

August 2016



BRAM FISCHER INTERNATIONAL



CAPE TOWN INTERNATIONAL



O.R. TAMBO INTERNATIONAL



KIMBERLEY AIRPORT



PORT ELIZABETH INTERNATIONAL



EAST LONDON AIRPORT



KING SHAKA INTERNATIONAL



GEORGE AIRPORT



UPINGTON INTERNATIONAL



GHANA
BRAZIL
INDIA
SOUTH AFRICA

Expert Group Meeting Synergy Between Airports and Urban Development for Sustainable Development

Infrastructure Development and Management

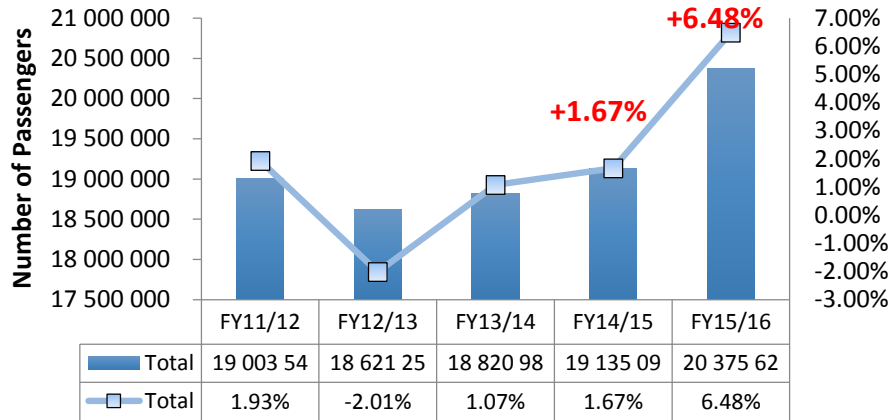


AIRPORTS COMPANY
SOUTH AFRICA

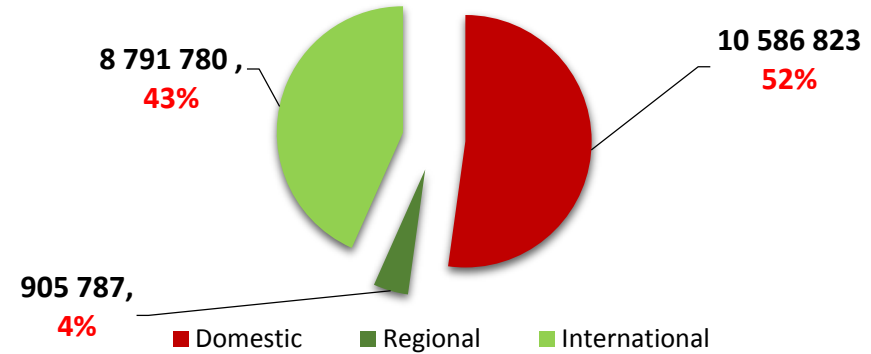
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Historic Passenger Volumes

