

CANBERRA SET TO BECOME WORLD CLASS TRAVELPORT

The Capital Airport Group has unveiled plans to transform Canberra International Airport into a world class TravelPort – a major transport terminal where fast air, rail and coach services will converge to provide seamless travel for business and leisure passengers.

Under the airport's new strategic Terminal Precinct Plan, the Canberra TravelPort will handle more than six million passenger movements a year – three times the present passenger volume.

When completed, says Group Executive Chairman, Terry Snow, the Canberra TravelPort will offer a fast, efficient and comfortable transport system with easy access to air, rail and coach services.

The **first stage**, to begin in December at a cost of \$2.5 million, includes construction of a new car park which will increase capacity by 25 per cent, a new apron for Kendall Airlines to accommodate their new jet services, and new road links to a service station to be built and a hire-car parking compound.

The **second stage** begins in July 2000 with construction of a new Ansett Airlines terminal, estimated to cost \$15 million, relocation of two air-freight buildings and development of the Kendall Maintenance hangar, to cost about \$5 million.

The **remaining stages** which include new roads, the coach terminal, rail terminal and international aircraft terminal will be constructed once the very high speed train service has been finalised.

The Terminal Precinct Plan, prepared by Daryl Jackson Alastair Swain, Canberra's most awarded architects, includes construction of a two platform terminal for the Very High Speed Train, scheduled to start services between Canberra and Sydney in 2004, a bus terminal and a new terminal for international travel. The Plan foreshadows major changes to the airport's gateway, giving visitors a sense of arrival and a clear view of its aircraft movements.

The TravelPort aims to reduce the distance passengers have to walk between various terminals. It will spread over two levels, including car parks and feature a tree lined boulevard through its centre. "The most significant construction project since the opening of Parliament House", says Terry Snow.

"We are working to create Australia's first genuine multi-modal TravelPort because the national capital deserves nothing less.

"The convergence of the Very High Speed train with Canberra provides the airlines with opportunities to develop more direct flights from

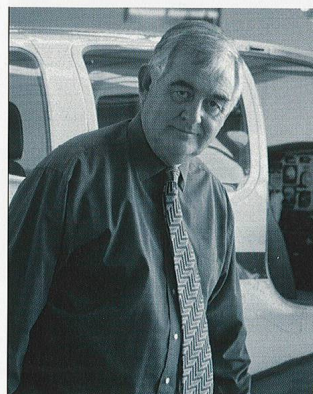
the national capital and reduce congestion on our highways and in the skies over Sydney's Kingsford Smith airport.

"The Very High Speed train has the potential to attract more than 500,000 overseas visitors to Canberra and we must be in a position to maximise the enormous economic and social benefits that will bring to communities in our region".

The Terminal Precinct Plan reflects a world trend toward linking airports with fast, cost effective rail services. "The TGV terminal at Charles de Gaulle airport in Paris and the inter-city express at Frankfurt airport in Germany are two examples where short haul trips are better serviced by Very High Speed trains", says Snow. "We are fortunate because the key players – the ACT government, the Speedrail Group and Qantas and Ansett – are willing and enthusiastic supporters of our plans to create a TravelPort.

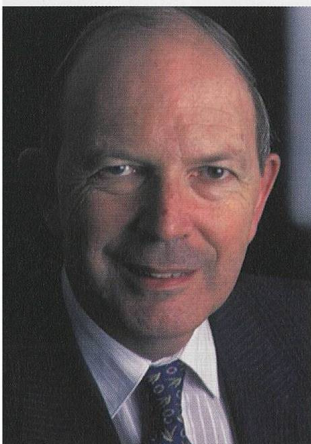
Through the development of our Master Plan, we are now well positioned to start work on Australia's most advanced and strategically located TravelPort."

TERMINAL PRECINCT PLAN



Terry Snow, Executive Chairman

SPEEDRAIL FASTTRACKING THE FUTURE



Dale Budd, Public Affairs Director.

Speedrail's commitment to the Very High Speed Train between Canberra and Sydney is "strong and confident" says Dale Budd.

The Speedrail Group, a joint venture between ALSTOM and Leighton Contractors, is the preferred proponent to build and operate the Very High Speed Train – a new millennium project that will cost an estimated \$3.7 billion and create 18,500 jobs during its four years of construction.

"They're confident the project will go ahead – and I share their confidence".

Speedrail's Director of Public Affairs, Dale Budd, has been the driving force behind the visionary rail project for more than a decade. "We had to meet two critical benchmarks", he says. "First, we had to equal air travel times on a door to door basis and, secondly, we had to cut the car journey time in half in order to attract people out of their cars and into the train.

"We meet both tests", says Budd.

Extensive research undertaken by the Speedrail group has established that about 12 million journeys are undertaken between Canberra and Sydney each year, making it one of the busiest transport corridors in the country. Almost half are end-to-end trips.

