

# UPINGTON AIRPORT MASTERPLAN AND DEVELOPMENT



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**AIRPORTS COMPANY**  
SOUTH AFRICA

# KEY OBJECTIVE OF THE UPINGTON AVIATION PARK

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# UPINGTON AIRPORT INTRODUCTION

## KEY POINTS TO NOTE ABOUT THE AIRPORT

- Upington Airport is situated approximately 8 kilometres (5 miles) north of the town of Upington in the Northern Cape province of South Africa.
- The airport features a modern terminal building with facilities for passengers, including check-in counters, baggage handling areas, security checkpoints, and boarding gates.
- Upington Airport has a single asphalt runway designated as 17/35. The runway is 4,900. making it one of the longest runways in the world.
- Upington Airport serves as a regional hub, connecting the Northern Cape with other parts of South Africa.





# DEMAND FOR UPINGTON AVIATION PARK

ACSA commissioned due diligence for an aviation park in Upington Airport. The key outcomes are:

- With continued growth of commercial aircraft fleet the business of storing, scrapping, recycling and refurbishing of aircraft on the African continent seems assured.
- As business at the Upington Aviation Park grows opportunities arise for both independent third party maintenance and airline base maintenance.
- Explore cargo growth opportunities for perishables and logistics for parts, including freighter tag flights.

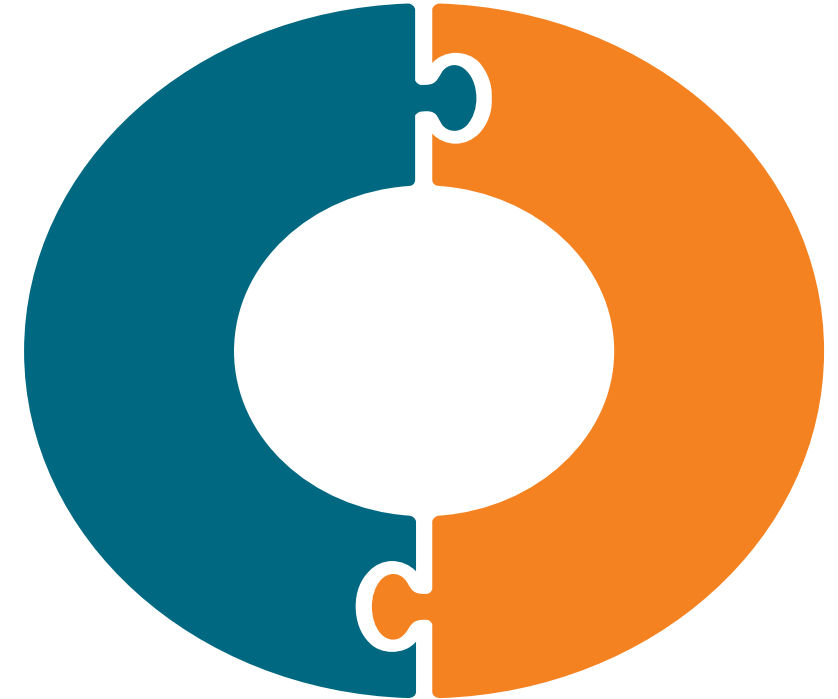


*“Start Small With Making Investments,  
GO BIG on Business Development Efforts”*

# COLLABORATION BETWEEN ACSA AND NCEDA



- ACSA met with the CEO and Executive Project Manager of Northern Cape Development Agency (NCEDA) in December 2022 and January 2023.
- NCEDA is incubating various business opportunities with investors, including renewable energy, mining, and car seat upholstery.
- A business park has been established adjacent to ACSA's Aviation Park land.
- Discussions took place regarding collaborating on a bulk services study to engage with the Municipality.
- NCEDA has expressed interest in the Aviation Park business plan, and a meeting is scheduled to discuss joint development.





# UPINGTON LOCATION OF CHOICE

- Longest civilian runway in Southern hemisphere, suitable for all aircraft types.
- Ample space for aircraft parking and development of facilities.
- Self-sufficient power supply using solar photovoltaics.
- Space available for development of custom facilities and unrestricted operations.
- Not slot coordinated no airspace congestion or noise restrictions.
- Dry climate is ideal for aircraft storage and maintenance.
- Significant.
- incentives available for investment and operations.





# KEY INFRASTRUCTURE FEATURES OF UPINGTON AIRPORT

## Cold Storage Facilities

- Upington Airport offers ample space for cold storage facilities.
- The availability of cold storage facilities enhances the airport's capabilities in handling cargo.

## Sufficient Parking Bay

- Upington Airport provides a spacious and well-designed parking area.

## Fuel Depot

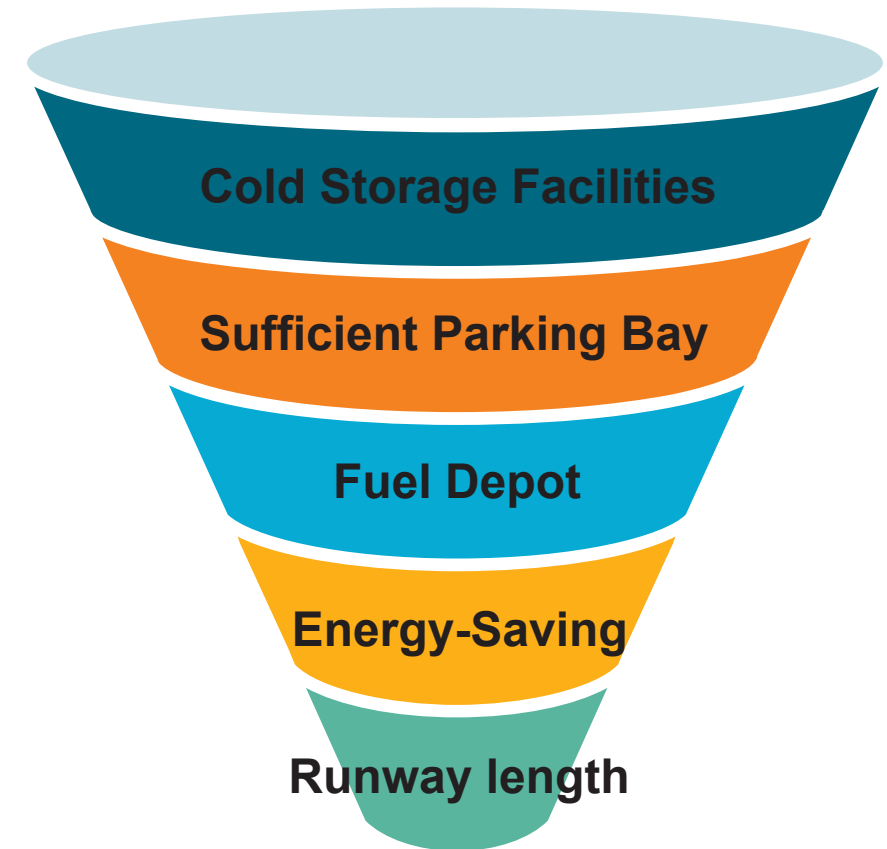
- The availability of a fuel depot ensures efficient refuelling operations and supports the overall functioning of the airport.

