>General Expenses</b>	1207	1253	2254	3041	3229	3111	4920
<b>R &amp; M</b>	252	286	318	425	339	382	416
<b>Capital Charges</b>	1200	1618	2266	1673	1764	1631	1900
<b>Departmental</b>	427	511	854	939	1306	1351	2001
<b>Contributions</b>	508	588	729	92	31		0
<b>Total Expenditure</b>	<b>4354</b>	<b>5139</b>	<b>7558</b>	<b>6555</b>	<b>6930</b>	<b>6759</b>	<b>9591</b>
<b>Total Income</b>	<b>-1665</b>	<b>-2770</b>	<b>-2183</b>	<b>-2328</b>	<b>-2671</b>	<b>-2693</b>	<b>-2700</b>
<b>Nett Deficit</b>	<b>2689</b>	<b>2370</b>	<b>5375</b>	<b>4226</b>	<b>4259</b>	<b>4066</b>	<b>6890</b>
<b>Funded R&amp;G</b>							
<b><u>Income</u></b>							
<b>Passenger Levy</b>		-1241	-810	-946	-1140	-1149	-1004
<b>Landing Fees</b>		-1048	-763	-705	-794	-700	-703
<b>Sub Total</b>		<b>-2289</b>	<b>-1573</b>	<b>-1650</b>	<b>-1934</b>	<b>-1849</b>	<b>-1707</b>
<b>Other</b>		<b>-481</b>	<b>-609</b>	<b>-678</b>	<b>-737</b>	<b>-845</b>	<b>-993</b>
<b>Total Income</b>		<b>-2770</b>	<b>-2183</b>	<b>-2328</b>	<b>-2671</b>	<b>-2693</b>	<b>-2700</b>

# FINANCIAL OVERVIEW OF PMB AIRPORT

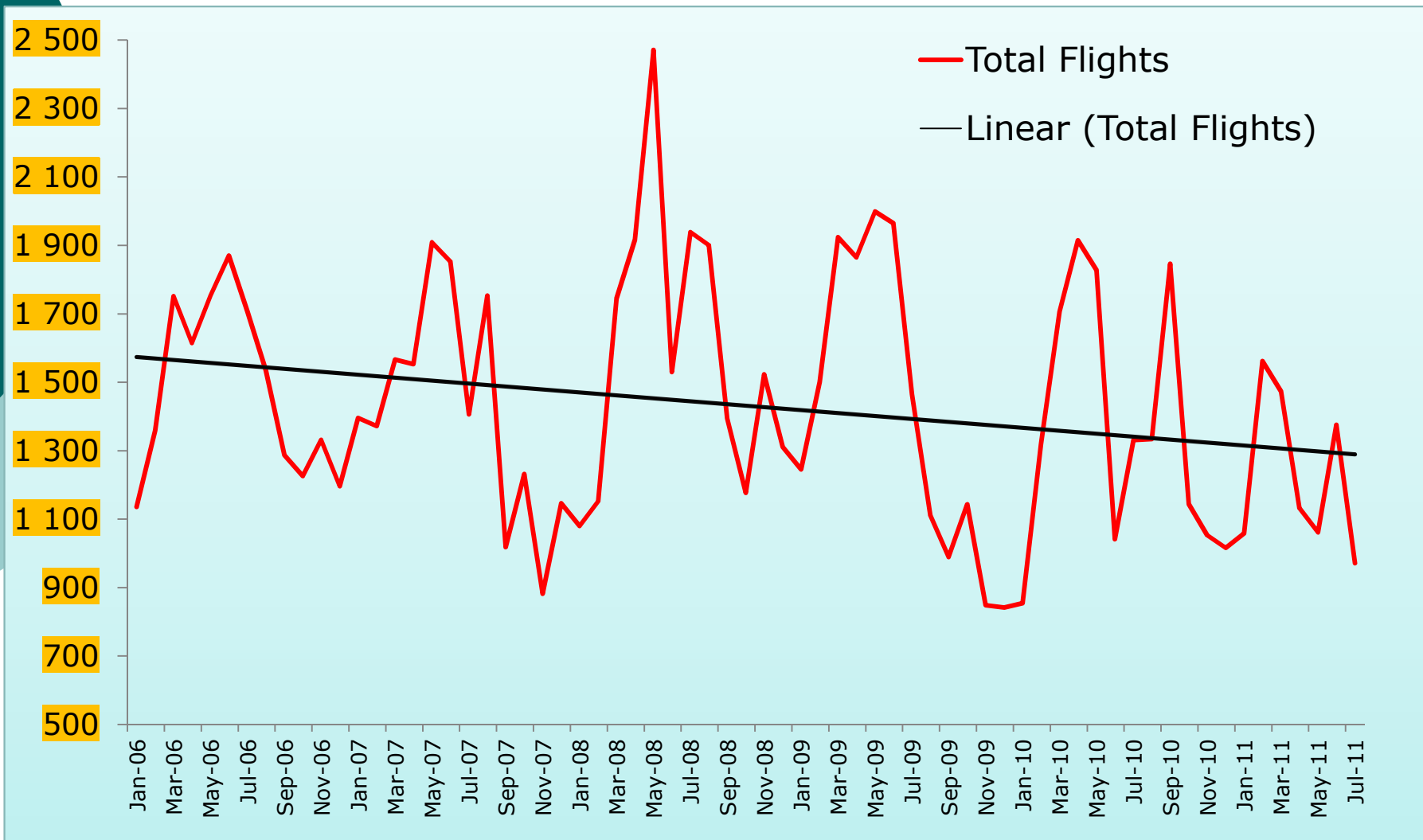
Pietermaritzburg Airport-Income & Expenditure						
Growth rates						
	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
<b><u>Expenditure</u></b>						
<b>Salaries</b>	16%	29%	-66%	-32%	9%	24%
<b>General Expenses</b>	4%	80%	35%	6%	-4%	58%
<b>R &amp; M</b>	13%	11%	34%	-20%	13%	9%
<b>Capital Charges</b>	35%	40%	-26%	5%	-8%	17%
<b>Departmental</b>	20%	67%	10%	39%	3%	48%
<b>Contributions</b>	16%	24%	-87%	-66%	-100%	
<b>Total Expenditure</b>	18%	47%	-13%	6%	-2%	42%
<b><u>Income</u></b>						
<b>Passenger Levy</b>		-35%	17%	21%	1%	-13%
<b>Landing Fees</b>		-27%	-8%	13%	-12%	0%
<b>Sub Total</b>		-31%	5%	17%	-4%	-8%
<b>Other Revenue</b>		27%	11%	9%	15%	18%
<b>Total Revenue</b>		-21%	7%	15%	1%	0%



