TAPPAS AVIATION CONSULTANT (PTY) LTD
Reg:2019/104563/07
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Attention: Renier Kapp

SITE SENSITIVITY VERIFICATION REPORT

AVIATION ASSESMENT- PROPOSED OUDRIFT FARM DAM PROJECT – LOCATED WITHIN THE MOSSEL BAY LOCAL MUNICIPALITY, WESTERN PROVINCE

Appendix 1: Obstacle Limitation Surfaces for airports - Illustration
Appendix 2: TAC/KAPP/5102 dd 2024/01/22 – Plan View of the George and Mossel Bay airports Obstacles Limited Surfaces, and Take-Off & Climb and Approach surfaces

INTRODUCTION

Kapp Environmental Consultants have appointed Tappas Aviation Consultant to do an Aviation Impact Assessment for the proposed development of Oudrift Farm Dam on Remainder Portion 13 and Remainder Portion 3 of Farm 143 Klipheuwel in Klein Brak River. The aim of the aviation assessment is to determine if the proposed Oudrift Farm Dam will interfere with the Obstacle Limited Surfaces of airports in the vicinity of the project area or will interfere with any other aviation promulgated areas.

This Aviation Impact Assessment will investigate if the proposed establishment of the Oudrift Farm Dam with associated infra structure will interfere with the Obstacle Limited Surfaces and Approach and Take-Off & Climb Flight Paths Surfaces of the George and Mossel

Bay Airports. An illustration of the Obstacle Limited Surfaces and Take-Off & Climb Flight Paths Surfaces can be seen in Appendix 1.

SITE SENSITIVITY VERIFICATION

LOCALITY

The project site is located adjacent and directly north of the existing Klipheuwel Dam which covers an area of approximately 37Ha. The proposed dam is located approximately 300 metres (at nearest point) east of the Moordkuil River. Regarding the two airports, it is located approximately 21 kilometres from George Airport and 14 kilometres from Mossel Bay Airport.

CURRENT ASSESMENT METHODOLOGY

It was decided to assess the development using the methodology of the assessment of the Obstacle Limited Surfaces as well as the Approach and Take-Off & Climb Flight Path Surfaces of both the George Airport and Mossel Bay Airport which is located in the vicinity of the Oudrift Farm Dam project. This will be done in accordance with the International Civil Aviation Organisation (ICAO) and South African Civil Aviation Authority (SACAA) safeguarding rules and regulations.

The SACAA's website and the Aeronautical Information Publication (AIP), published and updated by the SACAA, were used to retrieve all the relevant aviation information in the aviation facilities in the vicinity of the Oudrift Farm Dam Project. The George Airport and the Mossel Bay Airport were identified in the vicinity of the Oudrift Farm Dam Project. All the information and properties of the airports were extracted and were used to develop the drawings for the assessment.

There are no Military installations and no promulgated Danger, Restricted and Prohibited areas according to the South African Civil Aviation Authority (SACAA) listed in the vicinity of the Oudrift Farm project.

Data extracted from ICAO Document 8168, OPS/611, (Procedures for Air Navigation Services, Volume I and Volume II), ICAO Appendix 14 (Volume 1 and Volume 2) as well as the SACAA Regulations Part 139, Technical Standards Part 139 and AIP were used as guidelines to construct the obstacle limitation surfaces and flight paths of the runways of

George Airport and Mossel Bay Airport. All the extracted information were used to construct the necessary drawing to determine that all the ICAO and SACAA safeguarding rules and regulations are adhered to.

All the drawings were done in AutoCAD and Autodesk CIVIL 3D to ensure the integrity and accuracy of the drawings.

CUMULATIVE ASSESMENT METHODOLOGY

Regarding cumulative impacts for the future, no short-term impact (1 to 5 years) and no long-term impact (10 years +) is foreseen by Tappas Aviation Consultant (TAC).

CIVIL AVIATION COMPLIANCE STATEMENT

CURRENT ASSESSMENT: GEORGE AIRPORT AND MOSSEL BAY AIRPORT

Technical drawing TAC/KAPP/5102 dd 2024/01/22 was drawn to determine if the Oudrift Farm Dam Project interferes with the Precision Approach Obstacle Limited Surfaces and Approach and Take-Off Flight Paths Surfaces of the runway of George Airport and the Non-Instrumental Obstacle Limited Surfaces and Approach and Take-Off Flight Paths of the runway of Mossel Bay Airport. Data from ICAO Annex 14 and SACAA Regulations Part 139 were used to draw technical drawing, TAC/KAPP/5102 dd 2024/01/22 (Appendix 2).