## Energy-Saving Initiatives

- Upington Airport emphasizes energy efficiency as a priority.

## Runway length

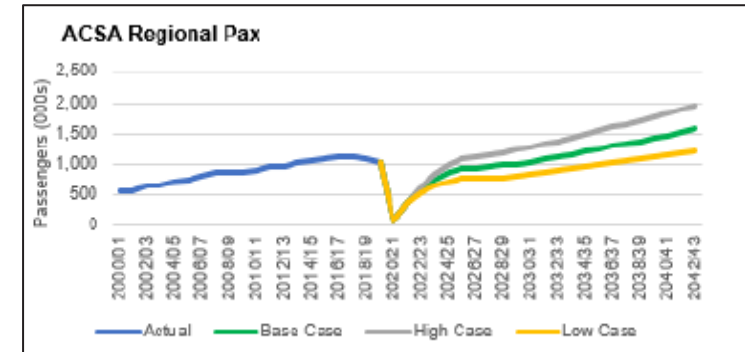
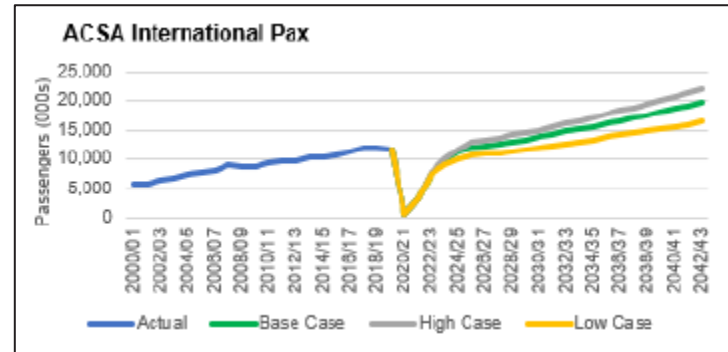
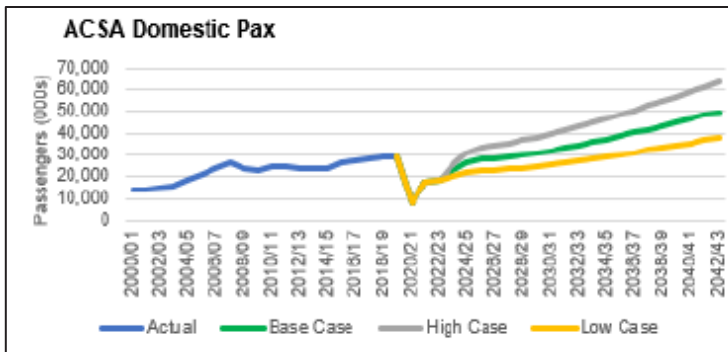
- Upington Airport boasts a substantial runway length.
- The extended runway provides the airport with the capability to accommodate a wide range of aircraft, including larger commercial planes and cargo carriers.





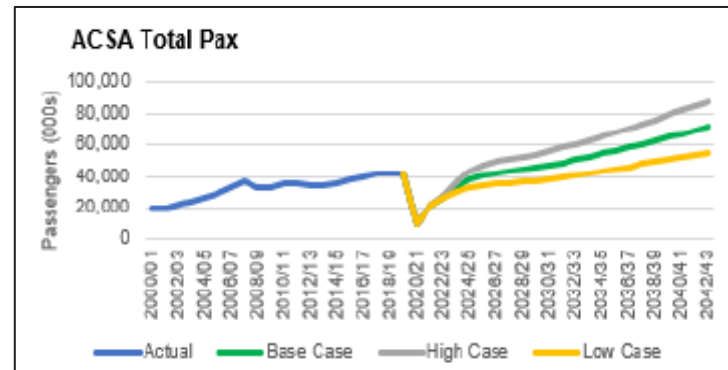
# TRAFFIC FORECAST POST COVID 19

- The **ACSA traffic forecast** took several factors into account including historic traffic volumes, economic growth (GDP), fuel costs, exchange rates, demographics, propensity to fly etc.
- **Air traffic is recovering** both globally and locally, but the growth rate remains uncertain post covid 19.
- In South Africa, the local market has further compromised by major restructuring.
- The Base Case traffic forecast indicates that 2019/20 combined traffic levels will be achieved by **2026/27**.
- International travel recovering first by 2025/26 and domestic traffic recovering by 2027/28.



**ACSA Average Growth Rates**

		2009-2019	2019-2042	2019-2025	2025-2042
Domestic	Base Case	2.3%	24%	-0.6%	3.4%
	High Case		35%	2.5%	3.8%
	Low Case		12%	-3.8%	3.0%
International	Base Case	2.6%	23%	0.9%	2.9%
	High Case		28%	1.9%	3.2%
	Low Case		15%	-1.1%	2.5%
Regional	Base Case	1.7%	18%	-1.8%	3.1%
	High Case		28%	1.0%	3.5%
	Low Case		0.7%	-4.8%	2.7%
Total	Base Case	2.4%	24%	-0.2%	3.3%
	High Case		33%	2.3%	3.6%
	Low Case		13%	-3.0%	2.8%