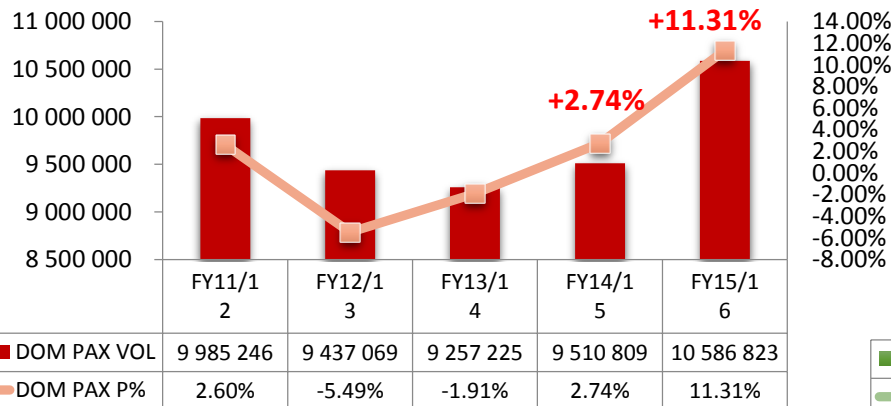
Total passenger volumes



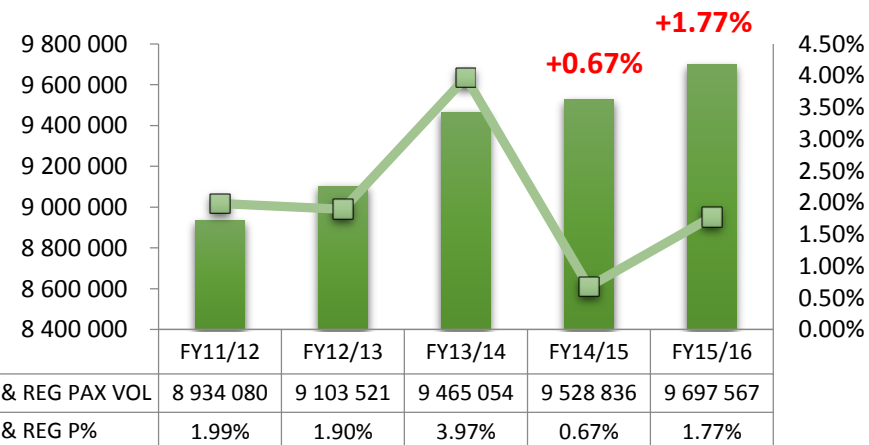
Passenger volumes per sector 2015/16



Domestic passenger volumes



International & Regional passenger volumes

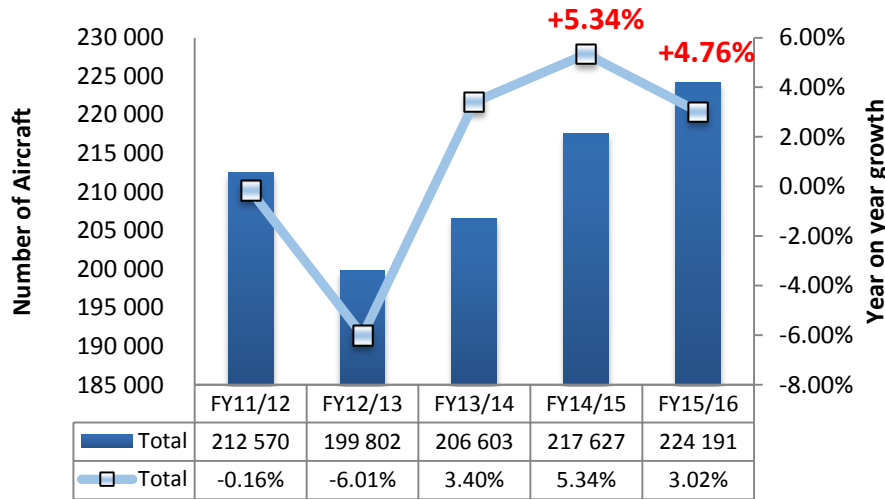




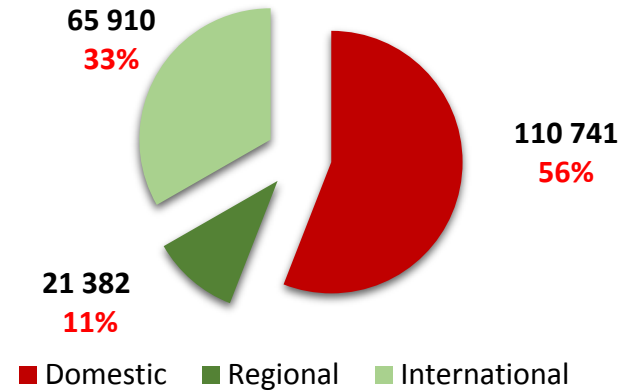
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Historic Air Traffic Movements

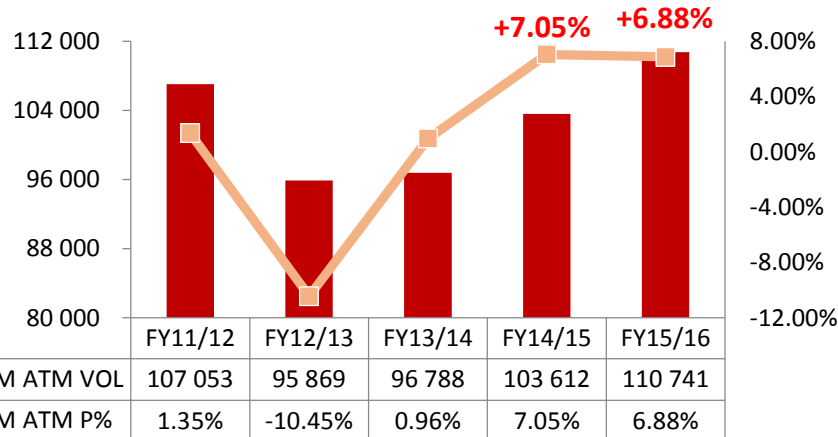
Total aircraft movements



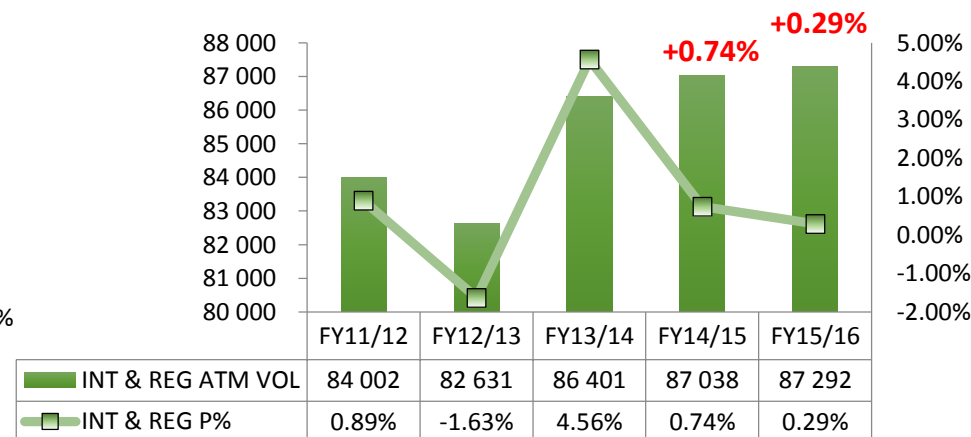
Aircraft movements per sector 2015/16



Domestic aircraft movements



International & Regional aircraft movements

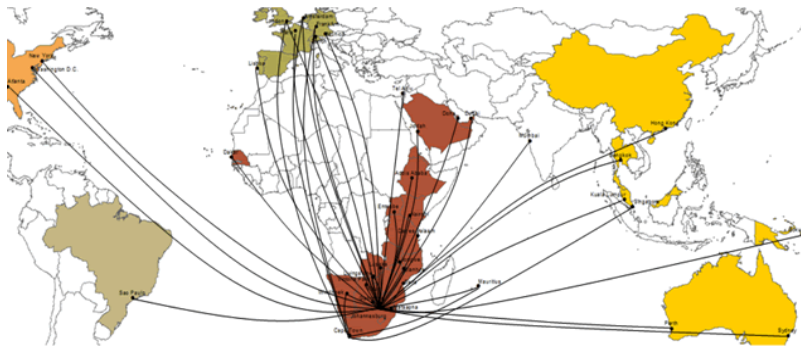




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Hub Status and Connectivity

O.R. Tambo International Airport is the largest and busiest hub airport in the African continent. Since 2004, transfer passenger traffic has averaged 23 percent of the total traffic and reached up to 27 percent in 2014.



Europe

- All the main hubs in Europe are served from JNB.
- Six routes are served from JNB into Europe namely- London, Paris, Zurich, Frankfurt, Amsterdam and Munich.
- Europe remains a key connecting market via JNB into Southern Africa.