Of the 6 million end to end journeys, more than 70 per cent are undertaken by car, less than 15 per cent by air, about 10 per cent by coach and 4 per cent by rail.

"When Speedrail undertakes its first trip, sometime in late 2004, it will complete the journey in 81 minutes and travel at a cruising speed of 320 kilometres an hour", says Budd.

Budd says one of the most frequently asked questions about the Speedrail project is its viability – will it attract sufficient passengers?

"Speedrail has just completed its most comprehensive survey of the market and its needs – more than 9,000 interviews were conducted – and the results reveal a very strong market for the Very High Speed Train. Our research indicates that around 45 per cent of motorists currently driving between the two capital cities will use the train. About 20 per cent of air travellers will make the same decision.

Speedrail knows it has a market winner because it will capture more than 25 per cent of the current Sydney to Canberra market – the level at which the project becomes viable.

The Very High Speed Train will stop at Sydney Airport, Campbelltown, Southern Highlands and Goulburn and terminate at Canberra International Airport.

Budd says it's smart business for the National Capital to link its airport up with the Very High Speed Train.

"Airlines are linking up with Europe's high speed train network for journeys of 800 kilometres or less."

The combination of the train and the airport maximises the intermodal opportunities, particularly for international flights.

With congested highways and increasingly crowded skies, particularly over Sydney's Kingsford Smith airport, Speedrail's Very High Speed train offers a safe, comfortable and high tech form of transport for the cost conscious travellers of the new millennium. ■

AIRPORT CHECKLIST

Did you know?

Canberra International Airport plans to spend about \$20 million on its Year 2000 improvement program.

In line with its long-term aim to become an international airport, the Millennium improvement program includes:

- The redevelopment of the main terminal with better food and retail outlets;
- The construction of a new multi user facility to improve facilities for major airlines, regional and corporate jets and, in the longer term, international flights and;
- New commercial ventures such as a regional aircraft maintenance centre and an air road transport centre.
- 57 per cent of all passengers using Canberra International Airport travel for business reasons; 65 per cent of them are males in the 35 to 54 age bracket working or visiting people in the public sector and more than half travel to the airport by taxi.
- Women represent 65 per cent of all recreation travellers; the majority is younger, in the 18 to 44 age categories and most are likely to drive to the airport or be dropped in a private car.
- Taxis are the most popular form of transport accounting for 45 per cent of airport arrivals; about 30 per cent of travellers are dropped off by private car and a further 19 per cent drive and park.



Speedrail scheduled to start 2004.

NEW HOME FOR AVIATION REGULATORS

Australia's key aviation regulators – Airservices Australia and the Civil Aviation Safety Authority – are establishing new bases at Canberra International Airport.

After negotiations between the Capital Airport Group and representatives from the two regulators,

Airservices will shift to a new location and a modern, purpose built office is already under construction for the Civil Aviation Safety Authority.

Costing \$500,000, CASA's new building will accommodate 25 technical staff from regional NSW. The Capital Airport Group has signed a five-year lease

with the safety regulator to construct a quality, one storey building in the general aviation precinct. The building will be air-conditioned and span some 450 square metres of conference rooms and office space. Building contractor, Canberra Building Services, plans to have the project completed by the end of September.

The Capital Airport Group has also negotiated new accommodation for Airservices Australia on the Fairbairn RAAF base.

The shift, negotiated also with the Department of Defence, involves 19 staff who provide essential technical and maintenance services for the airport's landing systems, communications and navigational aids.

"By moving to existing office and workshop accommodation within the RAAF base, Airservices will free valuable land adjacent to the airport terminal which forms a key part of future airport development plans," says Airservices spokesman, Richard Dudley. Having both regulators based at Canberra International Airport is a significant coup for the airport owners. "Their presence adds credibility to the airport and further consolidates its position as the major transport hub for southeastern Australia", says Executive Chairman, Terry Snow. ■



CASA under construction.

AIRPORT ONLINE

Canberra International Airport is about to go on line with its own website – <http://www.canberraairport.com.au>



The website was a critically important communications link between the airport and its users, says General Manager, John Milton. "Users will now be able to access all relevant and timely information about a wide range of airport operations and services. We made a commitment to the community when we purchased the airport to raise awareness levels about the impact of aircraft noise. Our website will honour that commitment", Milton says.

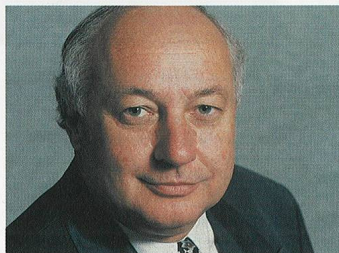
In addition to general information about aircraft noise, the website will also feature noise contour maps detailing the areas exposed to noise.

The website will also highlight such important documents as:

- The Master Plan – the blue print for the airport's future development over the next 20 years;
- The key findings of an economic study into the impact of the airport on Canberra and surrounding regions and;
- The Environment Strategy.