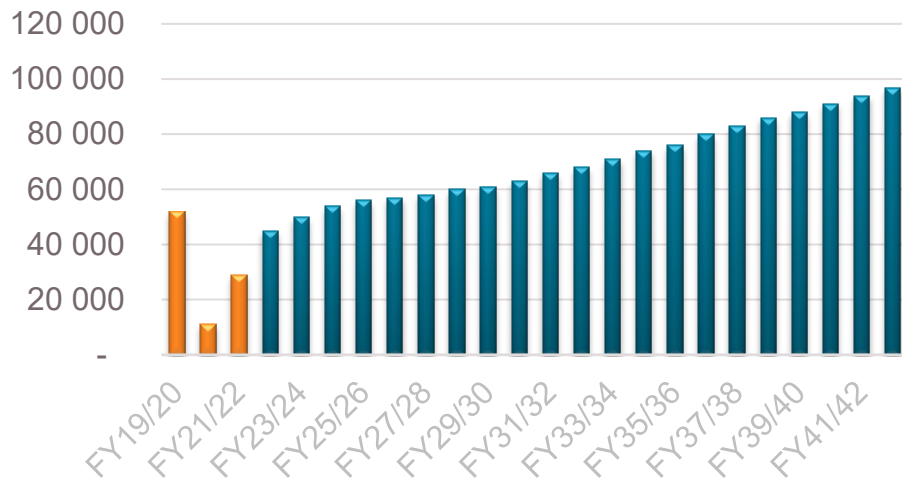




# UPINGTON AIRPORT TRAFFIC OUTLOOK



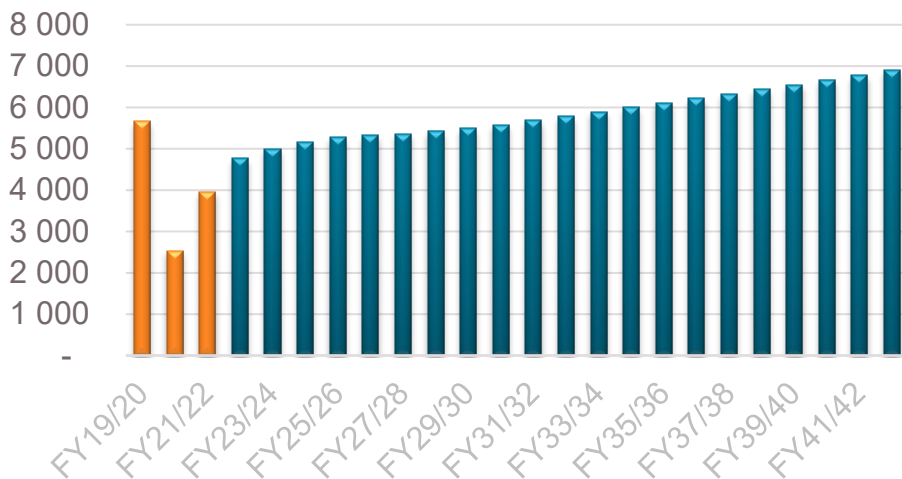
### Total Pax Volume



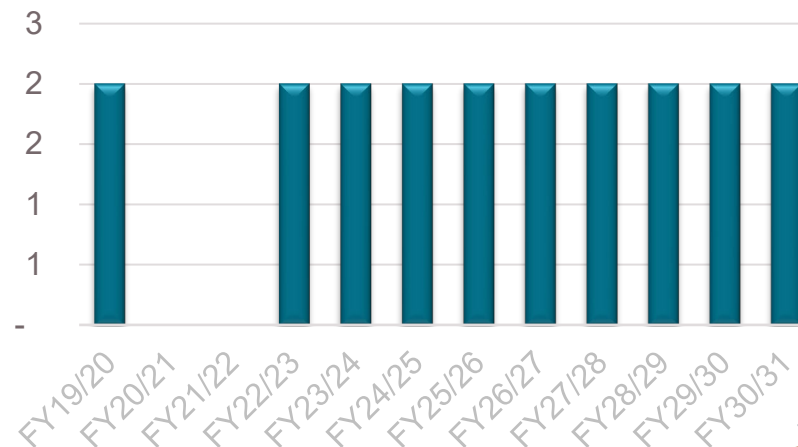
### Peak Hour Forecast



### Total ATM Volume

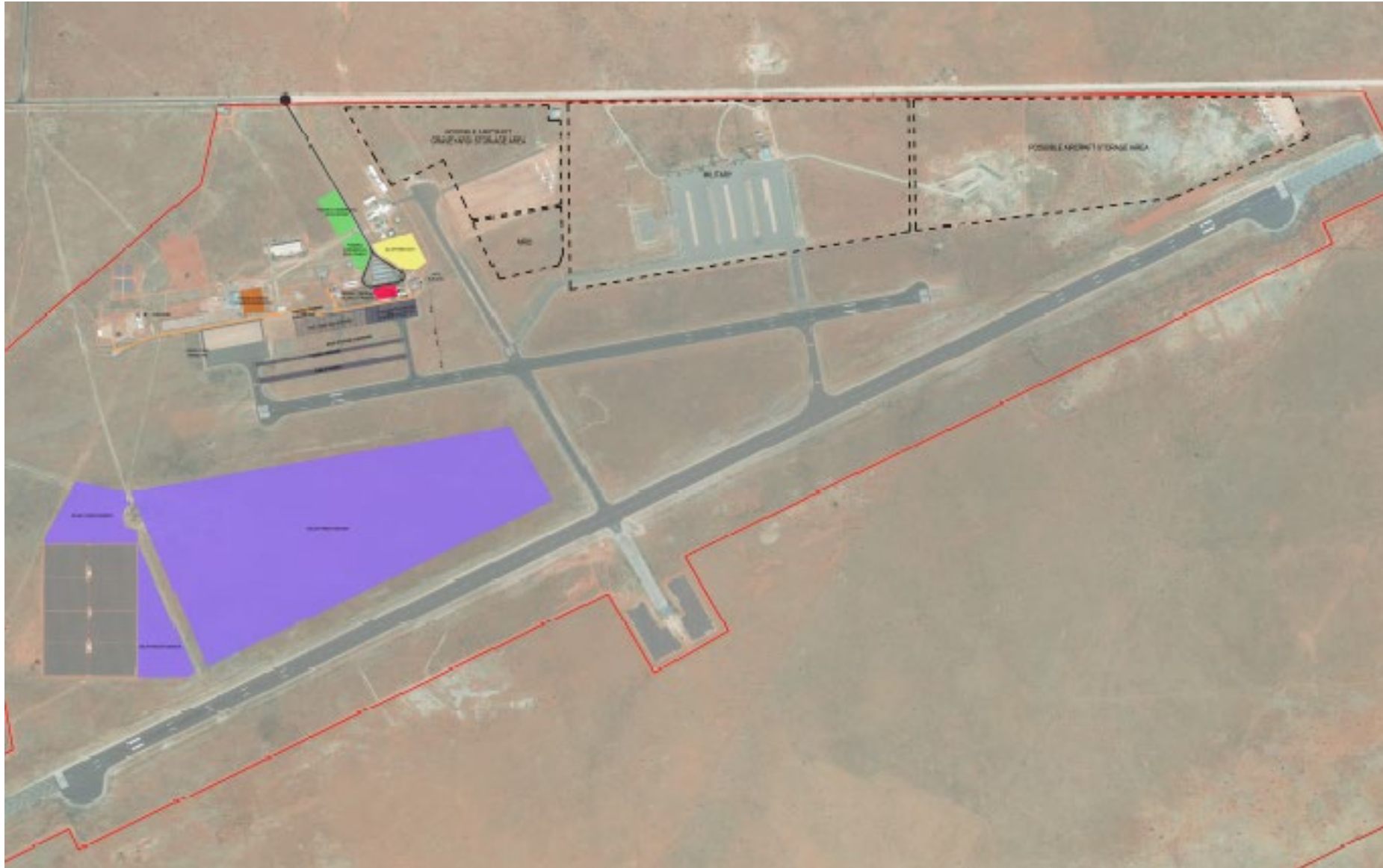


### Stand Demand





# UPINGTON PROPOSED MASTERPLAN



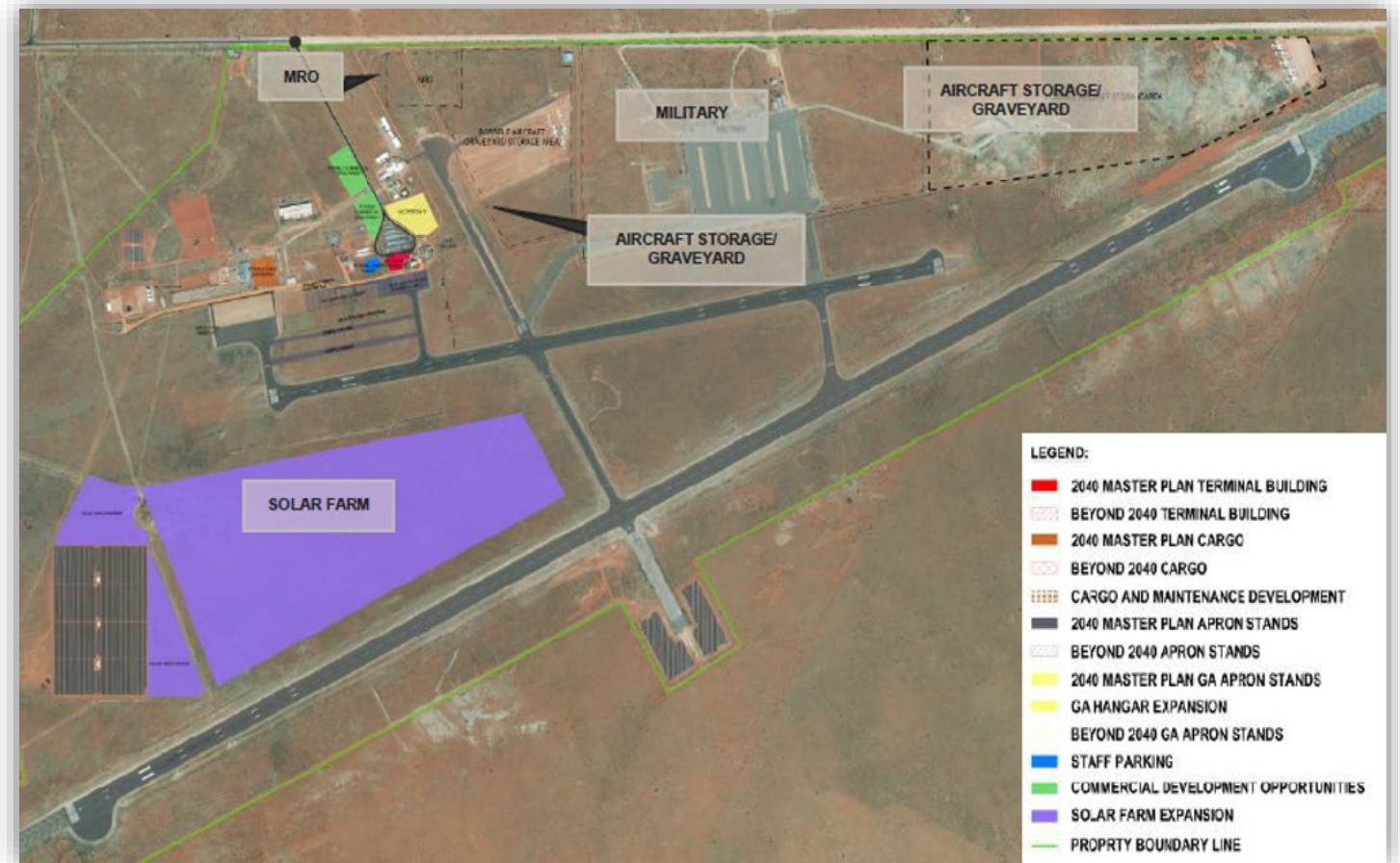
## LEGEND:

- 2040 MASTER PLAN TERMINAL BUILDING
- BEYOND 2040 TERMINAL BUILDING
- 2040 MASTER PLAN CARGO
- 2040 MASTER PLAN APRON STANDS
- BEYOND 2040 APRON STANDS
- GA HANGAR EXPANSION