Africa

- Thirty eight routes are served from JNB into the African continent
- The Zimbabwe market is the largest.
- Due to the continent having higher economic growth, mineral resources and emerging middle class the propensity to fly is higher.

North America

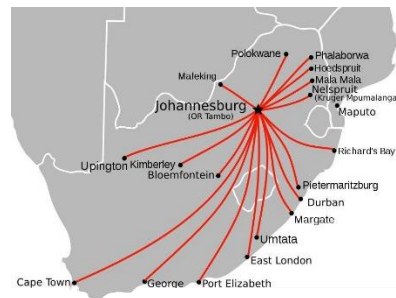
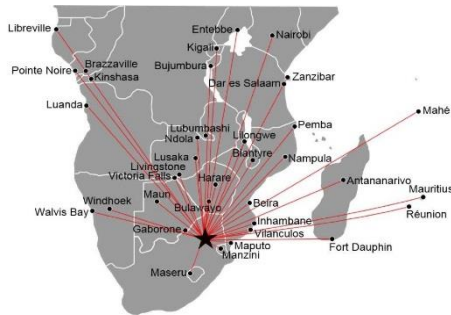
- Three routes are served from JNB into North America namely: SAA-New York, Delta-Atlanta and SAA-Washington DC.

Asia

- Three routes are served from JNB into Asia namely- Beijing, Hong Kong and Singapore

Middle East

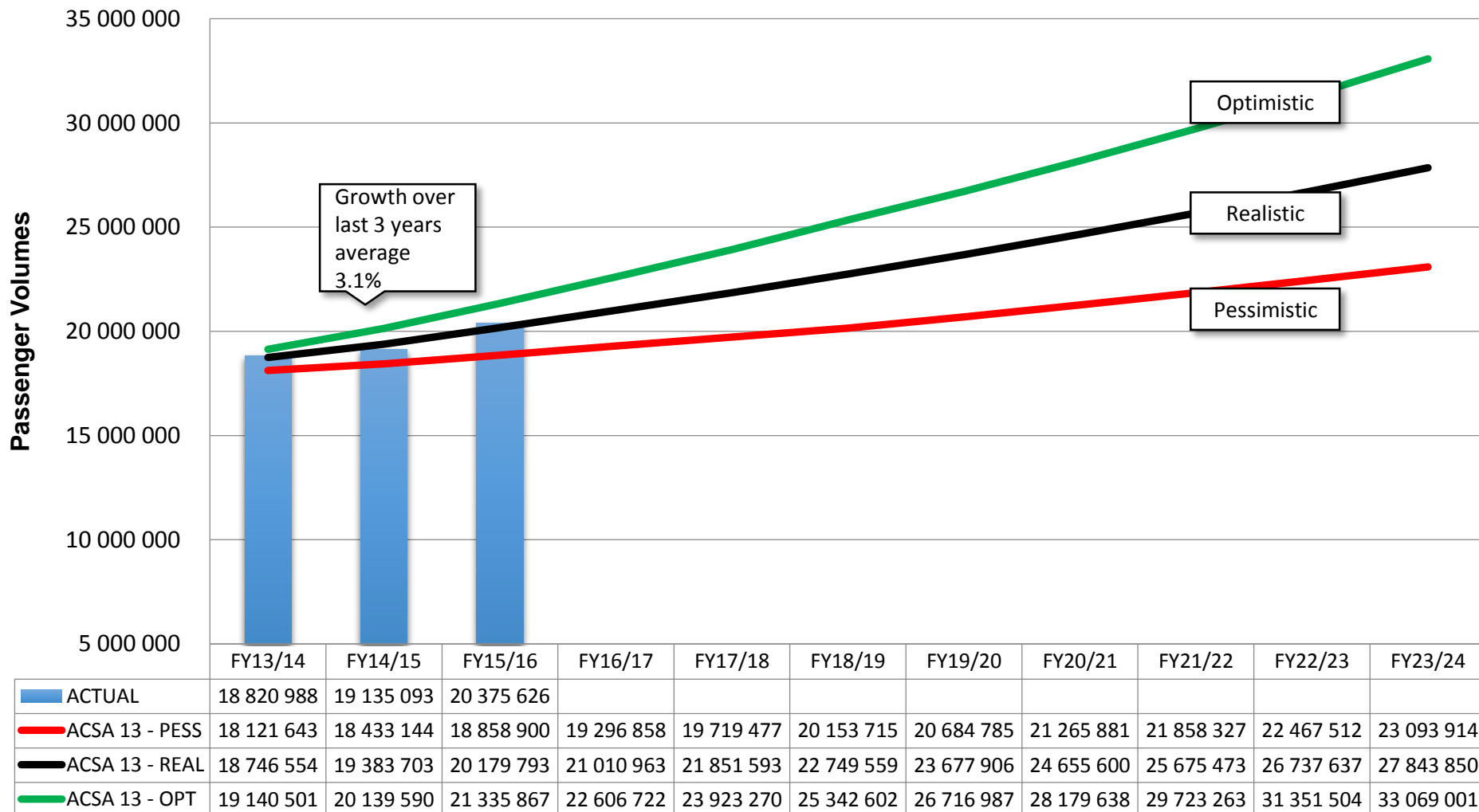
- Five routes are served from JNB into the Middle East namely: Dubai, Abu Dhabi, Tel Aviv, Jeddah and Doha
- The Middle Eastern carriers have grown significantly in JNB and their traffic mainly connects to other destinations.



