**PROJECT NAME: ACSA BUSSING DOORS**

**PROJECT LOCATION: OR TAMBO INTERNATIONAL AIRPORT,** **CITY OF EKHURHULENI**

**PROJECT VALUE: R 45M**

**PROJECT SUMMARY:**

LTE Consulting was appointed by ACSA to undertake work on the extension of the international departures bussing gates at OR Tambo International Airport.

The works currently taking place at Oliver Tambo International Airport include the development of a current strip of land located between the airport’s runways which is referred to as Midfield. The development will consist of two major terminal precincts of which additional gates are required to expand the capacity of the terminal buildings to ensure that the new and remote terminal are suitably fed from the new gates. In order to achieve this master plan, the bussing gate program is being divided into two phases. The terminal building is being constructed to accommodate a minimum of ten additional international bussing gates. So far it has been established that there will be four additional gates constructed under Phase 1 and ten additional bussing gates under Phase 2.

**CONTINUE TO DETAILED PROJECT SUMMARY**

The terminal building needs to warrant sufficient spatial provision for passengers who are going to be seated, lounging and present in the waiting area. Provision will be made for passengers queuing at the gates, general passenger movement, retail space and for ablution facilities. There will be provision for additional ablution facilities for both lower and upper levels calculated on the basis of occupancy provisions. With the design of the new terminal building, detailed condition assessments have had to be carried out, in addition surveys of various existing infrastructure have had to be undertaken.

The parking area for airside ground support equipment (GSE) is being relocated to allow for the bussing terminal. It was suggested by ACSA’s Operations Manager, Ryan Williams, that the airside equipment storage area is to be relocated to a triangular area available between the Delta and Foxtrot apron. The allocated area is suitable for storage as it is reinforced and paved, and therefore doesn’t require further construction. The equipment relocation site is in close proximity to service both the Delta and Foxtrot apron.

Due to the internal limitation of space, the boarding gate on the south will be relocated to the east whilst the parking bay still kept on the south. The boarding gate on the east is to be used when the eight gates on the north are at maximum capacity.

The project is in line with the LTE’s expansion plan and will extend the Company’s portfolio. In addition it will expand on LTE’s aviation experience, further extending the Company’s professional capacity.