- STAFF PARKING
- COMMERCIAL DEVELOPMENT OPPORTUNITIES
- SOLAR FARM EXPANSION
- PROPERTY BOUNDARY LINE



# UPINGTON PROPOSED MASTERPLAN

- Solar farm can be seen in the image on the right allocated in purple.
- ±80 hectares available.
- Aircraft storage/Graveyard can be seen on the right.
- Commercial development opportunity allocated in light green.
- MRO area can be seen in top of the image.



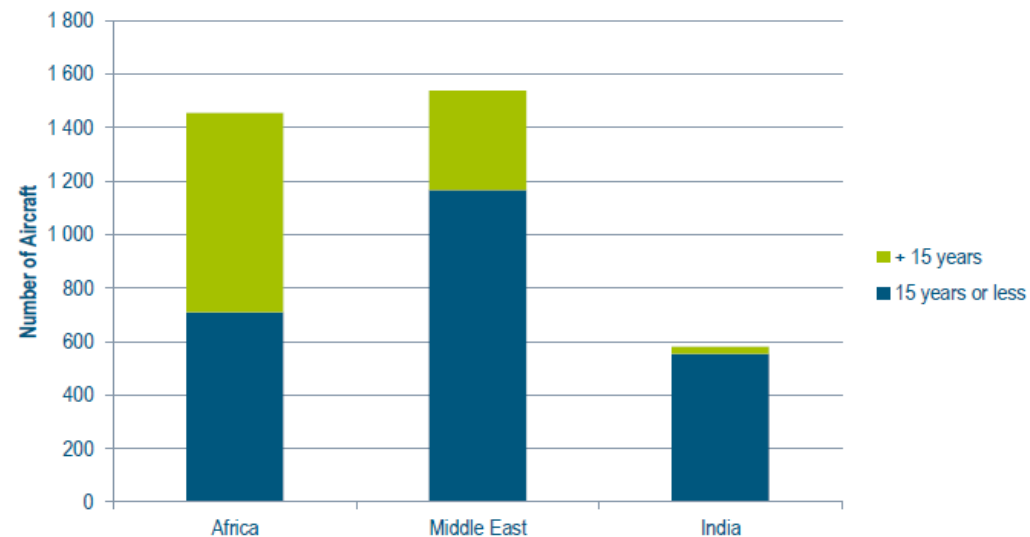


# DRIVERS FOR INVESTMENT

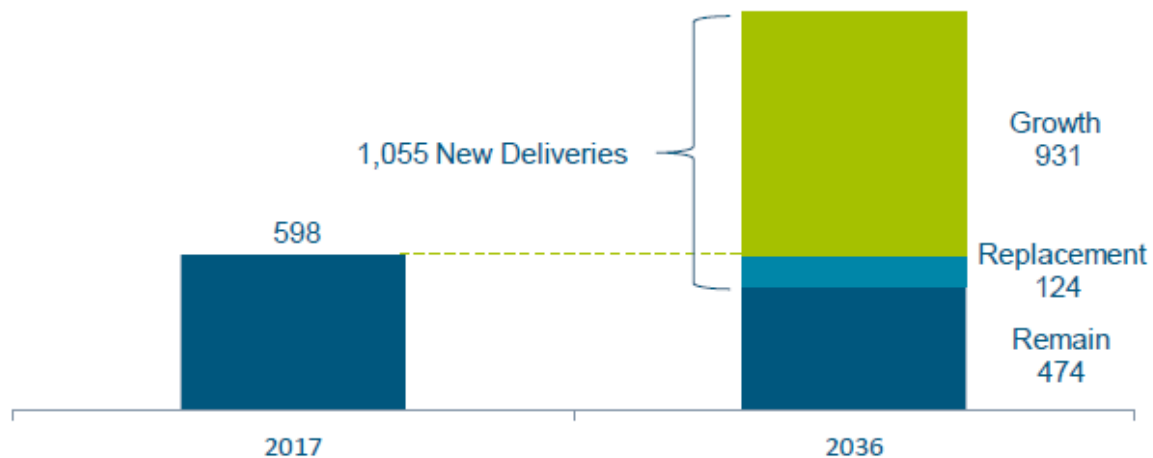
There are strong drivers for the investment in Africa.

