



**Bitou Local Municipality  
Bitou Plaaslike Munisipaliteit  
Umasipala WeBitou**

# Agenda

## **SPECIAL MUNICIPAL COUNCIL MEETING**

**Venue: Council Chambers, Municipal Offices,  
Sewell Street, Plettenberg Bay**

**DATE: 20 March 2014**

**Time: 18H15**

# **BITOU LOCAL MUNICIPALITY**

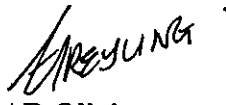
19 March 2014

**The Executive Mayor  
Councillors  
Municipal Manager and Heads of Department**

## **SPECIAL COUNCIL MEETING: THURSDAY, 20 MARCH 2014**

NOTICE is hereby given that a Special Municipal Council Meeting will be held in the Council Chamber, Municipal Offices, Plettenberg Bay on **THURSDAY, 20 MARCH 2014 AT 18H15** to discuss the business set forth in the Agenda.

Yours faithfully

  
/a. **AR Olivier**  
Speaker

### **Constitution of the Council:**

The Speaker, Councillor AR Olivier  
The Executive Mayor, Councillor M Booysen  
The Deputy Executive Mayor, Councillor A B Van Rhyner  
Member of the Mayoral Committee, Councillor N M de Waal  
Member of the Mayoral Committee, Councillor E E Paule

Councillor S Besana  
Councillor W R Craig  
Councillor S E Gcabayi  
Councillor M M Mbali  
Councillor H Platjies  
Councillor N Ndayi  
Councillor L M Seyisi  
Councillor J J N Stuurman

### **IMPORTANT NOTICE**

**PLEASE REFER TO THE SPECIAL MAYORAL COMMITTEE  
AGENDA OF EVEN DATE FOR THE ANNEXURES TO THE  
REPORTS ON THE ITEMS AS LISTED**

# **Bitou Local Municipality**

## **Special Council Agenda: 20 March 2014**

**Time: 18h15**

### **Order of Business**

**1. OPENING**

**2. ATTENDANCE**

The Attendance Registers of members of the Municipal Council, Officials and Public will be circulated for signature.

**3. APPLICATION FOR LEAVE OF ABSENCE**

Application for leave of absence, if necessary, will be considered.

**4. STATEMENTS AND COMMUNICATIONS BY:**

**4.1 The Executive Mayor**

**4.2 The Speaker**

**5. CONSIDERATION OF REPORTS**

Schedule of Items attached

**6. URGENT MATTERS SUBMITTED BY THE MUNICIPAL MANAGER**

None received

**7. CONSIDERATION OF NOTICES OF MOTION**

None received

**8. CONSIDERATION OF MOTIONS OF QUESTION**

None received

Order of business: Special Council Meeting: 20 March 2014

9. **CONSIDERATION OF MOTIONS OF EXIGENCY**

None received

10. **IN-COMMITTEE MATTERS**

Please refer to the In-Committee Agenda of even date.

11. **RECORDING OF COUNCILLORS PRESENT**

12. **CLOSURE**

**PORTFOLIO INDEX****5: CONSIDERATION OF REPORTS: (OPEN)****SPECIAL COUNCIL MEETING AGENDA****20 MARCH 2014****(The dates & page numbers of the MayCo Agendas are listed for ease of reference)****SECTION 1: OFFICE OF THE MUNICIPAL MANAGER**

ITEM NO	SUBJECT	FILE REF	MAYCO AGENDA PAGE NO	COUNCIL AGENDA PAGE NO	DATE OF MEETING
	No items for consideration				

**SECTION 2: FINANCE**

ITEM NO	SUBJECT	FILE REF	MAYCO AGENDA PAGE NO	COUNCIL AGENDA PAGE NO	DATE OF MEETING
	No items for consideration				

**SECTION 3: CORPORATE SERVICES**

ITEM NO	SUBJECT	FILE REF	MAYCO AGENDA PAGE NO	COUNCIL AGENDA PAGE NO	DATE OF MEETING
	No items for consideration				

**SECTION 4: COMMUNITY SERVICES**

ITEM NO	SUBJECT	FILE REF	MAYCO AGENDA PAGE NO	COUNCIL AGENDA PAGE NO	DATE OF MEETING
	No Items for consideration				