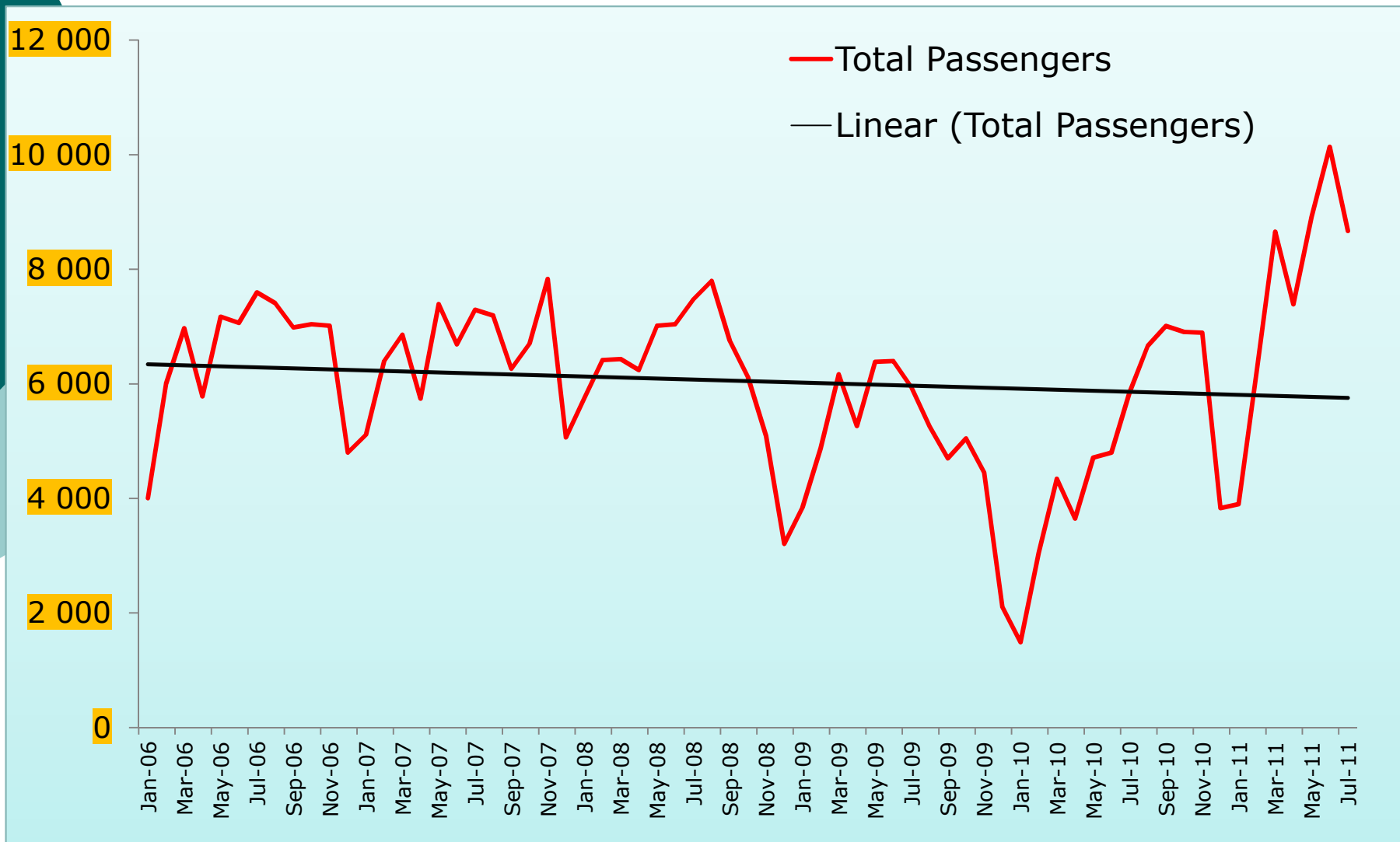
# FINANCIAL OVERVIEW OF PMB AIRPORT

Pietermaritzburg Airport-Cash Flows							
(R'000)	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
<b>Receipts</b>							
<b>Passenger Levy</b>		1241	810	705	1140	1149	1004
<b>Landing Fees</b>		1048	763	946	794	700	703
<b>Sub Total</b>		2289	1573	1650	1934	1849	1707
<b>Other Receipts</b>		481	609	678	737	845	993
<b>Total inflows</b>		<b>2770</b>	<b>2183</b>	<b>2328</b>	<b>2671</b>	<b>2693</b>	<b>2700</b>
<b>Payments</b>							
<b>Salaries</b>		-883	-1137	-386	-260	-284	-353
<b>General Expenses</b>		-1253	-2254	-3041	-3229	-3111	-4920
<b>R &amp; M</b>		-286	-318	-425	-339	-382	-416
<b>Total outflows</b>		<b>-2423</b>	<b>-3709</b>	<b>-3852</b>	<b>-3828</b>	<b>-3777</b>	<b>-5689</b>
<b>Net Cash Flow</b>		<b>347</b>	<b>-1526</b>	<b>-1523</b>	<b>-1157</b>	<b>-1084</b>	<b>-2989</b>