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Passenger Traffic Forecast

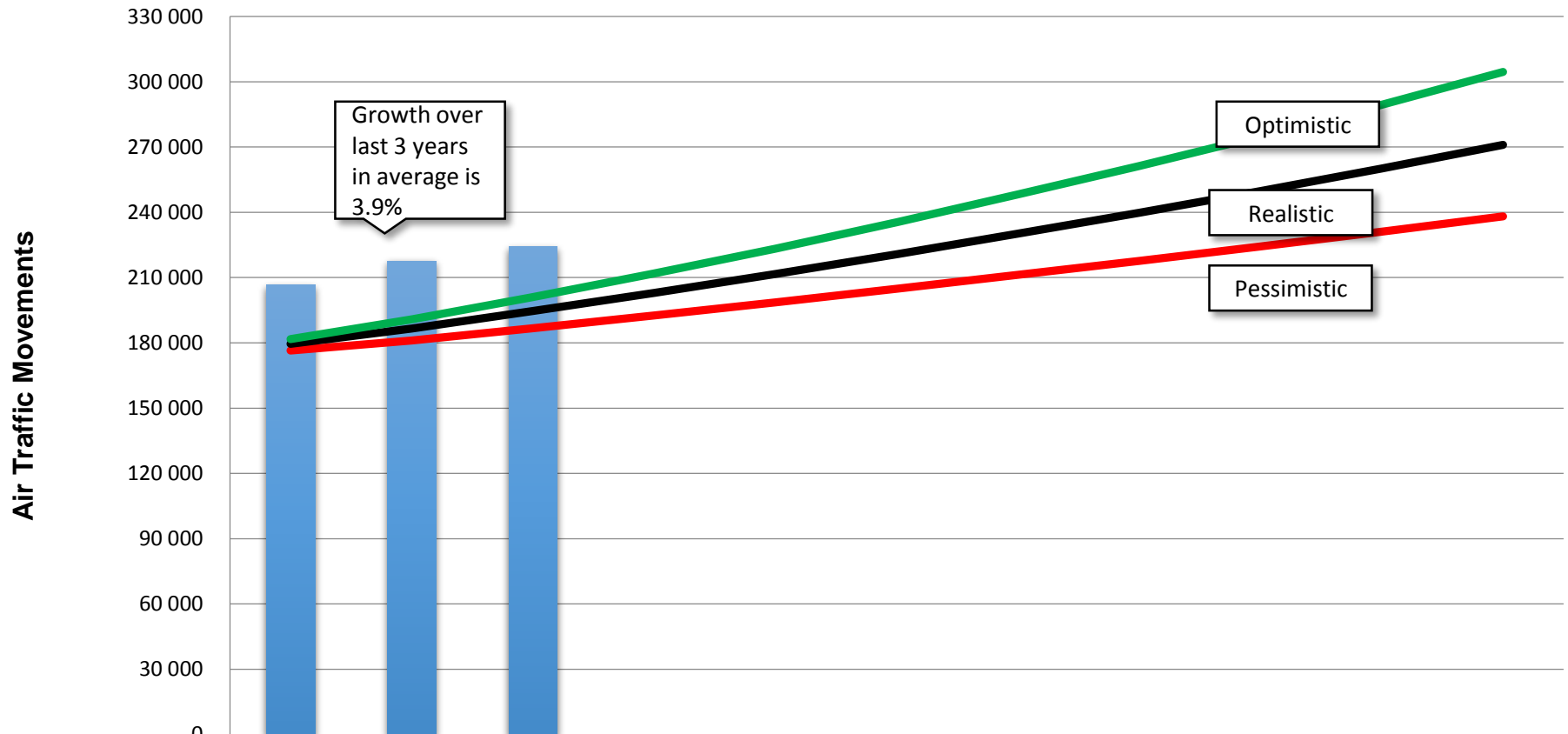
Total Passenger Volumes Actual vs. Forecast



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Air Traffic Movement Forecast

