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	NASCOM WORKING PAPER / INFORMATION PAPER*				

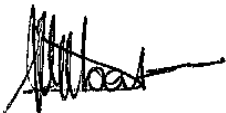
APPENDIX B*

NATIONAL AIRSPACE COMMITTEE (NASCOM)

Agenda Item	Application for the establishment of Atlantic Aerodrome – a new Code 2B General Aviation Aerodrome at Rondeberg Road, Cape Farm 27-4, near Kalbaskraal, Western Cape
Proposer	Atlantic Aerodrome CC Rihan Kleyn, Developer/Operator/Owner
SUMMARY Brief outline and background of content including:	
• Interest of Proposer	Atlantic Aerodrome is being developed to address a critical shortage of general aviation infrastructure in the Western Cape. The project is driven by the impending closure of Cape Winelands Airport, which will displace numerous flight schools, charter operators, and private aircraft owners. As the developer and operator, we have a direct interest in establishing a modern, compliant facility that will serve this displaced market and contribute to the regional aviation economy.
• Status quo	The Western Cape currently faces a severe shortage of general aviation infrastructure. Cape Winelands Airport is undergoing an upgrade to international commercial status, effectively removing it from general aviation use. This creates an urgent need for alternative facilities to accommodate flight schools, charter operators, and private aircraft owners. No other compliant Code 2B facilities exist in the immediate region to absorb this displaced capacity.
• Recommendation	We request that NASCOM recommend the establishment of Atlantic Aerodrome as a new Code 2B General Aviation Aerodrome, allowing the project to proceed to formal Part 139 Subpart 5 licensing with the SACAA Director of Civil Aviation. The aerodrome is designed to integrate safely into the existing Western Cape airspace structure without requiring any complex airspace redesign or modifications to existing procedures.
1. INTRODUCTION	
1.1 Atlantic Aerodrome is a new Code 2B General Aviation facility being developed at Cape Farm 27-4, located on the boundary of the City of Cape Town and Swartland Municipality, approximately 30 kilometers north of Cape Town's city center. The project represents a Phase 1 investment of R250 million, with a total projected value of R1 billion across three development phases. The Western Cape is experiencing a critical shortage of general aviation infrastructure. The impending closure of Cape Winelands Airport to general aviation operations (to facilitate its upgrade to an international commercial airport) will displace numerous flight schools, charter operators, and private aircraft owners. Atlantic Aerodrome is being developed as a direct, privately-funded solution to this infrastructure crisis. The project has received full statutory approvals, including: • Environmental Impact Assessment approval • Municipal rezoning approval (City of Cape Town) • Building plan approvals • Letters of support from both the City of Cape Town and Swartland Municipality Construction is currently underway, with Phase 1 targeted for completion by 26 September 2026.	
1.2 The purpose of this working paper is to formally present the Atlantic Aerodrome project to the National Airspace Committee (NASCOM) and request the Committee's recommendation for the establishment of the aerodrome. This recommendation is required before the project can proceed to formal Part 139 Subpart 5 licensing with the	