This is depicted by the following graphs:

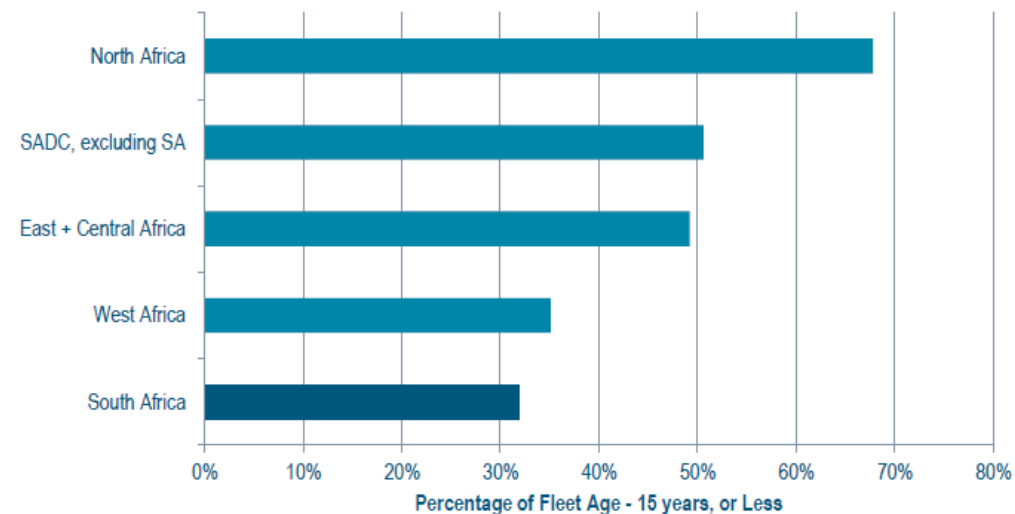
- Age of aircraft fleet (column chart)
- Age of aircraft fleet (bar chart)
- Airbus Africa Forecast



AGE OF AIRCRAFT FLEET



AIRBUS AFRICA FORECAST



AGE OF AIRCRAFT FLEET

# SOCIAL ECONOMIC DEVELOPMENT OPPORTUNITY IN UPINGTON

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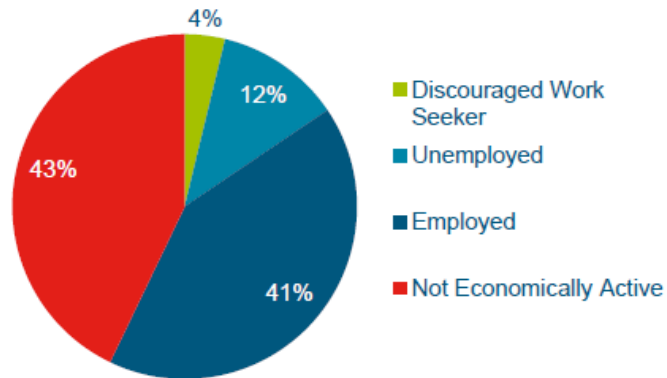
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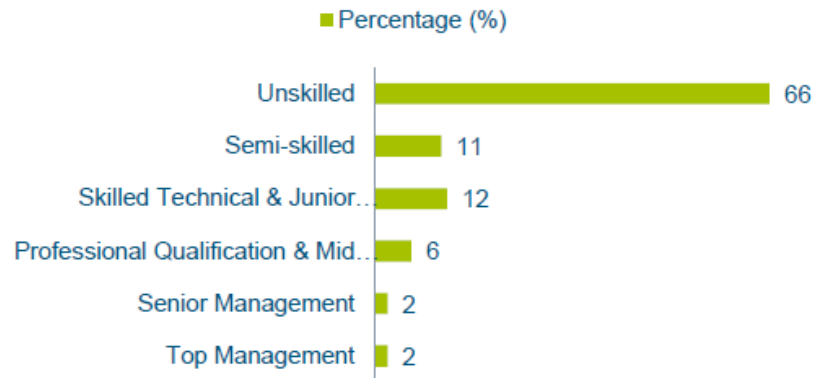
An aviation park has a good fit with the labour pool of Upington. While in the long term it would expand South Africa's pool of aeronautical engineers and technicians.

## EMPLOYMENT AND SKILLS IN UPINGTON

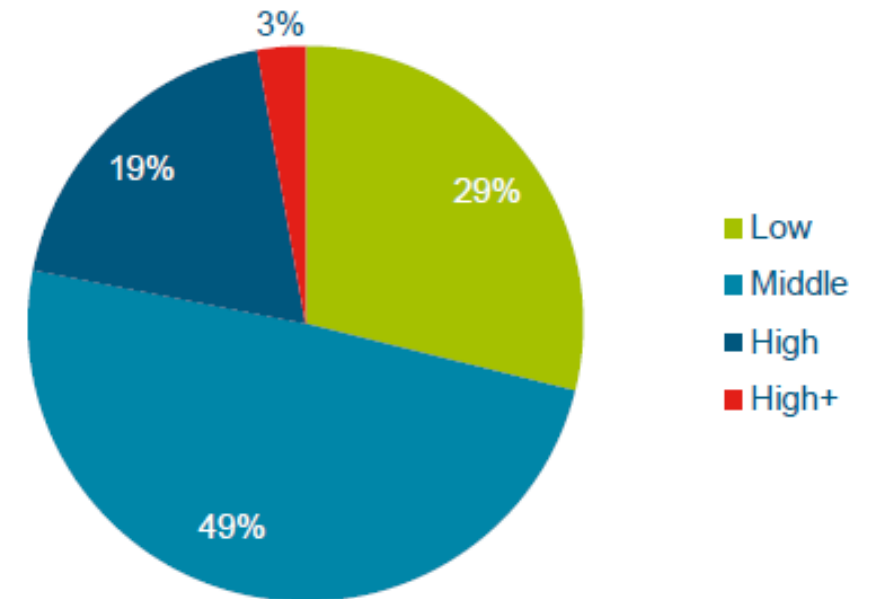
Employment Status (Ages 15-64)