Total Aircraft Movements Actual vs. Forecast

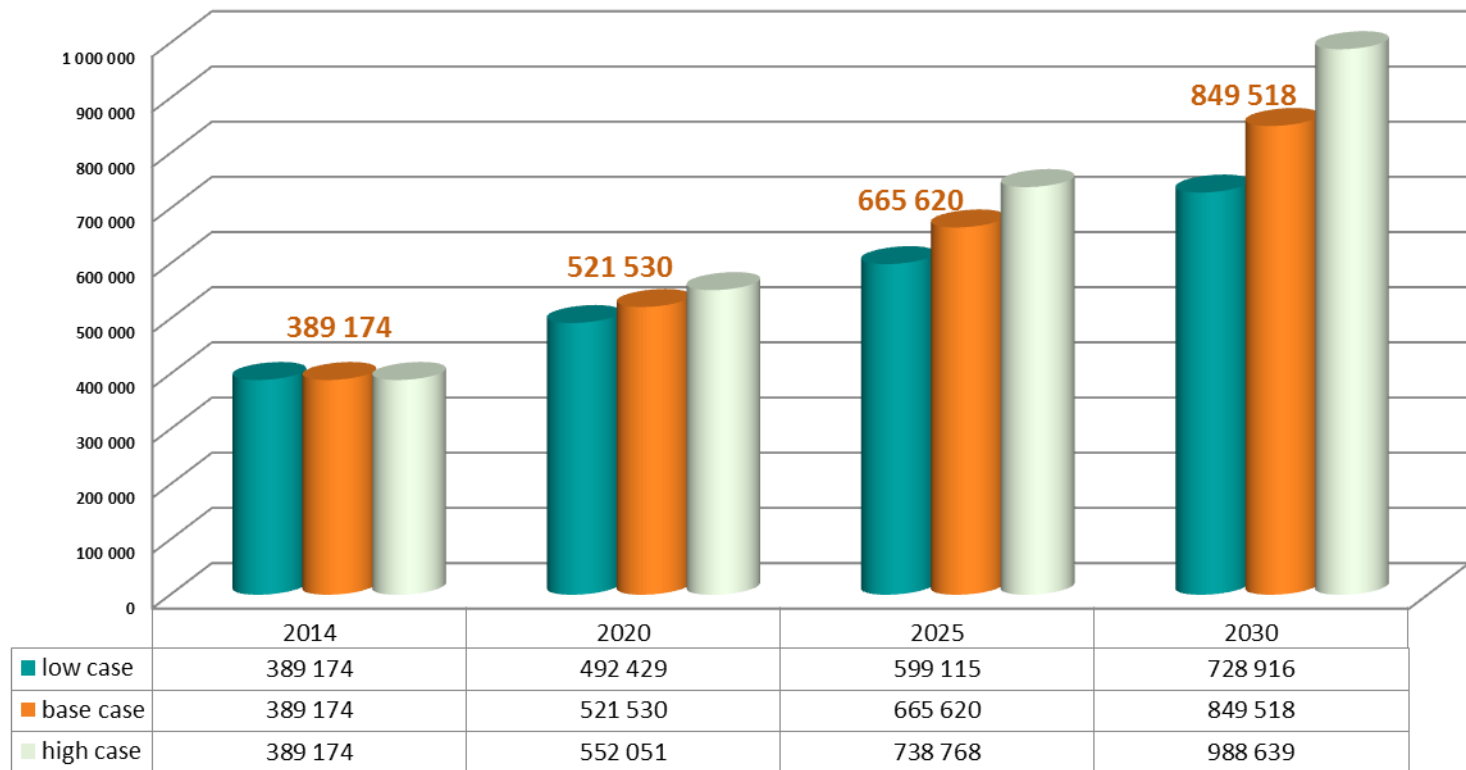


	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Total	206 603	217 627	224 191								
ACSA 2013 - PESS	176 443	181 055	186 728	192 580	198 614	204 839	211 258	217 694	224 307	231 121	238 142
ACSA 2013 - REAL	179 559	186 595	194 586	202 920	211 611	220 676	230 129	239 733	249 738	260 161	271 020
ACSA 2013 - OPT	181 702	190 818	201 088	211 911	223 318	235 454	248 250	261 277	274 965	289 370	304 531

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Cargo Forecast

Cargo forecast szenarios O.R. Tambo based on ACOC figures





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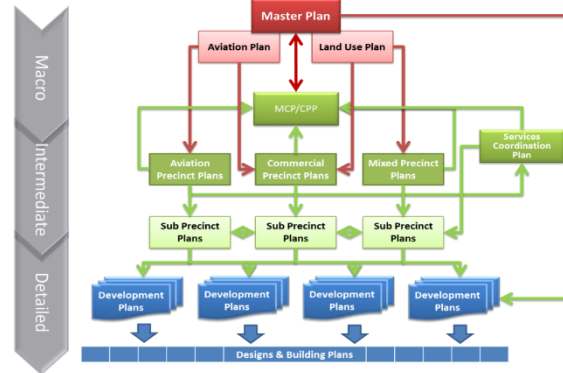
Holistic & Integrated Development Plan Process