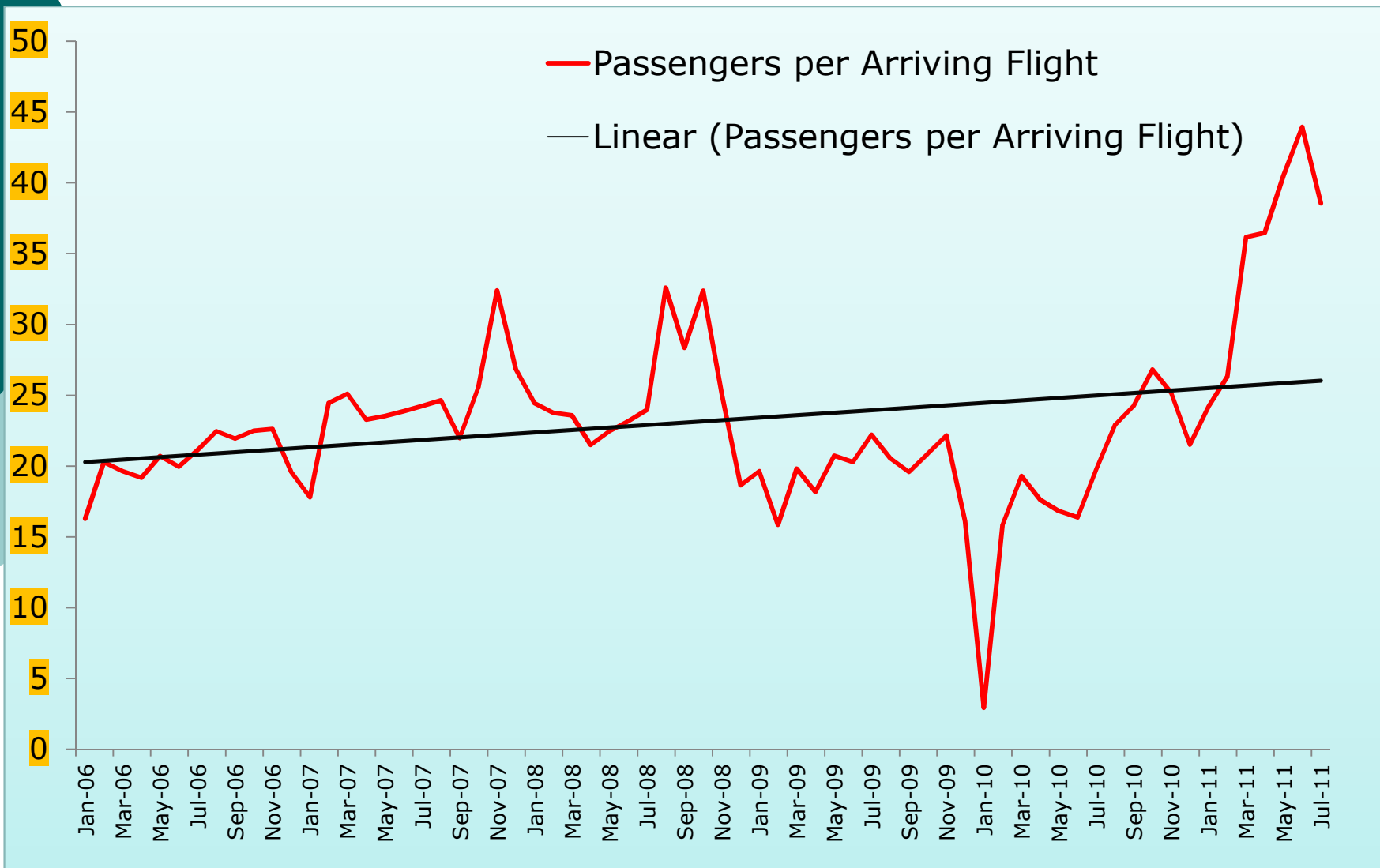
# PASSENGER AND AIRCRAFT MOVEMENTS AT THE AIRPORT



