

Client: Civil Aviation Authority of Botswana (CAAB)

Value: R1,3 million (Fees)

Services: Airport planning and design

Project Duration: Nov 2013 – October 2014

# Selebi Phikwe Airport Upgrade, Botswana

Airport Improvement Works: Feasibility Study

## The Task

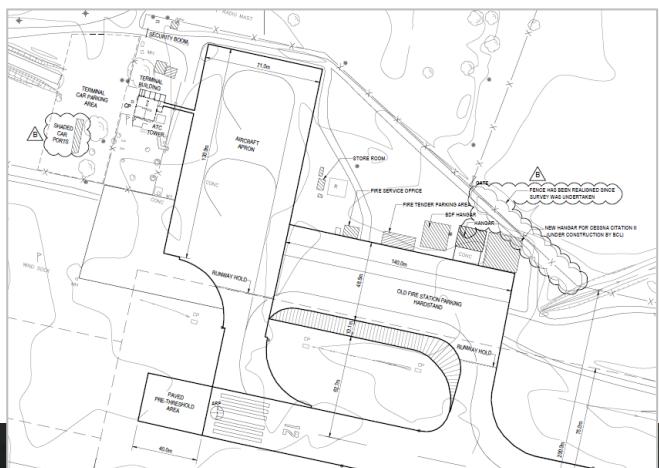
Aurecon, together with Nurizon, was appointed to undertake a feasibility study (FS) for the Selebi Phikwe Airport improvement. The study was a multi-dimensional evaluation of the airport encompassing technical, institutional, social and financial components. Various (previous) studies had been undertaken at the airport to investigate future demand and develop options for the upgrading of the airport.

All previous studies projected modest traffic and with each progressing study, the forecasted passenger numbers showed a marked decline, e.g. Rites Africa study in 1998 projected ~10,500 pax per annum for 2010 and the BKS study in 2001, ~4300 pax per annum for the year 2020. The condition of the airside infrastructure, particularly the runway was in a poor condition at time of the Aurecon FS appointment, i.e. bad enough to warrant a closure of the airport on operational safety grounds.

The current airport is used mainly by BCL (mining related), followed by the Botswana Defence Force (BDF); aircraft movements and passenger traffic levels are considered low.

## Design Services

A market analysis exercise was undertaken to identify future traffic 'drivers' and from this traffic forecasts were made for three different scenarios (optimistic, realistic and conservative). Airport improvement works proposed as part of the study included 'mandatory works' to support current demand and to ensure that the airport's runway remained operational; followed by 'optional' works, e.g. terminal expansion and improvements to accommodate the BDF's C130



military aircraft operations.

The project's financial evaluation indicated that the airport would not be able to support any of the improvement works programs from normal operating revenues.

## The Result

The consultancy team recommended that the airport remain operational and available to both the public and private sectors, with mandatory improvement works considered by the CAAB. As the airport could not generate the capex necessary for these upgrades, it was also suggested that the client enter into discussions with the BDF to consider some kind of compensation for the landing and parking of its aircraft.



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