**SECTION 5: MUNICIPAL SERVICES & INFRASTRUCTURE DEVELOPMENT**

ITEM NO	SUBJECT	FILE REF	MAYCO AGENDA PAGE NO	COUNCIL AGENDA PAGE NO	DATE OF MEETING
	No Items for consideration				

**SECTION 6: STRATEGIC SERVICES**

ITEM NO	SUBJECT	FILE REF	MAYCO AGENDA PAGE NO	COUNCIL AGENDA PAGE NO	DATE OF MEETING
C/6/220/03/14	OVERSIGHT REPORT AND CONSIDERATION OF THE 2012/2013 ANNUAL REPORT	3/2/2/3/1	1 - 19	1 - 2	20-Mar-14
C/6/221/03/14	PROPOSED SCHEDULED AIR SERVICE TO PLETTENBERG BAY AERODROME AND PLANS GOING FORWARD	17/12/3	20 - 28	3 - 11	20-Mar-14

## Section 6

**Department: Strategic Services**

ITEM C/6/220/03/14

**Council Meeting**

**OVERSIGHT REPORT AND CONSIDERATION OF THE 2012/2013 ANNUAL REPORT**

**Department:** Strategic Services

**File Ref:** 3/2/2/3/1

**Attachments:**

1. Annexure "A" - Oversight Report
2. Annexure "B" – Minutes of the Oversight Committee Meeting of 25-26 February and 07 March 2014
3. Annexure "C" – Public Notices
4. Annexure "D" – 2012/2013 Annual Report, as amended. (This document will be circulated separately.)

**Report from:** Manager: PMS, SDBIP and Compliance

**Date:** 20 March 2014

**Purpose of the report**

The purpose of this Report is to submit the Oversight Report to Council for consideration and approval of the 2012/2013 Annual Report.

**Background /Discussion**

In consideration of ITEM C/6/132/01/13, the Municipal Council decided that cognizance be taken of the 2012/2013 Draft Annual Report and that the Accounting Officer publishes the Draft Annual Report 2012/2013 for public comment and recommendations. The advertisement was placed in the local media (see Annexure "C"). No comment or objection was received following the notice.

The three non-executive Councillors who served on the ad-hoc Oversight Committee met and deliberated on the Draft Annual Report and herewith submit an Oversight Report to the Municipal Council. The Oversight Committee recommends adoption thereof without reservations. The attached Oversight Report is self-explanatory.

**Relevant Legislation**

Constitution of the Republic of South Africa, 1996, Act 108 of 1996 (Constitution).  
Local Government: Municipal Finance Management Act, 2003, No. 56 of 2003 (MFMA).  
Local Government: Municipal Systems Act, 2000, Act No. 32 of 2000 (Systems Act).

**Recommended by the Municipal Manager**

That the Municipal Council consider and adopt the Oversight Committee Report and recommendation, confirming that the Annual Report is approved without reservations.



**ITEM C/6/221/03/14**

**Council Meeting**

**PROPOSED SCHEDULED AIR SERVICE TO PLETTENBERG BAY AERODROME  
AND PLANS GOING FORWARD**

**Department:** Strategic Services                      **Demarcation:** All Wards

**File Ref:** 17/12/3

**Report from:** Local Economic Development Officer

**Date:** 03 March 2014

**Purpose of the report**

To report to the Municipal Council on the current status of the Aerodrome with regarding to two specific areas, namely the operation of scheduled flights through Plettenberg Bay by CemAir, and to articulate a broader position regarding the future of the airport.

**1. Background**

It is common knowledge that the endeavor to enter into a long term lease with an airport operator failed and that the municipality continues to absorb the costs associated with the operation of the under-utilised airport.

**2.1 Scheduled flights: CemAir**

An approach to use the aerodrome was made by CemAir, a specialist aircraft leasing business which in addition operates limited scheduled air services.

The basis of the CemAir proposal was that they were desirous of initiating a scheduled air service from O.R. Tambo International Airport through Plettenberg Bay to Cape Town International Airport. In this regard they requested consideration from Council for the waiver of certain fees, and support with certain operational expenses arising from the service.

**Fee Waiver:**

- No landing fees or parking fees will be levied on CemAir aircraft
- Operational and Expense support:
- CemAir will supply their own fuel at Plett airport, and in the event that a local fuel supply is established, CemAir would be permitted to buy fuel at cost price.