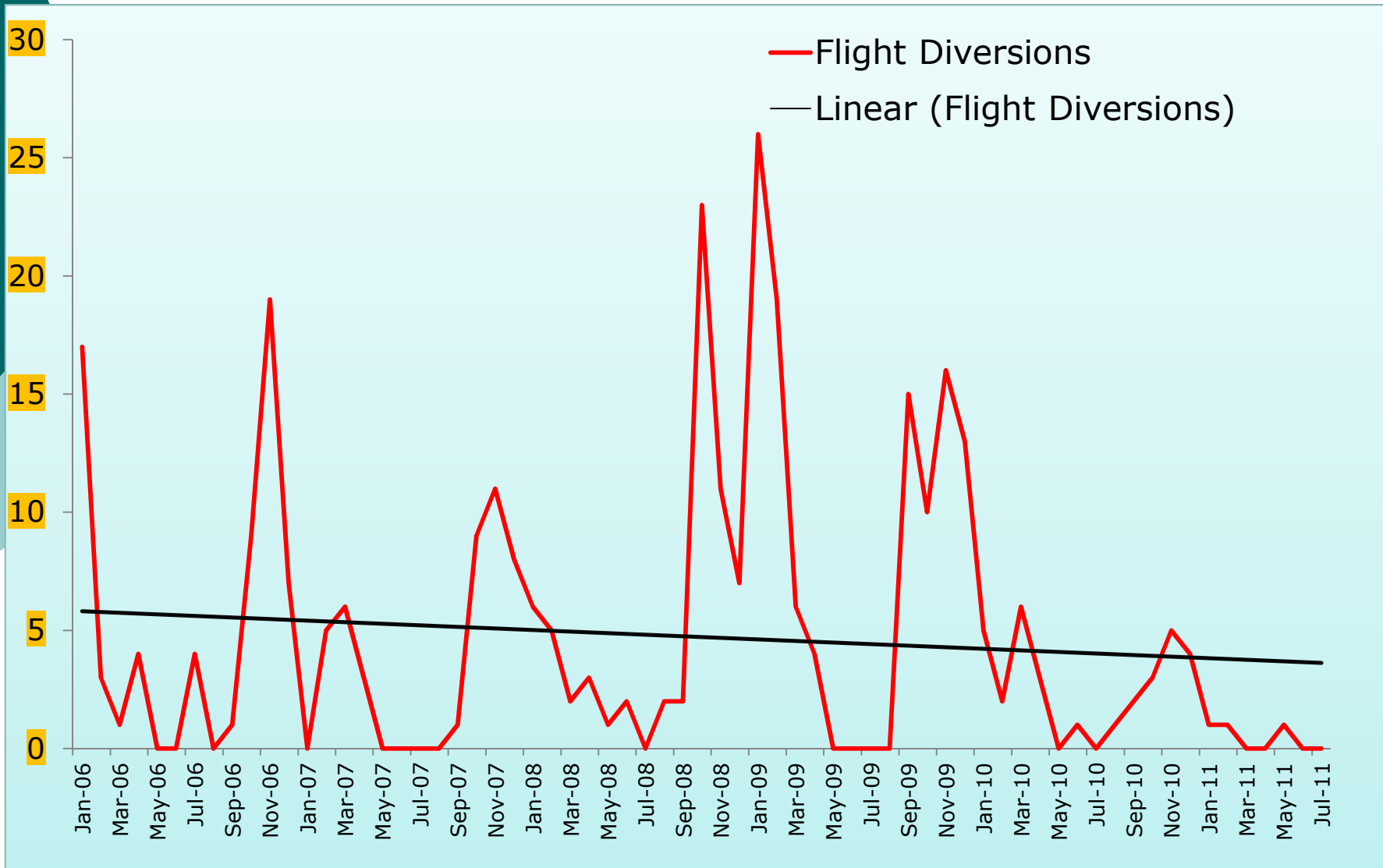
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