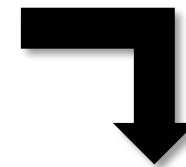
TODAY
+/- 20.3 MPA



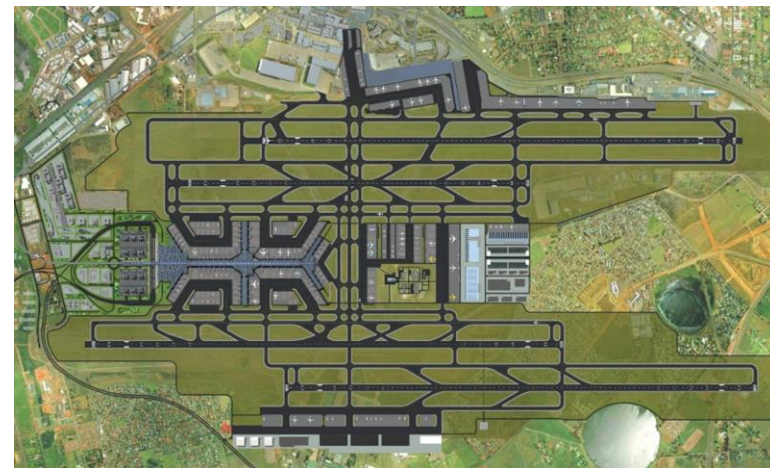
MACRO, MESO, MICRO PLANNING



Development phasing & frameworks to ensure alignment & integration

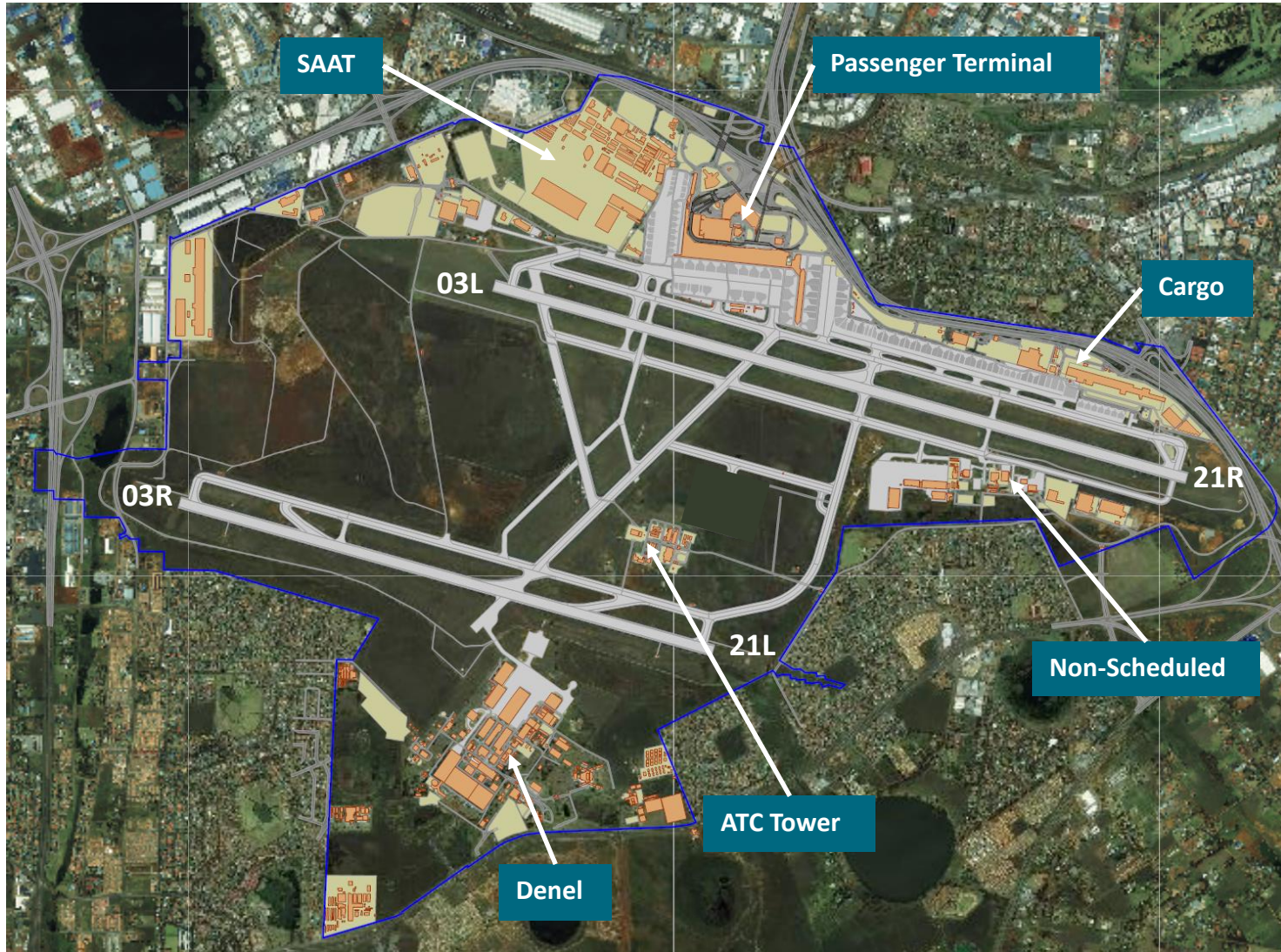


THE FUTURE
+/- 60 MPA



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Current Layout



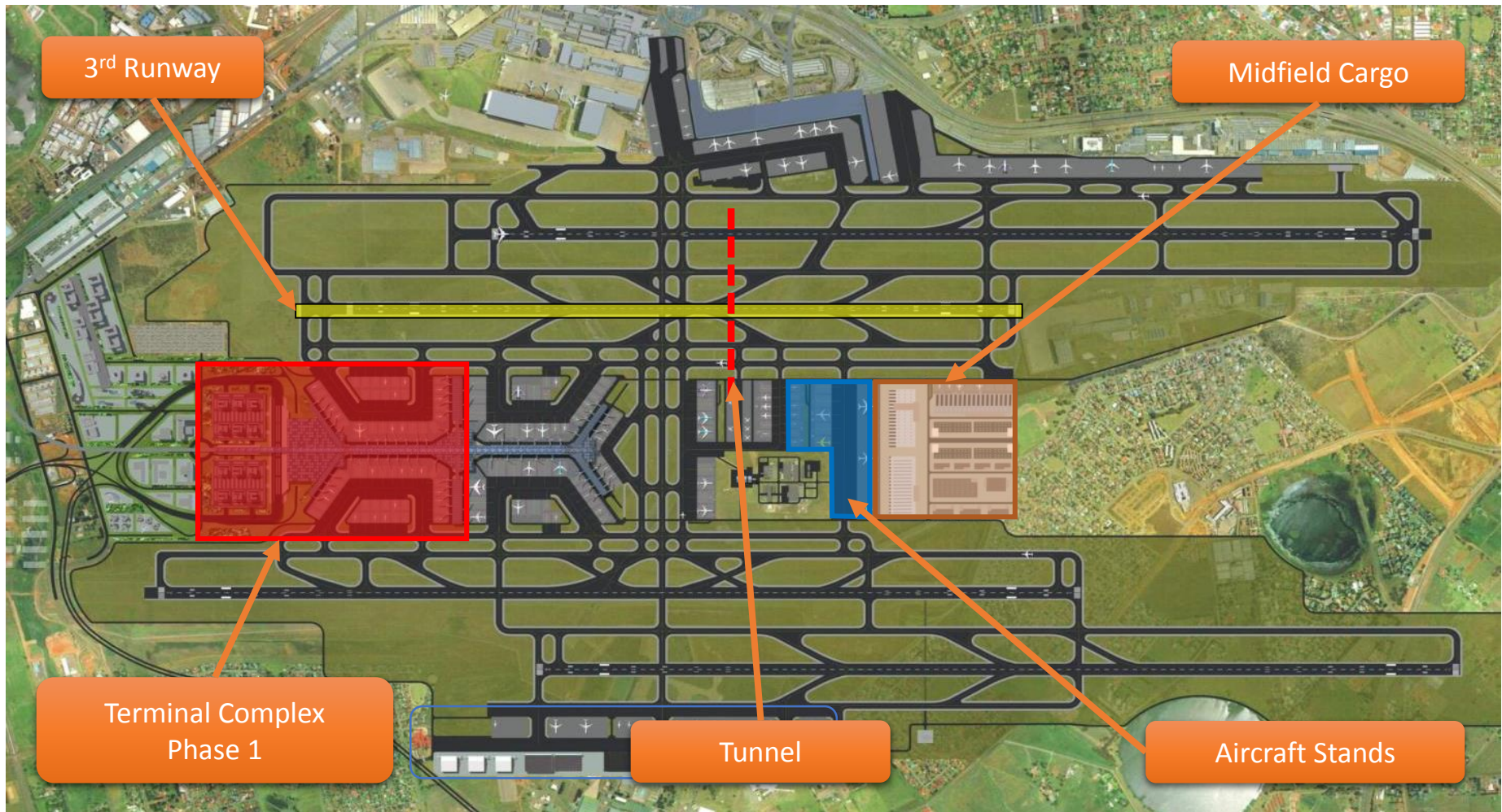
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Current Capacities and Throughput