Occupation Level Split



Skill Levels Required at Aviation Park



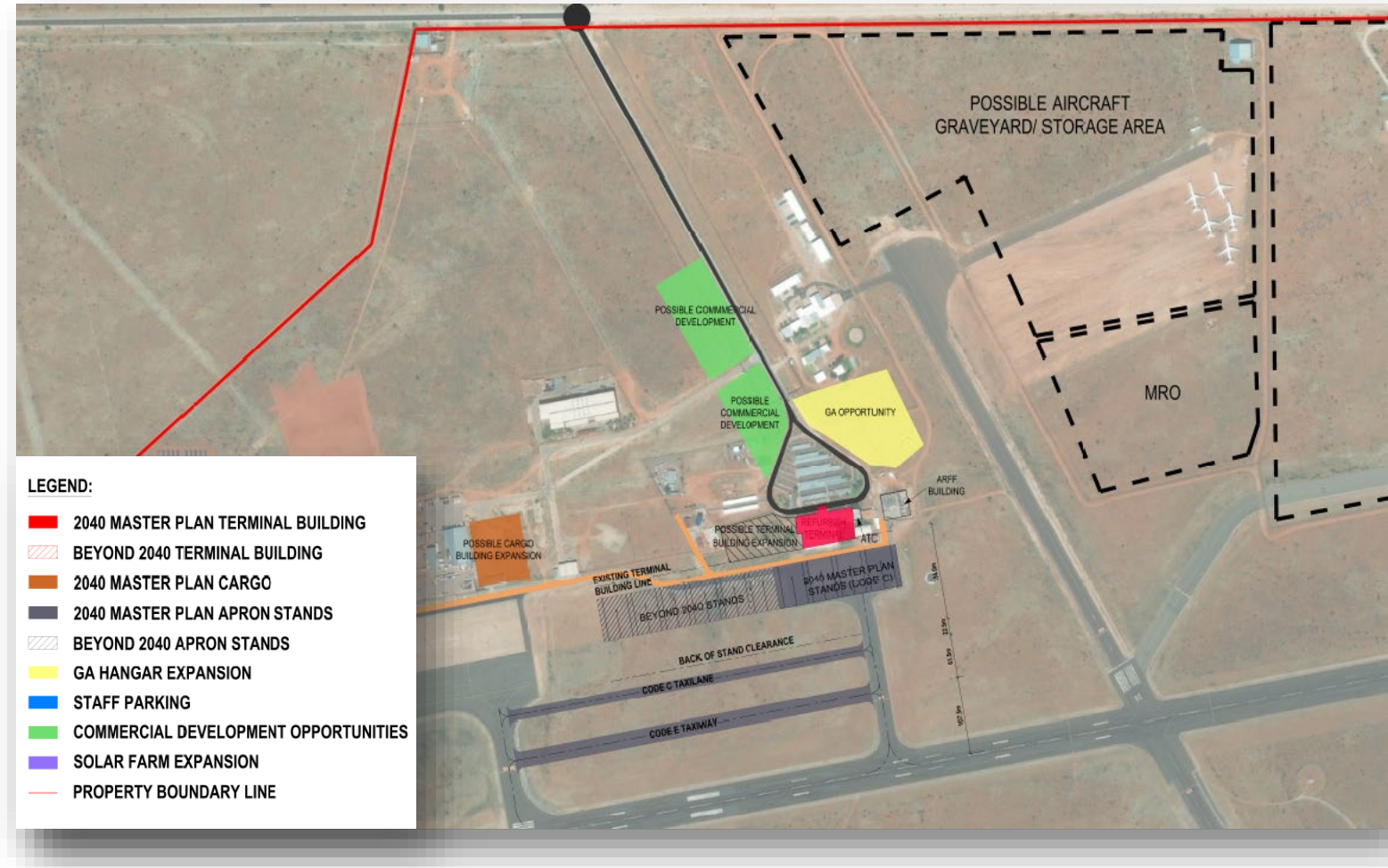


# COMMERCIAL DEVELOPMENT OPPORTUNITIES

Typical commercial opportunities have been identified in several key areas, including:

- Retail and duty-free shops
- Food and beverage outlets
- Airport lounges
- Currency exchange services
- Hotel development sites
- Fuelling stations near the airport
- Cold storage facilities
- Availability of warehouse space

To ensure the viability of these options, market research will be necessary.





# BUSINESS OPPORTUNITIES AT UPINGTON AVIATION PARK

## Aircraft Parking/Storage (Hangars)

- Temporary between leases
- Aircraft manufacturers
- Airworthiness maintenance

## Aircraft Scrapping

- Not valuable for parts
- Owner pays for scrapping
- Scrapping firm sells waste materials

## Aircraft Dismantling

- Valuable parts
- Dismantling firm buys aircraft
- Dismantling firm sells parts



# STORAGE, SCRAPPING, DISMANTLING FACILITIES



Operation of such facilities are regulated which ensures strict governance and assurance. This fits well into an Airport Company's skill set

There are a handful of such facilities around the world:

- Cotswold, UK
- Twente, Netherlands
- Teruel, Spain
- Tarbes and Francazal, France

Component recovery, refurbishment are growing businesses in the aviation industry.





# CARGO DEVELOPMENT

## Upington Airport strengths and opportunities:

- Infrastructure and space for expansion
- Congestion at JNB.
- Long term growth of perishables market.
- Potential for growth in automotive industry is limited.

## Upington Airport weaknesses and threats:

- Improvement of sea freight.
- Lack of strategy and integration.
- Inertia of main market players.
- Weakness of home carrier.