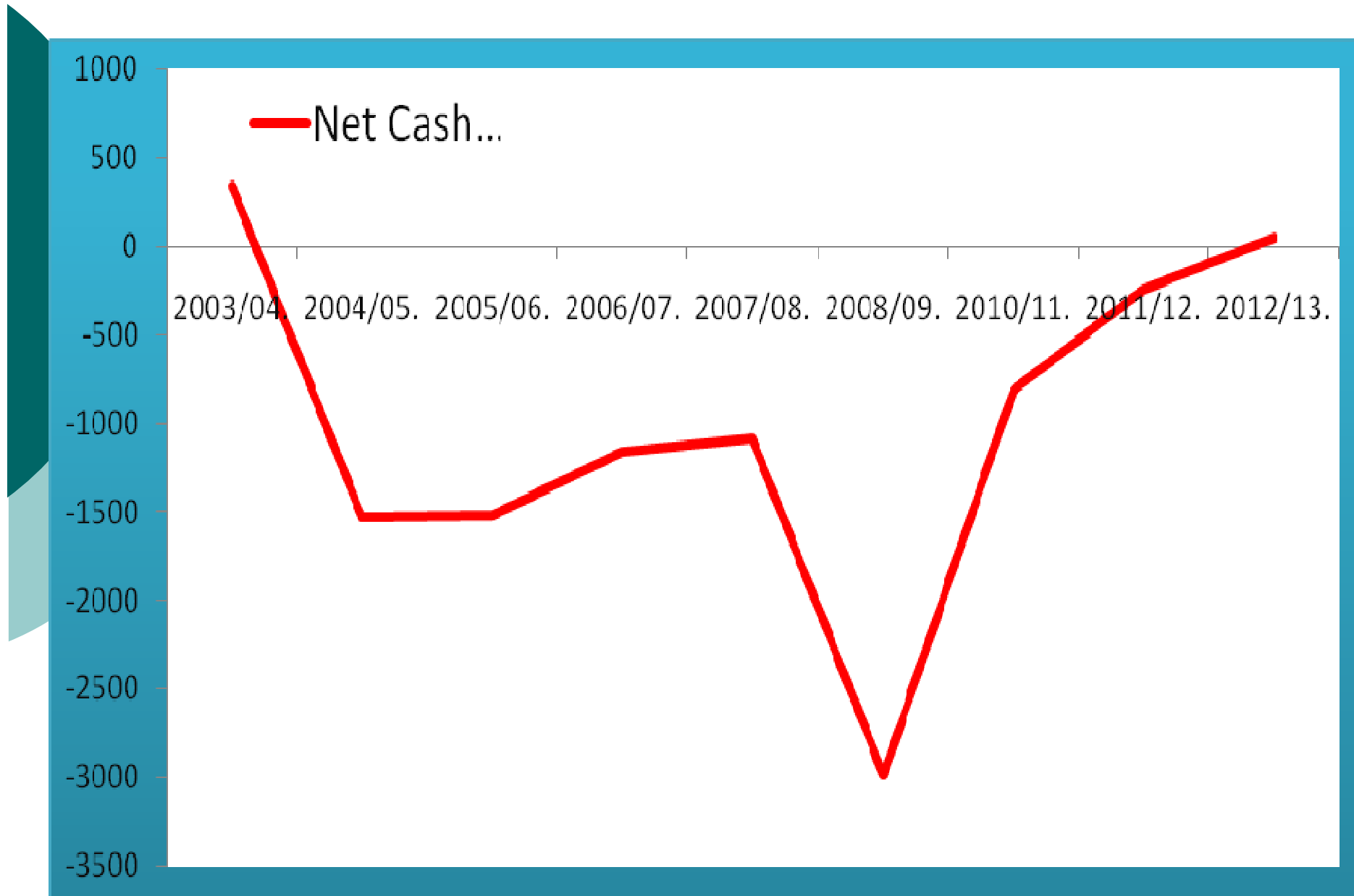
# PASSENGER AND AIRCRAFT MOVEMENTS AT THE AIRPORT