**Bitou Municipality would provide:**

- an airport manager
- one baggage handler on the days of the scheduled service,
- one qualified refueller on the days of operation,
- two security guards to restrict access through arrival and departure gates on the days of the scheduled service,

## Section 6: Strategic Services

- A rotating 24 hour security presence at the aerodrome linked to armed response.
- Bitou Municipality to maintain gardens and lawn
- Fire & Rescue service

CemAir would undertake the following to the approximate value listed below:

### 2.2 Terminal Upgrade

Painting	20 000	
Signage	5 000	25 000
Security gates	8 000	33 000
Security fence	5 000	38 000
Check-in counter	15 000	53 000
Dry wall	8 000	61 000
Secure baggage area	2 000	63 000
Kitchen upgrade	2 000	65 000
seating	30 000	95 000
Baggage rack -arrivals	5 000	100 000
Security lights-parking area	7 000	107 000
	<b>107 000</b>	
<b>Removable upgrades</b>		
Fuel bowser	1000000	
X-ray scanner	500000	1500000
metal detector	44000	1544000
baggage scale	5000	1549000
	<b>1549000</b>	
<b>Total</b>	<b>1656000</b>	
<b>Less:</b>		
Removable upgrades	1549000	<b>107 000</b>

### 2.3 Municipal contribution (to be quantified)

Wages & overtime- directly attributable to CemAir  
 Garden Maintenance  
 Cleaning service  
 Security  
 Fueller  
 Baggage handler  
 Manager  
 Provision of Fire services  
 landing fees  
 Total Monthly Value

### 2.4 Civil Aviation Authority regulation and approval

It is understood that the aerodrome and its scope of operation are governed by an act of parliament the Civil Aviation Act, 2009 (Act No 13 Of 2009) and regulated through the South African Civil Aviation Authority- Civil Aviation Regulations, 2011

## Section 6: Strategic Services

In this regard both the aerodrome, and the operation of the scheduled air service, must be approved by the CAA. The aerodrome itself needs to attain and maintain certain operational standards in order that a scheduled air service may be conducted.

The intended route and operating procedure must also be approved before such a service may be initiated.

### **2.5 Mechanism of an agreement**

Whilst CemAir quantify their investment at roughly R1.7 million, as noted above, R1.55 million of the total amount is for movable equipment, not necessarily owned by CemAir, but required by them by law or through operational exigencies.

It is envisaged that the Municipality and CemAir agree on an amount-nominally the amount of the terminal upgrade- and use this as a credit against the monthly CemAir operating expenses arising as a result of the operation of the CemAir service- wages and overtime, landing fees, fire service etc.. Once the amount of the agreed credit is depleted, CemAir will be charged accordingly for the on-going expenses accruing to its service according to standard airport rates (which need to be to be agreed to and finalised internally within the Municipality.)

It must be noted that initially CemAir plan to provide their own fuel at the airport by positioning a bowser on site for their own use and anticipate a throughput of 17 000 litres per month. CemAir have been advised that the Municipality is currently looking at ways to provide a fuel supply at the aerodrome. CemAir have indicated that they would be willing to use such a Municipal supply if fuel was offered to them at cost.

With regard to the stationing of a third party fuel bowser at the aerodrome there should be absolute certainty as to the insurance cover required, and by whom, in the event of a collision with a parked aircraft, or any other eventuality. There has been no indication as to who the driver of this vehicle, either at the aerodrome, or to the George depot, for filling, will be.

### **3.1 Strategic thinking for the Plettenberg Bay Aerodrome**

Role and value of aerodrome to the regional economy, over a timeline of thirty years.

America & Europe- airports regarded as strategic municipal infrastructure.

Oversight by management board, service levels and user charges

Effective aviation operations will be revenue & job generator- multiplier of 3

Role as sub-regional airport and opportunities for tourism

Surrounding land suitable for development of clean industry

Small short-term investment→ break-even operation→ business plans for better long-term returns

### **3.2. Financial Implications:**

#### **3.2.1**

With regard to the CemAir service it is recommended that CemAir be given an exemption from landing and operational expenses for a period of three months from the date of inception of the services, after which CemAir will be charged according to their operational requirements and usage. Should CemAir suspend the service there will be no monetary payment by the Municipality for the upgrade of the facility by CemAir.