- Airport Site: ± 2100 ha or 3300 soccer fields
- Airport Elevation 1680 meters above sea level
- 2 Runways: Departures Runway (03L/21R): 4418m x 75m
Arrivals Runway (03R/21L): 3400m x 75m
- Code F compliant e.g. Airbus A380, Boeing 747-800
- 81 to 130 aircraft stands (depending on configuration)
- Current Throughput:
 - 53 ATM's per hour
 - ± 20.3 million passengers per annum
 - 224 000 ATM's per annum
 - ± 400 000 tonnes cargo per annum
- Overall Terminal Capacity: 25 MAP

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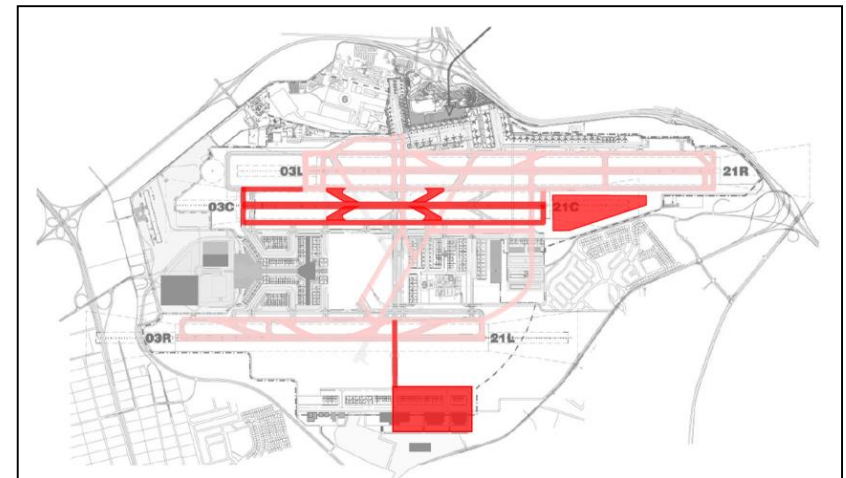
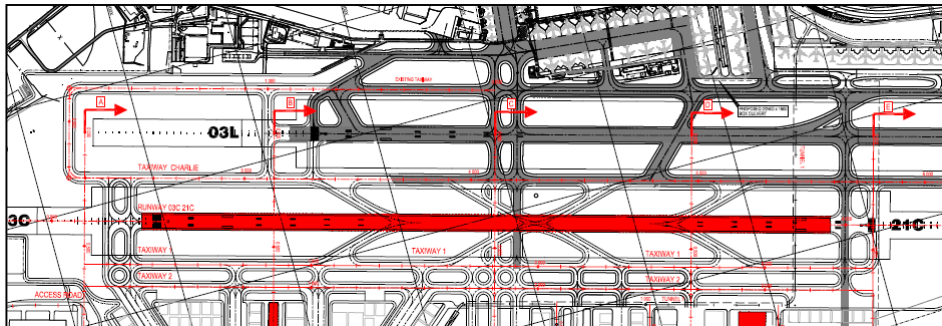
Major Medium Term Developments



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3rd Runway

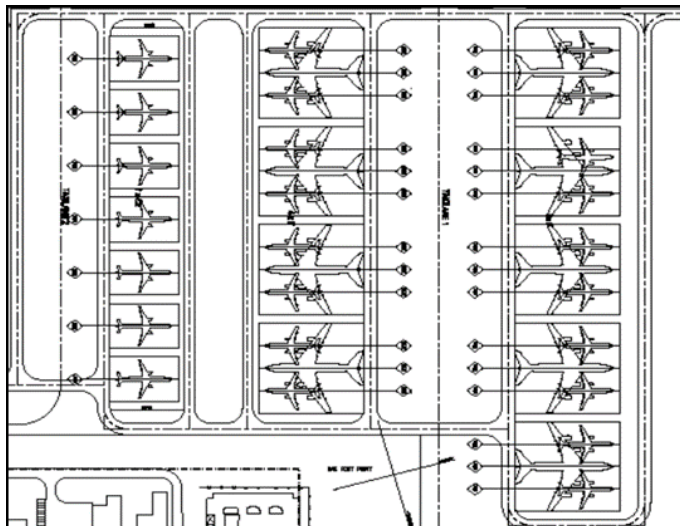
- Increase airside capacity with approximately an additional 10 to 15 ATM's
- Project consist of:
 - 3500m x 75m (Code F) runway
 - 4 x RET's
 - Parallel Taxiway
 - Existing maintenance and GA Area north of the proposed runway to be re relocated to free up space for AGL, navigational aids (ILS) and OLS.



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Aircraft Stands

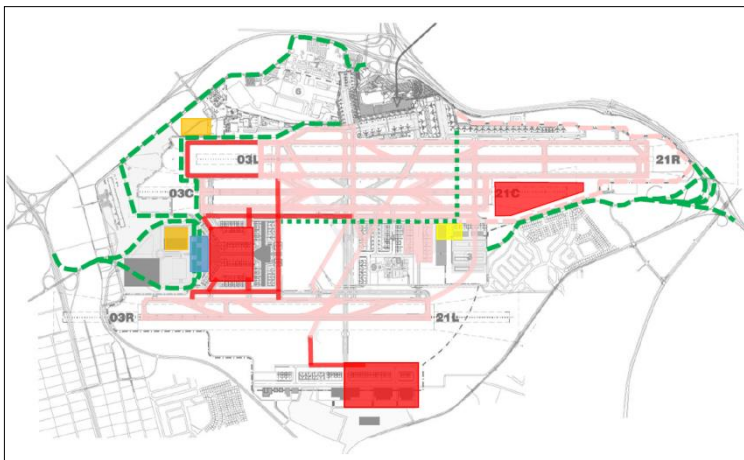
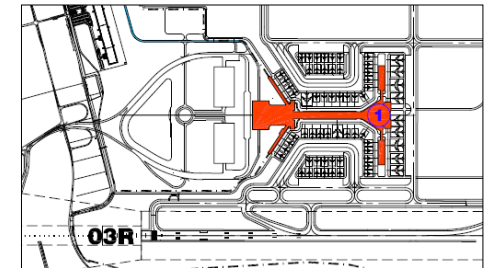
- 9 Code F stands in MARS configuration (9 Code F or 18 Code C) and 7 Code C stands
- Linked with the Western Terminal Complex via an internal airside link road.
- These stands will initially be used to accommodate long stay aircraft and later for cargo aircraft