	Total Flights	Total Passengers	Flight Diversions	Diversions as a % of Arrivals	Passengers per Arriving Flight
Total 2006	17 767	77 832	65	1.12	20.66
Total 2007	17 086	78 536	43	0.72	24.39
Total 2008	19 139	75 337	64	1.15	24.93
Total 2009	16 897	60 411	109	4.29	19.80
Total 2010	16 386	59 199	32	0.64	19.35
Total 2011	14 799	92 448	5	0.12	35.63
Average 2006	1 481	6 486	5	1.29	20.52
Average 2007	1 424	6 545	4	0.85	24.48
Average 2008	1 595	6 278	5	1.44	25.00
Average 2009	1 408	5 034	9	4.98	19.67
Average 2010	1 366	4 933	3	0.71	19.11
Average 2011	1 233	7 704	0	0.15	34.60
Year on Year Change 2007	-3.83	0.90	-33.85	-34.05	19.25
Year on Year Change 2008	12.02	-4.07	48.84	70.28	2.13
Year on Year Change 2009	-11.71	-19.81	70.31	245.21	-21.32
Year on Year Change 2010	-3.02	-2.01	-70.64	-85.82	-2.82
Year on Year Change 2011	-9.68	56.16	-83.93	-78.44	81.06

# FINANCIAL OVERVIEW OF PMB AIRPORT

(R'000)	2008/09.	2010/11.	% Change pa	2011/12.	2012/13.
<b>Receipts</b>					
<b>Passenger Levy</b>	1004	1493	24.37	1857	2136
<b>Landing Fees</b>	703	1107	28.74	1425	1639
<b>Other Receipts</b>	993	906	-4.39	1132	1302
<b>Total inflows</b>	<b>2700</b>	<b>3506</b>	<b>48.72</b>	<b>4415</b>	<b>5077</b>
<b>Payments</b>					
<b>Total outflows</b>	<b>-5689</b>	<b>-4313</b>	<b>-12.09</b>	<b>-4658</b>	<b>-5031</b>
<b>Net Cash Flow</b>	<b>-2989</b>	<b>-807</b>	<b>-36.50</b>	<b>-243</b>	<b>46</b>

# FINANCIAL OVERVIEW OF PMB AIRPORT



<b>Return trip to Johannesburg</b>		
	<b>Flying from Durban</b>	<b>Flying from Pietermaritzburg</b>
<b>Travel Time Value (3 hours)</b>	<b>R 390</b>	<b>R 0</b>
<b>Travel Cost</b>	<b>R 506</b>	<b>R 46</b>
<b>Toll Cost</b>	<b>R 12</b>	<b>R 0</b>
<b>Parking</b>	<b>R 24</b>	<b>R 0</b>
<b>Return Air Fare (SAL)</b>	<b>R 981</b>	<b>R 1,697</b>
<b>Total Costs</b>	<b>R 1913</b>	<b>R 1743</b>
<b>Cost saving per Trip</b>		<b>R 170</b>
<b>Total Savings to the Economy</b>	<b>22200*R170 = R3 774 000</b>	
<b>Assumptions</b>		
<b>Average Company Remuneration Package plus overheads</b>	<b>R 500,000</b>	
<b>Average hourly rate</b>	<b>R260</b>	
<b>Percentage of travel time in company time</b>	<b>50%</b>	
<b>220km return travel at R2.30 per km</b>	<b>R506</b>	
<b>Parking for 12 hours</b>	<b>R24</b>	
<b>Total number of passenger departures</b>	<b>37000</b>	
<b>Assume 60 percent business</b>	<b>22200</b>	

# ECONOMIC IMPACT FINDINGS

Questions	Score Statistic	Comment
Main Type of Activity of the Establishment?	Median Score = <b>6</b>	The majority of businesses related to the airport are car rental establishments.
How much of your business activity (as a percentage) is derived from the Airport?	Average Score = <b>66%</b>	Businesses indicated that 66% of their activity is derived from the Airport. These businesses are thus significantly dependent upon the Airport.
Your proximity to the Airport? (1 = on-site)	Median Score = <b>1</b>	The majority of businesses that are related to the Airport can be found immediately on-site.
Major category/s of goods and services sourced in PMB?	<p>Some of the major categories include:</p> <ul style="list-style-type: none"> <li>✓ Food and related</li> <li>✓ Communications</li> <li>✓ Stationary and Admin Expenses</li> <li>✓ Vehicle Dealerships</li> <li>✓ Packaging</li> <li>✓ Fuel</li> <li>✓ Repair and Maintenance Services</li> <li>✓ Office Equipment</li> </ul>	

Questions	Score Statistic	Comment
<p>What percentage of your <b>TOTAL</b> goods and services are sourced from PMB?</p>	<p>Median Score = <b>75%</b></p>	<p>Businesses indicated that 75% of their operational goods and services are sourced from within the PMB economy. There thus seems to be significant linkages between the airport and the PMB economy.</p>
<p>What percentage of your <b>Gross annual revenues</b> is derived from the Airport Activities?</p>	<p>Average Score = <b>83%</b></p>	<p>Businesses indicated that 83% of their total revenue is derived from airport related business. This supports the point that there are a number of businesses dependent on airport related activities.</p>
<p>Did you incur any <b>Capital Expenditure</b> during 2006?</p>	<p>Median Score = <b>NO</b></p>	<p>There seems to be very little private investment occurring at the Airport.</p>
<p>Have you experienced an increase in your <b>Airport related Revenue/Sales</b> over the last 2 to 3 years?</p>	<p>Median Score = <b>1</b></p>	<p>The majority of businesses indicated that they have experienced increases in their airport related revenues. This supports the argument that activity at the Airport has expanded.</p>