"We are currently negotiating with the airlines for permission to carry information about flight arrivals and departures", Milton says.

Website users will also be able to access 'The Hub' the airport's bi monthly newsletter designed to inform and educate the public about airport activities.



John Milton, General Manager.

AIRPORT COURT VICTORY

The Canberra International Airport has won a significant battle against the Queanbeyan developer of 'The Poplars' after a Federal court ruling cleared it of breaching the Trade Practices Act.

The Poplars developer had alleged that comments made by the airport's Executive Chairman, Terry Snow, condemning the Queanbeyan development were misleading and in breach of the Trade Practices Act. Mr. Justice Roger Gyles ruled the comments could not breach the Act because they were not made during the course of trade or commerce.

"It's a victory for common sense and vindicates our decision to raise the levels of community awareness and tell the whole story about the impact of aircraft noise", says Snow.

"The proposed Poplars residential development is directly under the airport's main flight path and should not proceed." ■

HELICOPTER SCHOOL

For twelve months, Army Lieutenant Brett Shipp, will live, eat and breathe helicopters. Brett is currently training for his flying badge or 'wings' at the Australian Defence Force Helicopter Flying School at the Fairbairn RAAF base. Having completed six month's of theoretical training at Tamworth, he's enjoying the chance to test his new skills with the disciplined hands on approach at the school.

The training is challenging and constant, he says. Training to become a helicopter pilot was a natural progression for Lieutenant Shipp.

His father was a helicopter pilot in Vietnam and he still remembers growing up on the Fairbairn RAAF base.

Lt Shipp, age 26, is under the watchful and vigilant eye of Captain Shane Anderson.

Only three years his senior, Capt. Anderson is a highly experienced flying instructor. One of 21 instructors at the school, Capt. Anderson finds the training very rewarding.

"I get a big buzz out of training my students because I can compare their progress with mine when I was training to be a pilot. My training was very exciting. At 22, I was allowed to fly a million dollar helicopter", says Capt. Anderson.

Capt. Anderson stresses that motivation and enthusiasm are a must in order to successfully complete pilot training.



Pre-Flight checks, Lieutenant Brett Shipp and Captain Shane Anderson

"More than anything else, it takes dedication. Every night students must allocate at least three hours study time, and one day every weekend if they hope to pass", says Capt. Anderson. Pilots are expected to learn quite quickly because resources are finite and the program very extensive. Student pilots have to keep up, if they get behind, failure looms".

Soon to celebrate its tenth anniversary, the helicopter school was originally created from No5 Squadron RAAF, which has a proud history dating back to 1925. No 5 Squadron has supported operations in Somalia, the Sinai, Malaysia, Vietnam, Indonesia and PNG.

In Australia, the Squadron has assisted in bushfire relief, search and rescue and other assisted police tasks. It was also involved in support roles for the army.

The ADF Helicopter School is in charge of helicopter training for the Air Force and the Navy. The School currently uses 17 Squirrel light helicopters, has a staff of 67 Army, 5 Navy, 1 Defence civilian, 50 Boeing maintenance contractors and five training contract personnel.

While the future of the helicopter school at Canberra may be uncertain, the future of its pilots and students appears assured thanks to a training regime which demands discipline and delivers excellence. ■



Squirrel over Lake George

CANBERRA'S FLYING SUCCESS

A Canberra flying school has spread its wings to the South Pacific.

The Fairbairn Air Charter Training School, based at Canberra International Airport, has entered into a joint venture with Air Fiji, to operate a pilot training school at Nausori.

Air Fiji has invested \$500,000 building the school and purchasing the training equipment, says Fairbairn School Director and Chief Pilot, Ben Hoitink.

"The facilities are magnificent", he says. "We have signed a five-year contract with Air Fiji to provide the syllabus and the instructors. We will carry responsibility for running the course and conducting flight training".

The Air Fiji Aviation Academy has also attracted students from Australia and England. "The joint venture is exciting and a challenge because the Academy has the potential to become the flight training centre for the South Pacific region".

Students attending the course would receive an Australian commercial pilot's license enabling them to fly anywhere in the world.

A dynamic and experienced aviation and businessman, Ben Hoitink was Chief Pilot for Kendell Airlines for 10 years before launching his Canberra flying school in 1982.

In 48 years of flying, Hoitink has notched up more than 26,000 hours - making him one of the most experienced pilots in the southeast region. Looking far



Ben Hoitink, new business opportunities.

younger and fitter than his 70 years, he describes flying as a lifestyle - a lifestyle that obviously suits him well.

Hoitink is far from daunted at the prospect of starting a new business enterprise thousands of miles from Canberra in the South Pacific.

"I can see a good future for the business", he says, "and spending a lot more of my time in Fiji won't be difficult either". ■



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