SACAA Aerodromes department.																										
The paper addresses the following key aspects: • Airspace integration and safety of the proposed operations • Stakeholder consultation and support obtained • Infrastructure design compliance with ICAO Annex 14 and SACAA Part 139 standards • Operational procedures and their integration into existing airspace structures																										
2. DISCUSSION																										
2.1 AIRSPACE POSITIONING Atlantic Aerodrome has been meticulously planned to integrate safely into the existing Western Cape airspace network without requiring any complex airspace redesign. Location: The aerodrome is situated within FA-D200B (Cape Town Flying Training Area), which extends from ground level to 4,000 feet altitude. This is the optimal location for a facility that will host general aviation and flight training operations. Overlying Airspace: The aerodrome sits beneath TMA FACT B (4,500 feet to FL85), maintaining safe vertical separation. Separation from Commercial Traffic: The aerodrome is located 22.3 kilometers (12 nautical miles) outside the FACT CTR boundary and 5.6 kilometers (3 nautical miles) from the TMA FACT A boundary (2,500 feet to FL85). OPERATIONAL PROCEDURES Circuit Altitude: 1,200 feet ASL Joining Altitude: 2,000 feet ASL These altitudes ensure that all Atlantic Aerodrome traffic remains well below the 4,500 feet floor of TMA FACT B, ensuring absolute vertical separation from FACT inbound/outbound commercial traffic. PROXIMITY TO NEIGHBORING AERODROMES The following table shows separation distances to nearby aerodromes: <table> <tr> <th>Aerodrome</th><th>Distance (km)</th><th>Distance (NM)</th></tr> <tr> <td>Altona Airstrip</td><td>12.97 km</td><td>7.0 nm</td></tr> <tr> <td>Delta 200 Airfield</td><td>14.83 km</td><td>8.0 nm</td></tr> <tr> <td>Morningstar Airfield</td><td>19.35 km</td><td>10.45 nm</td></tr> <tr> <td>Cape Winelands Airport (FAWN)</td><td>22.53 km</td><td>12.17 nm</td></tr> <tr> <td>Ysterplaat AFB (FAYP)</td><td>35.44 km</td><td>19.14 nm</td></tr> <tr> <td>Cape Town International (FACT)</td><td>40.91 km</td><td>22.09 nm</td></tr> <tr> <td>Stellenbosch Airport (FASH)</td><td>46.66 km</td><td>25.19 nm</td></tr> </table> All separations are safe and compliant with airspace design principles.			Aerodrome	Distance (km)	Distance (NM)	Altona Airstrip	12.97 km	7.0 nm	Delta 200 Airfield	14.83 km	8.0 nm	Morningstar Airfield	19.35 km	10.45 nm	Cape Winelands Airport (FAWN)	22.53 km	12.17 nm	Ysterplaat AFB (FAYP)	35.44 km	19.14 nm	Cape Town International (FACT)	40.91 km	22.09 nm	Stellenbosch Airport (FASH)	46.66 km	25.19 nm
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2.2 STAKEHOLDER CONSULTATION AND SUPPORT Extensive consultation has been conducted with relevant stakeholders. The project has received formal letters of no objection and support from: 1. City of Cape Town (Cape Town Mayoral Committee) 2. Swartland Municipality (Executive Mayor) 3. Morningstar Flying Club (Neighboring Aerodrome)																										
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4. Delta 200 Airfield (Neighboring Aerodrome) 5. Altona Airstrip (Neighboring Aerodrome) 6. ATSU / ATNS FACT (Letter of no-objection from ATNS) A pre-submission consultation meeting was held on 7 April 2026 with SACAA (Z. Cira, K. Mbandezelo, N. Mojela) and ATNS Senior Management, where it was confirmed that all necessary government approvals have been obtained and the project is ready for NASCOM review. INFRASTRUCTURE AND COMPLIANCE The aerodrome is designed to strict ICAO Annex 14 and SACAA Part 139 Subpart 5 standards for a Code 2B non-precision instrument runway: • Runway: 800m length × 23m width, asphalt surface • Runway Strip: 40m from centerline (exceeds minimum requirement) • Clearways: 58.28m at each end • Taxiways: 10.5m wide parallel and perpendicular taxiways • Run-up Bays: Custom-designed with 45-degree chamfered corners for safe Code 2B aircraft maneuvering • Holding Points: Positioned 37m from the runway centerline • Runway Usability Factor: 95.24% at 20-knot crosswind limit (exceeds ICAO requirement of 95%) All design parameters have been verified through wind rose analysis and separation distance analysis, with supporting documentation provided to NASCOM.
3. ACTIONS PROPOSED*
3.1 NASCOM is requested to RECOMMEND the establishment of Atlantic Aerodrome as a new Code 2B General Aviation Aerodrome, allowing the applicant to proceed with formal Part 139 Subpart 5 licensing with the SACAA Director of Civil Aviation.
3.2 In support of this recommendation, NASCOM is requested to: 1. Note the urgent infrastructure requirement driving the development of Atlantic Aerodrome, specifically the displacement of general aviation operators from Cape Winelands Airport. 2. Note the comprehensive stakeholder consultation and support obtained from local government, neighboring aerodromes, and air traffic service providers. 3. Note the safe integration of the proposed operational procedures within the existing FA-D200B airspace structure, with absolute vertical separation from commercial traffic. 4. Note that all statutory approvals (environmental, municipal, building) have been obtained and construction is underway with a target opening of 26 September 2026.
4. CONCLUSION
4.1 Atlantic Aerodrome represents a critical, privately-funded investment into South Africa's aviation infrastructure. By providing a modern, compliant, and safely integrated Code 2B facility, the project will absorb the general aviation capacity displaced by the Cape Winelands upgrade, thereby protecting the regional aviation economy, flight training sector, and associated employment. The project is ready for NASCOM review and recommendation. With construction underway and a target opening of 26 September 2026, favorable NASCOM recommendation is urgently sought to enable the project to proceed to formal Part 139 Subpart 5 licensing.
<i>We respectfully request NASCOM's favorable recommendation for the establishment of Atlantic Aerodrome.</i>

<i>*Delete which is not applicable</i>		
	SIPHOKAZI MBATHA	17/04/2026
SIGNATURE OF CHAIRPERSON/ SECRETARY NASCOM	NAME IN BLOCK LETTERS	DATE