## Section 6: Strategic Services

### 3.2.2

With regard to the long term vision for the aerodrome, it is recommended that the Municipality use the opportunity afforded by the sale of fuel to help offset the operational costs of the aerodrome. In order to establish this service, cost-effective methods for the provision of fuel- possibly in an empowerment joint venture- will be investigated and brought to council for comment. Furthermore it is recommended that the Municipality thoroughly investigate the economic development potential of the aerodrome for aviation operations, property development, and light industrial activity.

### 3.2.3

In order to obtain fair market value for the lease of the hangar areas and a more predictable revenue stream, the provision of related services such as fuel sales, upgraded security and navigation aids will need to be implemented, in order to generate the consistent collection of landing and parking fees.

#### **Comments: Chief Financial Officer**

In terms of the information at my disposal, it is the intention of the company to implement the flights for a trial period of three months where after a decision will be taken to extend the service or not. Taking this into consideration it would not be advisable to extend them the benefit of landing free of charge for a period exceeding three months. It may also not be advisable for the Municipality to invest excessive amounts of capital into the facility if the arrangement is only of a temporary nature.

A brief analysis of the submitted cost, raise doubt about whether the cost is accurate and can therefore not summarily be accepted as being correct.

Further and additional operating requirements needs to be dealt with in terms of budgetary allocation and where necessary budgetary provisions needs to be made as it remains a strategic asset of the municipality that should be managed and maintained in terms of the asset management policy. The future economic benefits will be determined through the type of facility that the municipality runs and it is of the essence that the investment raised should realise additional economic benefit to the Municipality and its community.

It is therefore my opinion that the company be exempted from the payment of landing fees in return for the investment made to upgrade the facility for the trial period of three months only. Where-after the landing fees must be re-negotiated. It is also my opinion that the company should present the Municipality with proof of actual expenditure incurred in the upgrading of the facility. Consideration should also be given to the fact that the Municipality needs to avail additional resources to the facility in order to enable the scheduled flights to take place and it is therefore that only a limited exemption from landing fees for a period of three months is supported.

#### **Comments: Head: Corporate Services**

During discussions with the management of CemAir we were brought to understand that the service will be run on a trial basis for three months. The company will then make an assessment on whether it will be economically viable for them to continue running this operation.

The company also made it clear that they will run this operation for three days per week from Friday to Sundays and at most will need fire services for a maximum three hours per day during weekends.

## Section 6: Strategic Services

It is therefore clear that no fully fledged fire service is needed at the airport in this regard. The cost of the fire service must be equated to the time that the service is needed.

The operation of the airport service for the trial period of three months must be captured in a Memorandum of Understanding outlining the rights and responsibilities of both the municipality and CemAir. Should CemAir then decide to continue its operation from the Bitou airport after the three months have lapsed, a new Memorandum of Understanding must be concluded.

A warning at this stage is that council must not allow CemAir to be the sole commercial user of the airport. Should other airline companies also wish to fly to Bitou airport then same must be considered. Council just need to be mindful of the infrastructure that has been installed by CemAir and the implications it might hold for the municipality if a third party uses same.

Council must after the three months period during which CemAir used the airport consult its long term vision for the airport before any further decisions are made.

### **Comments: Head: Community Services**

Airport functionality based on current municipal status of fire and rescue services:

Costing: Staff

Training: Staff

Equipment and PPE

Costing staff would be for a minimum of (4) four personnel for the scheduled flights particularly for Saturdays and Sundays as this would be an overtime cost to council

Overtime would be for 6 hours per day of stand by per person

An Officer @ R/Hr (R200)est

A Senior @ R/Hr (R170)est

A Fire fighter @ R/Hr (R120)est

A Learner @ R/Hr (R90)est

Estimate as Council and Task matter to post level change and Grading and Western Cape Fire Service Standards are not concluded

**A total set at *R580-00 per hour* = R3480 per Saturday and R1160 per hour = R6960 per Sunday or Public holiday**

Vehicle / Equipment and crew availability set in approved tariffs are calculated as follows: to reduce operational costs ( fuel / wear and tear ) the tanker will be parked "safely" at aerodrome and crew will travel Friday/Saturday/ Sunday and Public Holidays with a light auxiliary vehicle in the case the Double Cab Skid Unit 4x4.