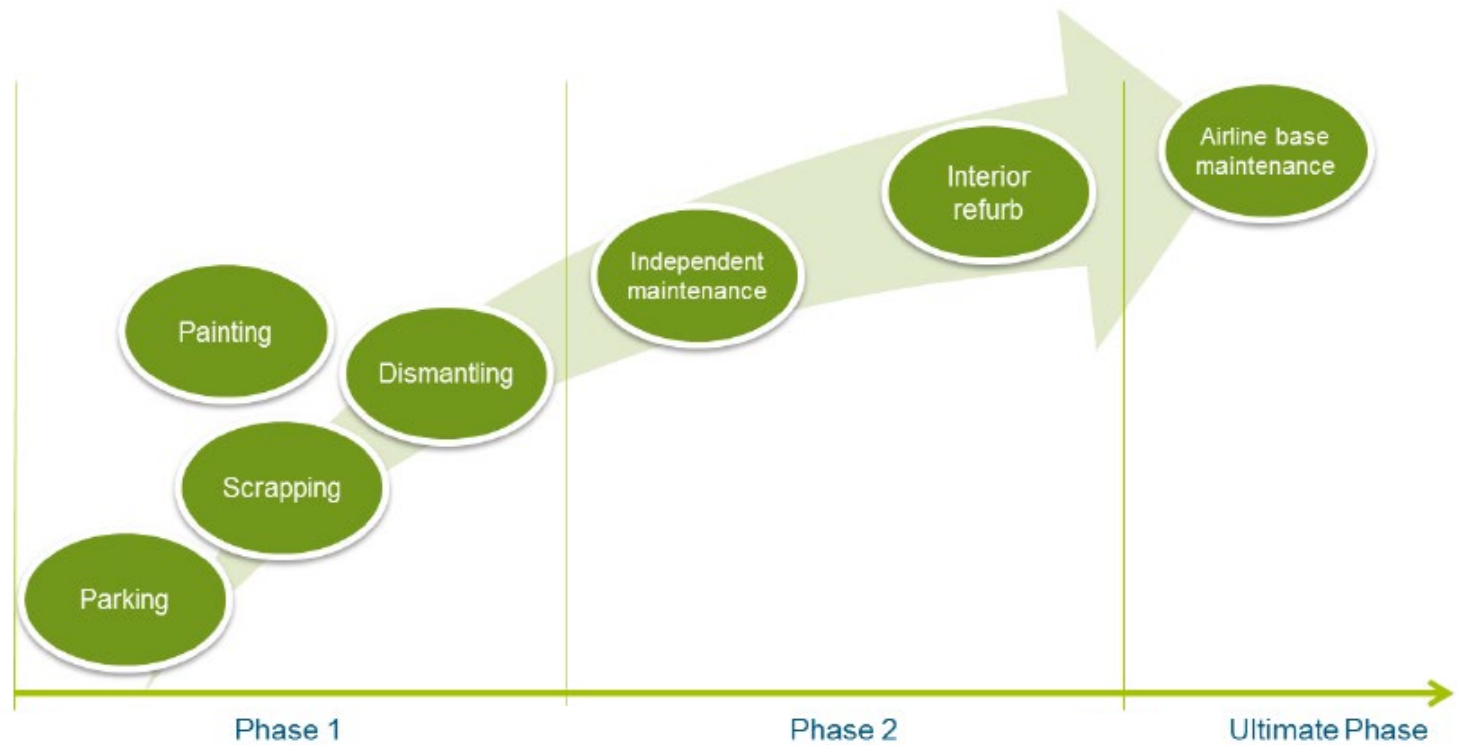




# UPINGTON AVIATION PARK PHASED APPROACH

3 Phases rolled out over 10 plus years.

- Phase 1 (5yrs): Aircraft parking, scrapping, dismantling & painting facilities.
- Phase 2 (5yrs): Independent third-party MRO & interior refurbishment.
- Phase 3 Final phase: Airline MRO base. Year 10 and onward



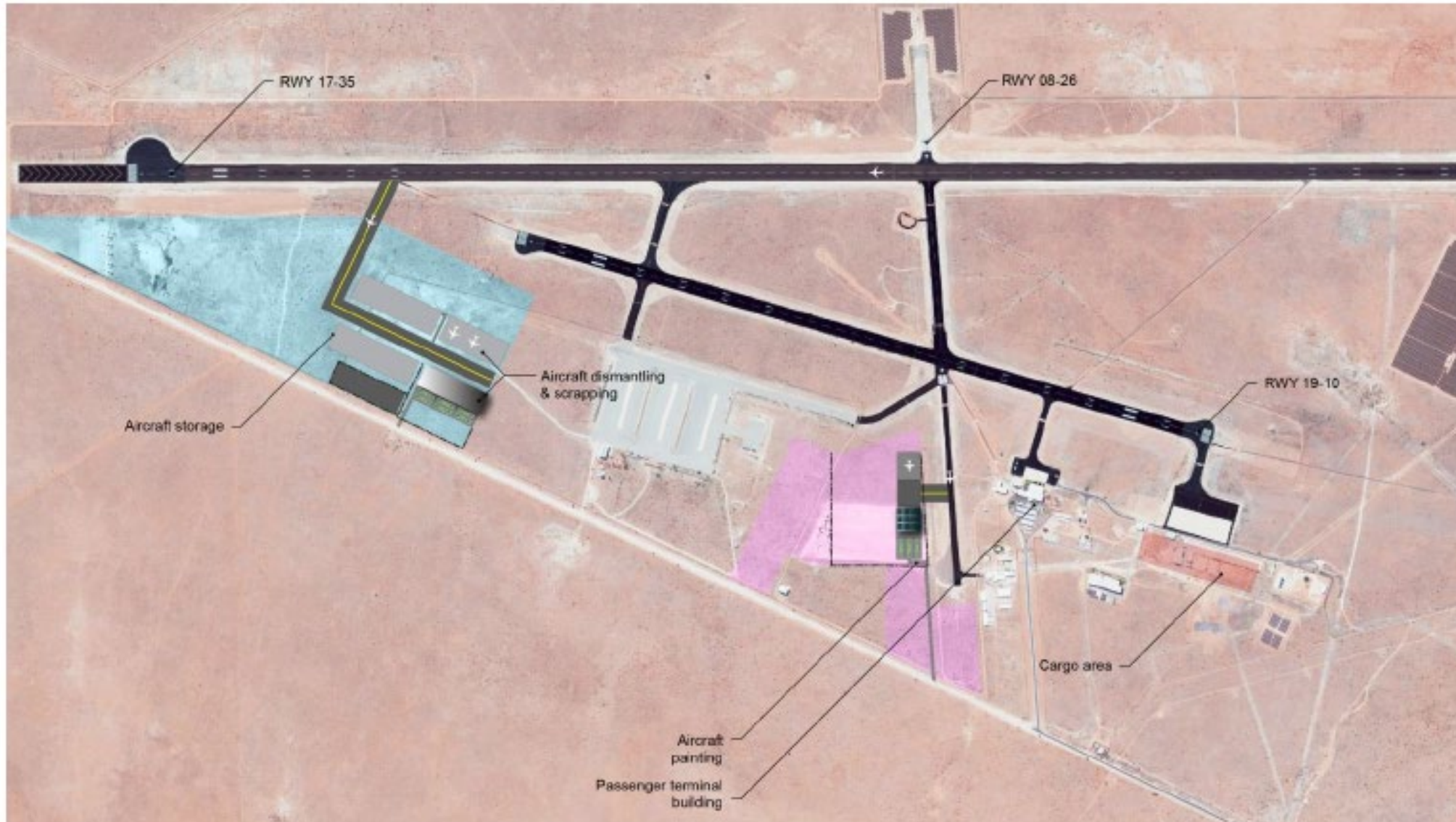
# UPINGTON AVIATION PARK – PHASE 1 LAYOUT