Questions	Score Statistic	Comment
<p><b>Are you expecting an increase in your Airport related Revenue/Sales over the next 2 to 3 years?</b></p>	<p>Median Score = <b>1</b></p>	<p>The majority of businesses indicated that they expect some increases in their airport related revenues. This suggests that activity at the Airport will expand into the future.</p>
<p><b>Which other services and routes would like to see at the airport?</b></p>	<p>Some of the suggestions included:</p> <ul style="list-style-type: none"> <li>✓ Petrol Station</li> <li>✓ Car and wash Park</li> <li>✓ Restaurant</li> <li>✓ Lodge</li> <li>✓ Larger Planes with more Routes</li> <li>✓ Rest Facilities</li> <li>✓ Book store/outlet</li> <li>✓ ATM's</li> <li>✓ Food Outlets</li> <li>✓ Hangers</li> </ul>	

**PIETERMARITZBURG AIRPORT****ECONOMIC IMPACT ASSESSMENT****AVIATION RELATED BUSINESSES**

	<b>Number Firms</b>	<b>Number Employees</b>
		<b>FTEs</b>
<b>PRIVATE SECTOR</b>		
<b>AIRLINES</b>	<b>3</b>	<b>23</b>
<b>AIRCRAFT MAINTENANCE</b>	<b>3</b>	<b>26</b>
<b>CAR RENTALS</b>	<b>6</b>	<b>22</b>
<b>RESTAURANTS</b>	<b>1</b>	<b>2</b>
<b>SECURITY</b>	<b>1</b>	<b>22</b>
<b>SERVICES</b>	<b>4</b>	<b>10</b>
<b>SHOPS</b>	<b>1</b>	<b>1</b>
<b>SUB-TOTAL</b>	<b>19</b>	<b>106</b>
<b>PUBLIC SECTOR</b>		
<b>AIR TRAFFIC CONTROL</b>		<b>4</b>
<b>MANAGEMENT</b>		<b>2</b>
<b>CLEANING</b>		<b>4</b>
<b>FIRE DEPARTMENT</b>		<b>10</b>
<b>TOTAL</b>		<b>126</b>

## PIETERMARITZBURG AIRPORT

### ECONOMIC IMPACT ASSESSMENT

REVENUE 2006

#### IMPACT ON THE LOCAL ECONOMY

REVENUE

R1000s

Per annum

PRIVATE SECTOR

52172

PUBLIC SECTOR

2671

TOTAL

54'843

The above figures include an estimate of the annual value of ticket sales made by Airlink. However, the benefits of these ticket sales do not accrue to the local economy but instead represent leakages to other parts of the country. Airlink's benefits are best captured by local salaries and operational expenses.

**PIETERMARITZBURG AIRPORT****ECONOMIC IMPACT ASSESSMENT****S&W****OTHER****TOTAL OPERATING****R1000s****R1000s****R1000s****Per annum****Per annum****Per annum****PRIVATE SECTOR****10045****12588****22633****PUBLIC SECTOR****2514****1511****4025****TOTAL****12'559****14'099****26'658**

## IMPACT ON THE LOCAL ECONOMY

	S&W	PROPORTION	IMPACT ON	OTHER	PROPORTION	IMPACT ON	TOTAL
	R1000s	SPENT	LOCAL	R1000s	SPENT	LOCAL	DIRECT
	Per annum	LOCALLY	ECONOMY	Per annum	LOCALLY	ECONOMY	IMPACT
<b>PRIVATE SECTOR</b>	10045	0.9	9041	12588	0.55	6923	15964
<b>PUBLIC SECTOR</b>	2514	0.9	2263	1511	0.85	1284	3547
<b>TOTAL</b>	12559		<b>11'303</b>	14099		<b>8'208</b>	<b>19'511</b>

## PIETERMARITZBURG AIRPORT (2006)

### DIRECT, INDIRECT AND INDUCED ECONOMIC IMPACTS

	EMPLOYMENT	PAYROLL	OPERATIONAL	PAYROLL +	REVENUE
			EXPENSES	OPERATIONS	
	Number	R1000's	R1000's	R1000's	R1000's
<b>DIRECT</b>	126	11303	8208	19511	54843
<b>MULTIPLIER</b>	0.5	0.7	0.6		0.2
<b>INDIRECT</b>			4925		10969
<b>INDUCED</b>		7912			
<b>INDIRECT+ INDUCED</b>	63			12837	
<b>TOTAL IMPACT</b>	<b>189</b>	<b>19 215</b>	<b>13 133</b>	<b>32 348</b>	<b>65 812</b>