## Section 6: Strategic Services

Vehicle availability ,Staff and Stand by of such at **R5800 per day of 6 hours** ( a Saturday or a Sunday or a public holiday)

A total cost on **R27840-00** for services charged R17400 and over time claimed R10440

A solution to reduce cost implications to overtime and offer the resources of staffing available to Municipal incidents ( fires, accidents etc) would be to enhance staff and appoint 4 fire fighters and approve the 24 hour shift standards of the western cape which will allow a team to be on stand by to attend to emergencies and not compromise service to (A) the community and (B) the aerodrome.

Equipment required as a basic need is pumping capacity to discharge water at a required rate in terms of Liters/min and also area of cover when applying foam solutions.

Foam stock is essential at the airport and at least 10 x 20 liters drums must be available, the foam must be ICAO rated and be able to apply to multi class fires ( A, B, C and D fires)

Training is essential to as basic requirements from CAA is to have minimum of Fire Fighter 2 qualifications and at least one of the crew having appropriate aircraft fire fighting training .

At this stage only one member has intermediate level aircraft fire fighter training and Council will have to ensure the skills and training are set as priority on WSP to allow for at least 6 persons to attend basic and or intermediate training which are respectively **R9000-00 and R16000-00**

Security meeting aviation requirements also require specific training and would require at least 2 more security officials. Currently a 36month agreement / contract is in place for the service provider currently posting one (1) guard at the aerodrome.

The Council and holistic view of possible positive tourist route attractions and increase in visitors is positive and shared and currently comparing what is in place is not far off to ensure effective and efficient fire service to the community and airport .

Closure:

In closing anything is possible provide its planned for and ultimately complies to legislation and is funded in a sustainable manner in which there is growth / development and cost recovery measures.

In the interim until Council acknowledges the challenges and funds the Public Safety section we will place a tanker meeting the MINIMUM requirements and staff it with 4 members of the service and will trust that Council will ensure that upgrading” of resource occurs through staffing, and training of staff and then consider the vehicles and equipment.

The exposure risk are great as area is far spread and wide. Department challenges remain challenges and divert potentials to other areas. Risk transfer is a “big gamble” and although services could be done for airport staffing and shift changes need to occur to ensure a decent and quick service can be dispatched to community when needed.

It is trusted that Council will view this in a view of support and requires Council support to department growth and development to.

**Comments: Head: Municipal Services and Infrastructure Development**

There needs to be a cost benefit for the municipality out of this exercise and a need to cost the municipality's contribution and check if it will be affordable for the municipality.

Questions to ask are: is it financially viable for the municipality to carry out the work required or whether the municipality is funding other businesses already making a profit at the expense of the rate payers of Bitou.

The non functional beacon is not included as part of the assets to be replaced or repaired.

An investigation was carried out by consultants in 2010 on the state of the runway of the airport. This report should be considered before a decision is taken to allow CemAir to proceed with the commercial flights in Plettenberg Bay. This will protect the municipality against any claims that might arise in the future due to the operations of the airport (this has happened before due to the claim on the non functionality of the beacon).

The aerodrome needs to attain and maintain certain operational standards in order that a scheduled air service may be conducted. It must be considered that the commercial flights will be carrying people and safety is of essence.

Various reports on the aerodrome were compiled over the last decade or so. The most recent being the following:

- Airport Master Plan for Plettenberg Bay Airport, SSI A DHV Company, August 2008
- Pavement assessment of runway 12-30 for widening and maintenance at Plettenberg Bay Airport, SSI A DHV Company, April 2008

It is not clear whether the above reports served for Council approval but the following aspects were highlighted in the reports:

**Existing Infrastructure**

The airport specifications were as follows:

- Total site, measuring about 65ha (Ptn 27,28,29,30,31,80 of Farm Roodefontein No 440)
- Height above sea level 456ft
- Navigational aids – non directional beacon, 277.5MHz frequency
- Radio frequency 124.80
- Tar runway measuring 1220m in length and 20m wide, 2 x 60m over-runs.
- 39 hangers with the 40th hanger just being approved and in its constructions phase (probably complete by now), terminal building, toilets and tar access road and gravel open car park.
- Fenced property with 2 emergency gates and one (1) main entrance gate
- Comply with CAA standards as a Category 2 airport.
- 1 x Fuel speed point
- 1 x Avgas fuel bay
- Fire fighting and rescue services not up to Civil Aviation Authority standards

Although Plettenberg Bay does have a non-directional beacon, the airport is still considered a non-instrument runway, as it does not have instruments providing at least directional guidance for a straight-in approach. Plettenberg Bay Airport is only therefore intended for operations using visual approach procedures.