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Midfield Terminal Complex

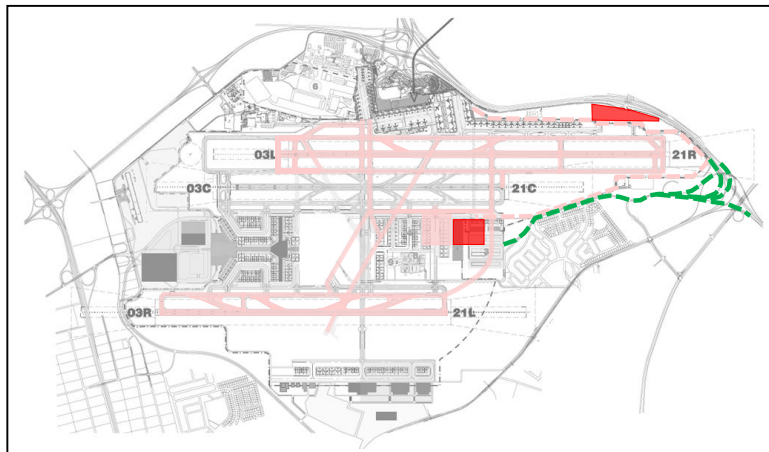
- Midfield Terminal complex consisting of:
- ± 80 000m² Terminal buildings
- Approximately 25 Code C stands excl. remote stands
- Taxiways to access stands and runways
- Access roads and interchanges from the freeway system
- 3500 parking bays etc.

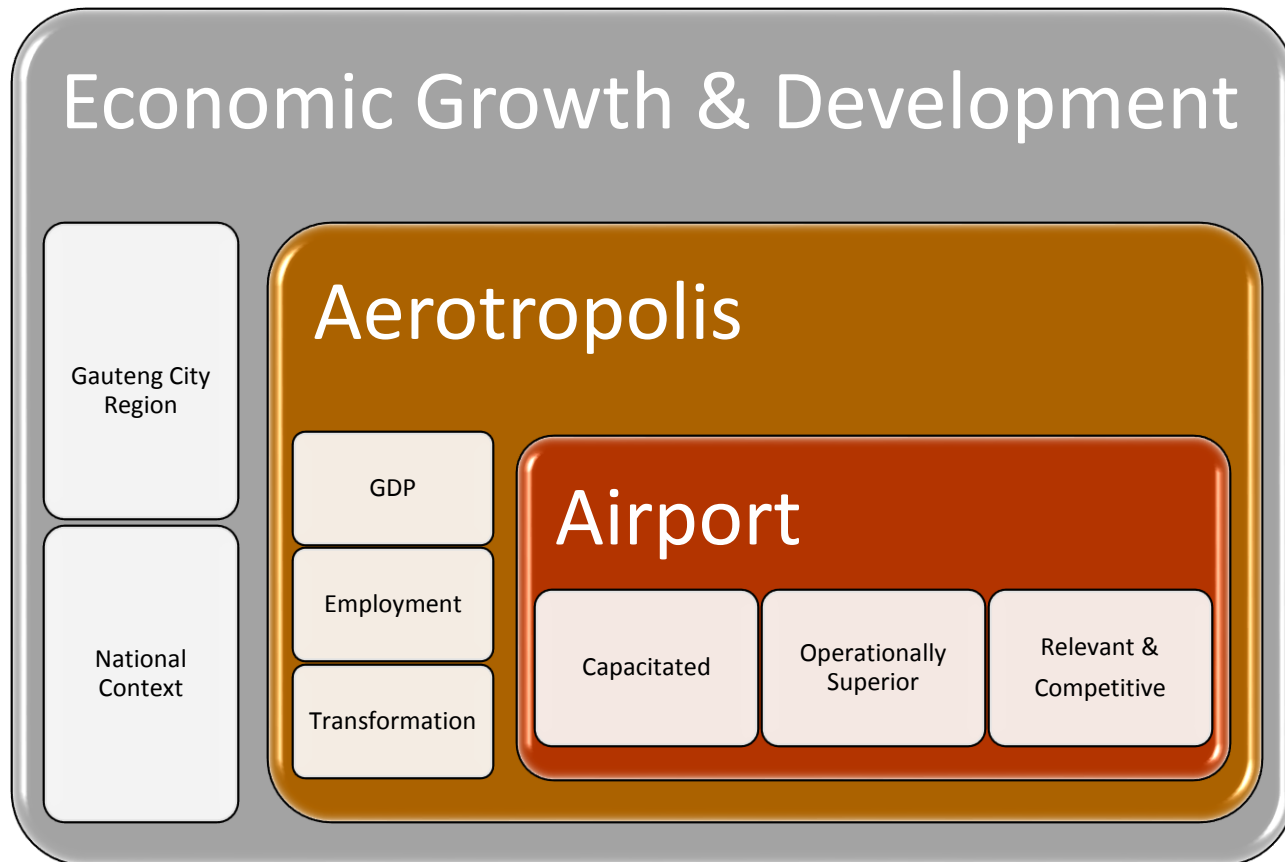


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Midfield Cargo

- In 2015/16 O.R. Tambo International airport handled \pm 400 000 tons of air cargo
 - 60% Imports and 40% Exports.
- 30% of the air cargo was transported on dedicated cargo aircraft & 70% on passenger aircraft.
- 2 Phase development
 - 1st phase 750 000 tonnes
 - 2nd phase 2 000 000 tonnes
- Includes Cargo Terminal, Express Cargo, Forwarders, Staging, Storage, Aircraft Stands and Roads
- Aerotropolis Catalyst Project







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Thank You