From the Drawing, Appendix 2, it can clearly be seen that the proposed Oudrift Farm Dam Project location is located **OUTSIDE** the George Airport's **OBSTACLE LIMITED SURFACE**S and the **TAKE-OFF & CLIMB AND APPROACH FLIGHT PATHS**. From the drawing, Appendix 2, it can also clearly be seen that the proposed Oudrift Farm Dam Project location is located **OUTSIDE** the Mossel Bay Airport's **OBSTACLE LIMITED SURFACE**S and the **TAKE-OFF & CLIMB AND APPROACH FLIGHT PATHS**. No further assessments of the Obstacle Limited Surfaces or Take-Off & Climb and Approach flight paths are required.

Drawings were constructed in AutoCAD and Autodesk Civil 3D (Map WGS 84 and coordinate system UTM84-34S) according to laid down regulations, manuals, parameters, and procedures by the Inter Civil Aviation Organization (ICAO) and the South African Civil Aviation Authority (SACAA).

CONFIRMATION

From Technical TAC/KAPP/5102 dd 2024/01/22 (Appendix 2), it can be **CONFIRMED** that the Oudrift Farm dam Project will **NOT INTERFERE** and will **NOT** have any **IMPACT** on George Airport's **OBSTACLE LIMITED SURFACE**S and the **TAKE-OFF & CLIMB AND APPROACH FLIGHT PATHS.**

From Technical TAC/KAPP/5102 dd 2024/01/22 (Appendix 2), it can be **CONFIRMED** that the Oudrift Farm dam Project will **NOT INTERFERE** and will **NOT** have any **IMPACT** on Mossel Bay Airport's **OBSTACLE LIMITED SURFACE**S and the **TAKE-OFF & CLIMB AND APPROACH FLIGHT PATHS.**

SCREENING REPORT OUDRIFT DAM

Although the screening report of the Oudrift Dam projected the civil aviation theme sensitivity as **"Medium Sensitivity"**, this assessment confirms that there will be no influence or interference to any aviation activities. As the Oudrift Dam is the same elevation as the surrounding area, it will also have no influence or interference on the radar at George Airport.

CONCLUSION

Evidence from the assessment and the technical drawing shows clearly that the Oudrift Farm Dam Project will have no impact on any aviation activities in the area as well as Geore and Mossel Bay airports.

Sincerely,

T.P. du Toit
Date: 25 January 2024

renier@kappec.co.za

From: Tobie Du Toit <tappastobie@gmail.com>
Sent: Thursday, 29 August 2024 09:05
To: renier@kappec.co.za
Subject: Re: Oudrift Farm Dam Updated Specialist Assessment Report

Good morning Renier,

Hope you are well.

The updated dam design has no influence on the aviation impact assessment. The deductions and findings of the assessment will not alter due to the update, you may use the assessment in its present state..

Should you have any questions pertaining to the above please let me know.

All the best with the project.

TOBIE DU TOIT

From: renier@kappec.co.za <renier@kappec.co.za>
Sent: 27 August 2024 15:33
To: 'Renier Kapp (Kapp Environmental Consultants (KAP001(C)))' <admin@kappec.co.za>
Subject: Oudrift Farm Dam Updated Specialist Assessment Report

Dear specialists,

Hope this finds you well. We have received comment from the DEA&DP pertaining to the specialist reports for Oudrift Dam. The Department requested that the specialists include a comparative assessment of the two design alternatives included as part of the EIA.

The updated (Preferred) dam design alternative comprises a smaller footprint as to what was previously assessed and provided to you for your assessments. I have herewith attached a copy of the two alternatives included in the EIA for comparative assessment.

Could you please update your report accordingly to include the latest as the preferred and an impact assessment for each? Should you be of the opinion that this does not impact your report, could you please just include the current preferred alternative as well as the correct footprint (54 290m²) compared to the previous footprint (72 960m²). We are a bit pressed for time as the Scoping Report has been approved ahead of time and we are finalizing the EIA report for circulation.

Should you have any questions pertaining to the above please let me know at your earliest convenience. You are welcome to submit your time spent on this along with the updated reports.

Thanks so much for your assistance.