The airport also does not have approach lights, runway edge lights, or threshold/end lights. This means that the airport can only be operated during the day in good visual conditions. Should these lights be available, the airport could be considered for operations at night.

## Section 6: Strategic Services

Finally, the airport also does not have a visual approach slope indicator such as a Precision Approach Path Indicator, or PAPI. This would also assist in providing visual guidance for approaching aircraft for landings, specifically for aeroplanes with similar approach guidance systems.

### Condition of Runway

A visual pavement assessment of the runway was undertaken in September 2007 which yielded the following observations:

- The ingress of water from the upper unsurfaced (northern side) shoulder manifests in water pumping from cracks in the pavement.
- Surface failures do appear in the vicinity of previous asphalt patch work, and new asphalt patches will be required.
- Surface cracks are present, which will subject the lower pavement base layers to the ingress of water, thereby weakening the lower layers. This should be addressed with crack sealing.
- Isolated pavement failures were noted at the turning circle, probably due to aged and brittle asphalt, including an overall undulating pavement surface.
- The grassed shoulders does not extend to the edge of the asphalt pavement, and a strip adjacent to the runway consisting of loose gravel could be a Foreign Object Debris (FOD) hazard to ingestion by jet engines.

The airport is classified as a Code 3B airport due to its runway length and width. Based on the ICAO Annex 14 (Cl 3.1.9) the recommended runway width should be 23m for a Class 3B airport. This would require that the runway be widened by 1.5m on both sides.

The following maintenance actions were proposed at the time (2008):

- Basic maintenance of removing grass growth in the runway pavement, mainly along the runway edge
- Crack sealing (located through the runway)
- Patching and repair, by neatly saw-cutting distressed areas, and replacing with 50mm asphalt (especially in the critical TDZ area, and approximate Chainage 680 to 875), apparently in the breaking zone before the taxiway.

Further investigations were proposed at the time, but not concluded, to confirm the visual inspections done:

- Topographical surveys to cover any widening and extension area of the runway and drainage requirements, and
- Geotechnical investigations to profile the existing soil and bearing capacities.

### Way Forward

Due to time passed since the above investigations and reports, it is highly likely that the condition of the infrastructure has subsequently deteriorated. The following is therefore recommended:

- A follow-up visual inspection be conducted by professional engineers to evaluate the present condition of the runway, taxiway, turning circles and apron.
- The site investigations as recommended in the previous reports be concluded, i.e. topographical and geotechnical surveys.
- All airport infrastructure be re-evaluated for the intended / proposed commercial use with reference to the specific aircraft proposed and estimated traffic demand.
- A Traffic Impact Assessment be conducted on the intersection of Robberg Road and report be submitted to the District Roads Engineer of the Provincial Department of Transport and Public Works for comment and approval.
- A Services Report be compiled for Civil and Electrical Engineering infrastructure to confirm the demands on the existing network. Furthermore, that this demand be submitted to GLS Consulting for modelling in terms of the master plans for water and sewerage infrastructure requirements.



## Section 6: Strategic Services

### **Comments: Head: Strategic Services**

No Comment

### **Recommended by the Municipal Manager**

1. That the Municipal Council grants a fee waiver to CemAir for a period of three months from the inception of the service.
2. That the Municipal Council approve the provision of a fire tender at the airport thirty minutes before the arrival of the aircraft until after take-off.
3. That the Municipal Council agree to the utilization of the services of current employees of the Municipality who have the requisite experience, to fulfill the role of airport operations manager and a refueller/ baggage handler, on the days of the scheduled service.
4. That the Municipal Council agrees that the current security service be expanded to provide an additional guard at the airport on the days of the service.
5. That the Municipal Council agree that Cemair may station a petrol bowser at the aerodrome to supply its own aircraft with fuel, with explicit condition that CemAir provide proof that it holds appropriate insurance cover in the event of accidental third party loss or damage that may occur from the operation of the bowser and agrees to indemnify the municipality in such an event, and that said bowser will be removed once a Municipal fuel supply is established.
6. That the Municipal Council supports the strategic thinking regarding the future of the airport, and supports investigations and actions to achieve a sustainable return on the asset.