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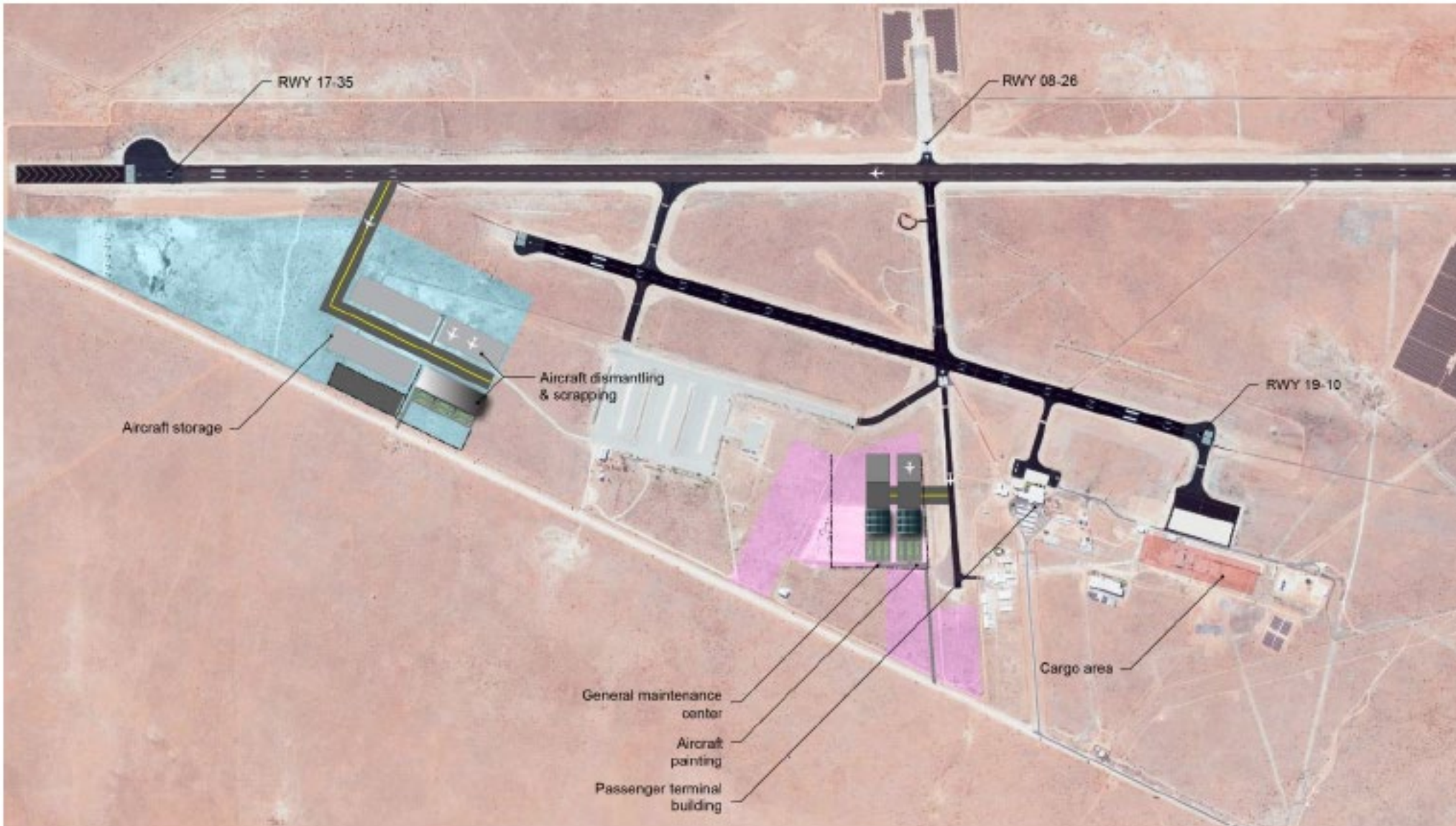
# UPINGTON AVIATION PARK – PHASE 2 LAYOUT

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# UPINGTON AVIATION PARK – ULTIMATE LAYOUT

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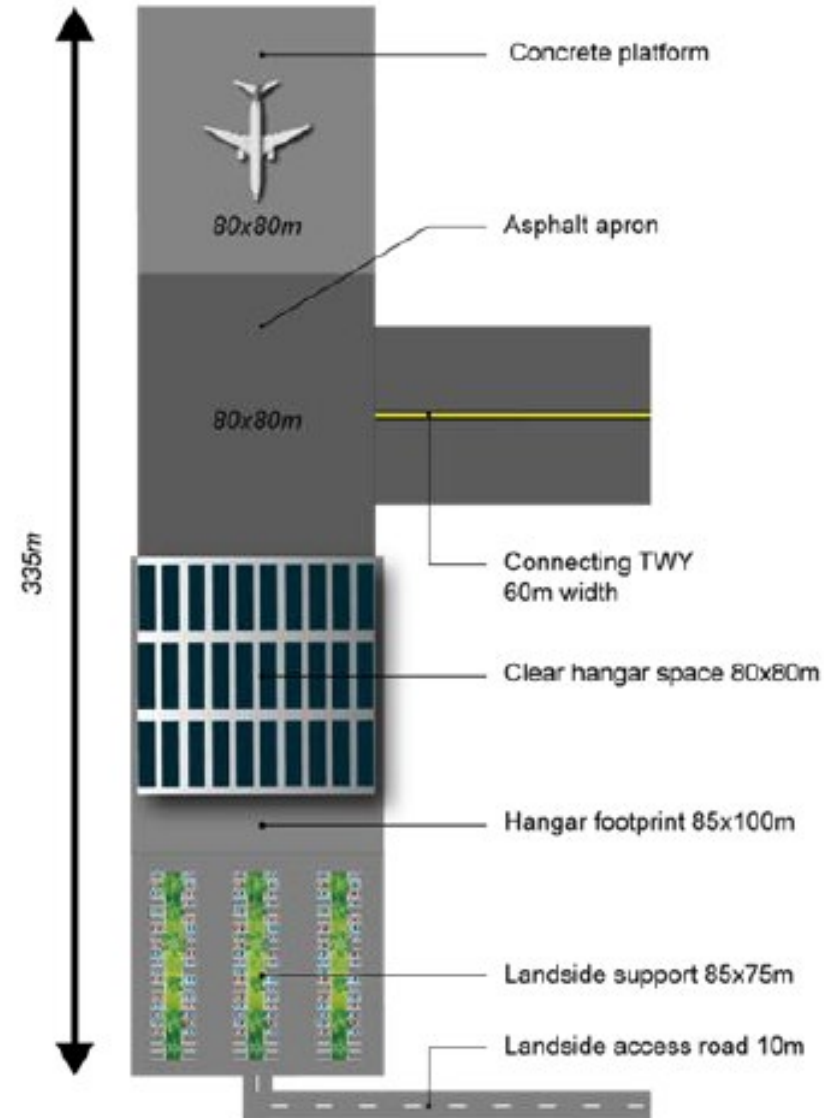
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# INFRASTRUCTURE REQUIREMENTS

Aircraft Storage	
Concrete Apron	27 000 m <sup>2</sup>
Aircraft Painting & Interior Decoration	
Hangar	8 500 m <sup>2</sup>
Concrete Apron	7 200 m <sup>2</sup>
Asphalt Apron	7 600 m <sup>2</sup>
Landside Support Area	6 375 m <sup>2</sup>
Aircraft Scrapping & Dismantling	
Building with offices and workshops	17 437 m <sup>2</sup>
Concrete Apron	20 250 m <sup>2</sup>
Asphalt Waste Storage Area	20 000 m <sup>2</sup>
Landside Support Area	11 625 m <sup>2</sup>
General Maintenance Centre	
Hangar	8 500 m <sup>2</sup>
Concrete Apron	7 200 m <sup>2</sup>
Asphalt Apron	7 600 m <sup>2</sup>
Landside Support Area	6 375 m <sup>2</sup>
Airline Maintenance Centre	
Hangar	8 500 m <sup>2</sup>
Concrete Apron	7 200 m <sup>2</sup>
Asphalt Apron	7 600 m <sup>2</sup>
Landside Support Area	6 375 m <sup>2</sup>





# CONCLUSION

With continuing growth of the commercial aircraft fleet, the business of storing, recycling or replacements for aging aircraft on the African continent seems assured. The following steps will need to be taken to develop these opportunities.

1. Gather business development momentum
2. Secure initial commitments from potential operators.
3. Proceed with detailed planning, design and construction of infrastructure to prospective tenant requirements.





# THANK YOU