## ***PIETERMARITZBURG AIRPORT: VALUE ADDED 2006***

	R 1000's	INFERRED VALUE ADDED
<b><i>DIRECT OPEX</i></b>	8208	14923
<b><i>INDUCED OPEX</i></b>	4925	8954
<b><i>TOTAL OPEX</i></b>	<b>13'133</b>	<b>23'877</b>

# CAPEX AND PROGRESS

## Past Investment and Development

- The airport car park and new car hire building
- The new approach lights
- The new fire engine and fire station with disaster boardroom
- The subsequent upgrade to Cat 6

Total Value = R20m

# CAPEX AND PROGRESS



## **Size and type of aircraft**

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SA Airlink started operating the 90 seater “jet” from early July 2010 with huge success. The jet is complimented with the jet stream aircraft operating in the non-prime hours

Stop Over Flight Schedule has been introduced

# CAPEX AND PROGRESS

## Competition and Prices

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Second Airliner is making good progress to start operations at the airport before end of the year.

What is also very certain is that ticket prices have indeed decreased significantly with R500 one-way tickets available ie. 53% reduction on special and 23% reduction on general fares

# CAPEX AND PROGRESS

## Diversions and Delays

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With SA Airlink operating the BAE146-200 equipped with the latest navigation equipment (GNNS) together with the installation of new landing equipment at the airport, the number of diversions will decrease to almost zero.

Service levels agreements have been concluded with airline operators to increase accountable wrt agreed performance criteria that include high levels of standards.

# CAPEX AND PROGRESS



## **Hanger Development**

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There has been a significant increase in demand for hanger space at the airport.

There is a waiting list of about 10

# CAPEX AND PROGRESS

## **Cargo Development**

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There has been a significant demand for cargo facilities and capabilities at the airport, for example cut flowers, chickens and eggs, post, fruit and vegetables. To this end SA Airlink is in the process of converting two jet streams into cargo aircraft.

# CAPEX AND PROGRESS

## **Technology Hub**

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It has also been decided to open the airport for research purposes. UKZN, DUT and the FET College have indicated interest in using the airport for research and related purposes. DUT has already made us of the airport.

# CAPEX AND PROGRESS

## **Aviation Hub**

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There are discussions taking place with a potential investor to establish an bio fuel developed aircraft engine manufacturing establishment and to create an aviation cluster, supporting the future research and development of the engine.

# CAPEX AND PROGRESS

## **Vacant Land**

There are a number of sizable areas of land available for immediate development. The Msunduzi council has passed a resolution to this effect and the process to advertise the land for development purposes has started.

# CAPEX AND PROGRESS

## **Lengthening of the Runway**

One of the major issues for the airport is the length of the runway. The runway is about 600m too short. The extension of the runway is not as yet a priority because the length of the runway at present is sufficient for the aircraft currently using the airport.

# CAPEX AND PROGRESS

## Other

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- Master Plan and IEA are in progress
- NDB's (5) are being installed
- New Weather System Installed
- Road Signage Completed
- Upgrade of Fences Completed
- Expansion of Departure Lounch Completed
- TV System Installed
- New Branding Strategy has been completed


# CAPEX AND PROGRESS

## **Other**

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- The Parachute Club has returned to the airport
- Marketing Strategy is being developed
- Runway Dinners and other events are being planned
- Yearly Air shows are being planned
- School tours are being planned

# RUNWAY



Approximately 9000m of cracksealing was undertaken during Saturdays. Approximately 300 tonnes of bitumen treated base course was used to correct the cross falls on the pavement.

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The repair work was followed by a tack coat upon which the 66000m<sup>2</sup> of glass fibre grids were laid. The colder night temperature prevented the glue from activating at night which resulted in the grid uplifting during placement. For this reason, a blinding layer was placed over the grid immediately after placement to prevent movement. A 40mm asphalt layer was thereafter placed at a cross fall of between 5 and 10%. The asphalt was topped with a 20mm latex modified ultrathin surface.

# RUNWAY

The works commenced in February 2011 and was completed in June 2011. The inability to close the airport during the construction progress posed a major challenge to the construction team. The last flight out of Pietermaritzburg left daily at 6:30pm, whilst the first flight into the airport was at 6:45am in the morning. Work on the runway therefore was undertaken at night after 7pm with work ceasing at 4am each morning. 100m x 30m of runway was resurfaced daily including the placement of the MacGrid. The newly laid surface was feathered from the 40mm down to the old level over a distance of 2m to allow a smooth surface for landing aircraft. The 2m section was then milled to the original level before continuing the pavement placement on the following day. The runway was thereafter thoroughly cleaned to remove loose stones which could pick up and affect aircraft engines. The Ultra-thin layer followed in a similar manner following completion of the 40mm Asphalt.















































photo by Steve McCuneach of [www.airportv.co.za](http://www.airportv.co.za) Ph: 082 8911689



**THE END**

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