Best Regards

KAPP
ENVIRONMENTAL CONSULTANTS

RENIER KAPP

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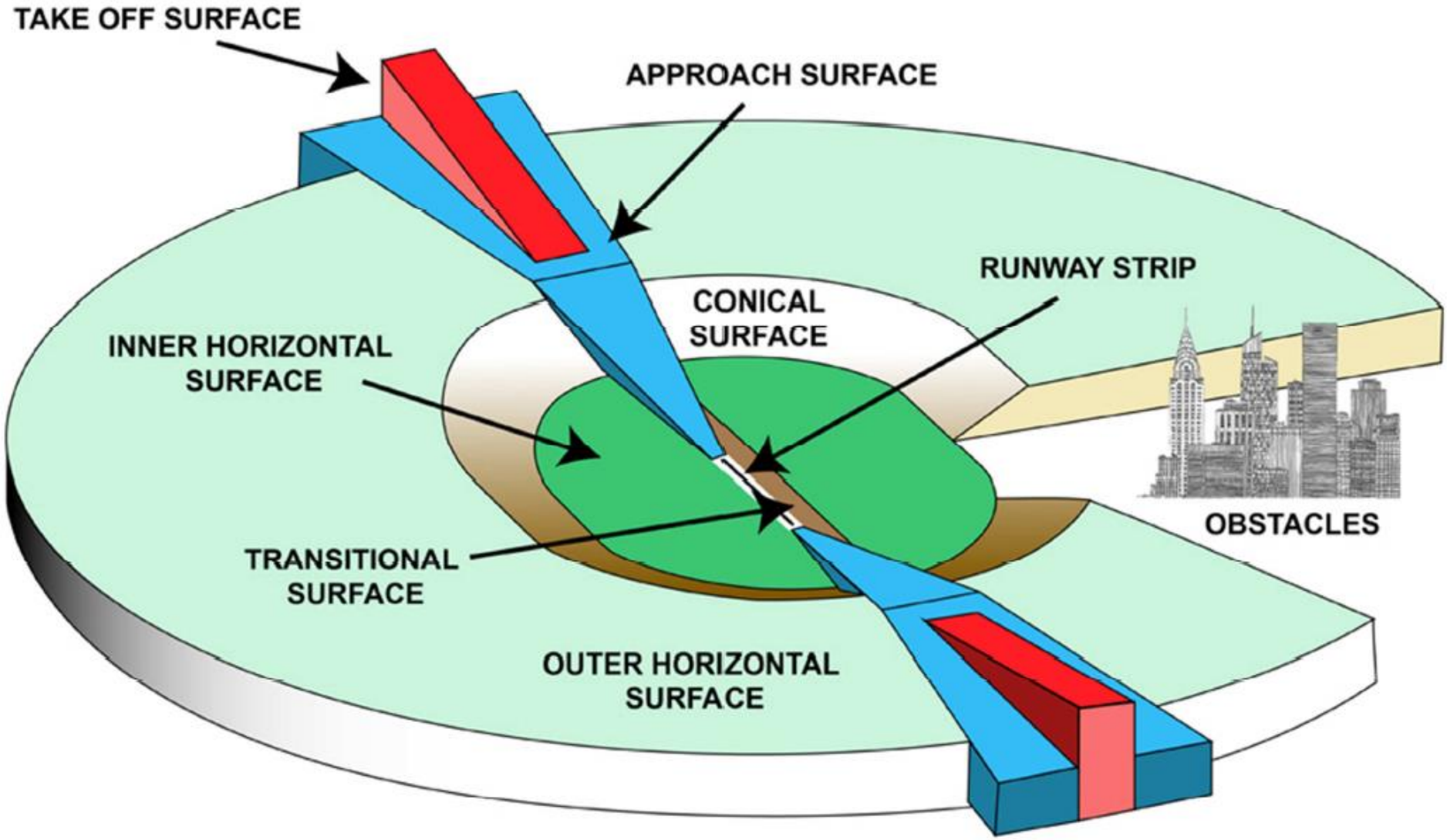
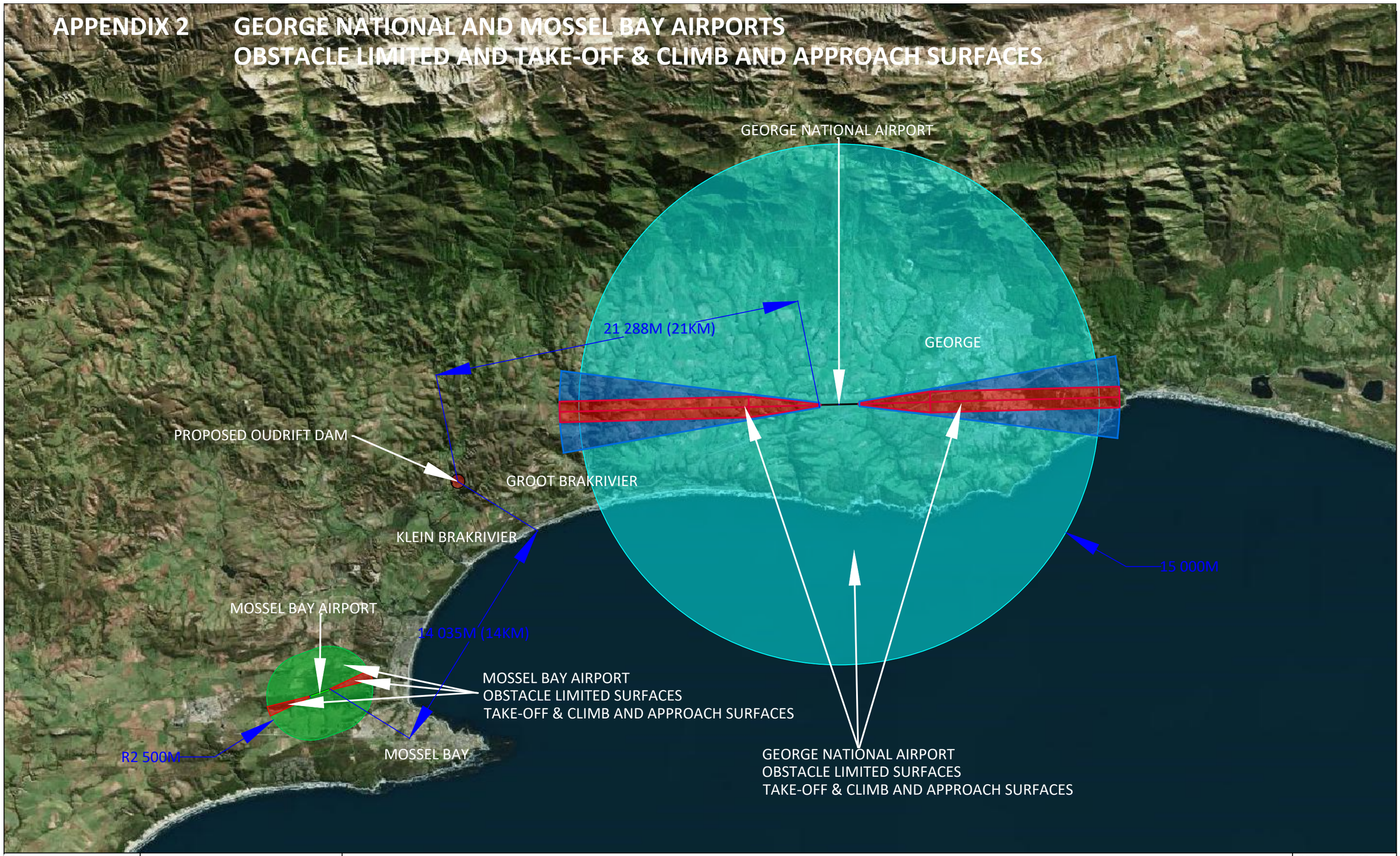
APPENDIX 1 OBSTACLE LIMITATION SURFACES



Dimensions of the OLS is published in ICAO Annex 14 Volume 1 Chapter 4.

APPENDIX 2 GEORGE NATIONAL AND MOSSEL BAY AIRPORTS OBSTACLE LIMITED AND TAKE-OFF & CLIMB AND APPROACH SURFACES



KAPP ENVIRONMENTAL CONSULTANTS	OUDRIFT DAM OLS DIAGRAMS TAC/KAPP/5102 dd 2024/01/22	NOTES: ICAO ANNEX 14 VOLUME 1, AERODROME DESIGN AND OPERATIONS. ICAO PANS OPS VOLUME 1 & 2 SACAA REGULATIONS, TECHNICAL STANDARDS & AIP	PUBLISHED IN GOVERNMENT NOTICE NO: 320, GOVERNMENT GAZETTE 43110 dd 20 MARCH 2010 (PROTOCOL FOR THE SPECIALIST ASSESSMENT AND MINIMUM REPORT CONTENT REQUIREMENTS FOR ENVIRONMENTAL IMPACTS ON CIVIL & MILITARY INSTALLATIONS)	SCALE: 1:200 TAC TP DU TOIT