

THE WORK BEGINS, STAGE 1: \$8 MILLION

Capital Airport Group is set to spend more than \$8 million next year improving road works and traffic flows and upgrading car parks at Canberra International Airport.

Utilising the latest advances in European car parking technology, the new airport car parks will provide spaces for an additional 500 vehicles and feature an all weather-covered walkway to the main terminal building.

The enhanced car parking technology, worth about \$600,000, will help eliminate queues and substantially reduce waiting time. It will also allow travellers to use credit cards for parking tickets. Billing transactions will take place at strategically located exit terminals and no other paperwork will be involved. "The technology was originally designed for European ski resorts where space and time is always limited," says Stephen Byron, Managing Director of Capital Airport Group. "It's the first time this type of world class technology has been used at an Australian airport".

Traffic flows to and from the airport will be 'calmed' and pedestrian safety greatly enhanced through the introduction of a new one way terminal road system with designated lanes for pick up and drop off, parking and rental cars.

A new queuing system will streamline access for travellers using airport taxis, eliminate airport congestion and provide faster drop off and pick up services. Rental car operators will be relocated to new covered car parks close to the terminal building.

"This is the most ambitious infrastructure project undertaken at the airport since the main north-south runway was extended 25 years ago", says Byron. "It's designed to allow travellers to hub through our airport with minimum inconvenience and loss of time". The landscape surrounding the

new roads and car parks will be typical of older Canberra boulevards—spring blossom on Prunus trees with contrasting Eucalypts and Casuarinas—heightening the sense of arrival and departure from Australia's national capital city.

"The design and construction of a new airport transport system has been our number one priority since we purchased the airport", he says.

"It accords with our Year 2020 Master Plan which forecasts an increase of 80 to 100 percent in the number of passengers using the airport over the next 15 to 20 years. We have to start planning to meet that demand now".

Construction work will start early next month—normally a quiet period for airport movements—and will finish around April. "The construction work will take place with minimum disruption to our travellers", says Byron. The new road works and car parks will also clear the way for the construction of a new airport apron for Ansett Airlines to accommodate its new generation of regional commuter jets.

"A new aircraft apron is essential if the airport is to grow", says Byron. "Overnight parking by aircraft on the tarmac outside the terminal building is already fully occupied. That means Ansett is required to park one of its aircraft well away from its terminal".

The urgent need for a new aircraft apron was the catalyst for the \$8 million transport and car upgrade. "When completed, the new aircraft apron will virtually eliminate our existing short stay car park". Work on the \$4 million apron is scheduled to start in the first half of next year.

The new airport facilities will also include:

- A new shelter for travellers waiting for taxis.
- A single entry point for both short term and long stay car parks.

Canberra's Virgin Skies see Page 5



Richard Branson touches down in Canberra

- Extensive new garden and tree landscaping programs.
- A new amenities block for taxi drivers and wider, safer feeder bays for taxis.
- A new petrol station with car wash and full car servicing facilities.
- A designated coach area.
- Working plan on page 3. ■



*Seasons Greetings from
the Capital Airport Group*

CANBERRA: CASA'S NEW FRONTLINE

The Civil Aviation Safety Authority's decision to relocate its country operations to Canberra International Airport is a significant coup for the airport and the local community, according to the Chairman of Capital Airport Group, Mr Terry Snow.

"CASA's presence brings added credibility to the airport and further enhances its position as the major transport hub for south eastern Australia", he says.

Mr Snow was speaking at the official opening of CASA's new Country Area Office by the acting Prime Minister and Leader of the National Party, Mr John Anderson. Built at a cost of \$500,000, the new, one storey office building is situated in the general aviation precinct of Canberra International Airport and is purpose built to accommodate 25 of the authority's technical staff from regional NSW.

The new Canberra office was part of CASA's new 'frontline' approach to aviation safety, Mr Anderson told guests.

CASA's decision to be at the airport—"where the action is"—was part of a national restructuring aimed at placing the authority closer to major aviation centres. Canberra was selected because it was an increasingly busy aviation centre. The Acting Prime Minister used the occasion to defend CASA's role as the aviation regulator. CASA had to be tough but fair, he said. It was doing a good job.

CASA's stylish new building is air-conditioned and includes approximately 450 square metres of conference rooms and office space.



Acting Prime Minister John Anderson

Capital Airport Group is very proud of its newest airport building, Mr Snow says.

"It was designed and built to a high standard by local architects and builders and completed within just eight weeks. The building reflects our group's

desire to make things happen at the airport and forms a key part of our future development plans".

"Having the aviation industry's safety regulator at the airport is a key component in our plans to position Canberra as Australia's most advanced and strategically located transport hub", Mr Snow says. ■

SPECIAL CAR PARKING RATES

PARKING RATES	
0 - 1 Hour	\$ 1.00
1 - 1½ Hours	\$ 2.00
1½ - 2 Hours	\$ 3.00
2 - 4 Hours	\$ 5.00
4 - 24 Hours	\$ 10.00
24 - 28 Hours	\$ 15.00
28 - 48 Hours	\$ 20.00
48 - 52 Hours	\$ 25.00
52 - 72 Hours	\$ 30.00
Thereafter \$5.00 per day	
Weekend Special \$15.00	
<small>Must enter after 3.00pm Friday and exit before closing Sunday for Weekend Special</small>	
Monday to Sunday	
5.30am to 10.30pm	
Or 30 minutes after last flight	

Sign of the times

Canberra International Airport has announced significant reductions in long term and weekend car parking charges.

The lower charges are designed to help make air travel more affordable and more appealing to travellers within the ACT and neighbouring regions of NSW, says airport Managing Director, Mr Stephen Byron.

Travellers using the airport's long term car park will pay \$10 a day for the first three days and only \$5 a day for every day after that—a saving of 50%.

The new weekend car parking charges are also designed to make leisure travel more convenient and more affordable. Travellers entering the airport car park after 3pm Friday and leaving by the close of business Sunday will pay only \$15.00—a saving of 40%.

"We hope the new long term charges will encourage travellers throughout our region to hub through Canberra to interstate and overseas destinations", Mr Byron says. "Rather than making the long and usually arduous drive to Sydney,

travellers in the southern tablelands, the south coast and the Snowy Mountains should plan to start their journey in Canberra.

Canberra offers regular air services to all of Australia's major capital cities and travellers heading for overseas will find starting their journey in Canberra more convenient and less time consuming".

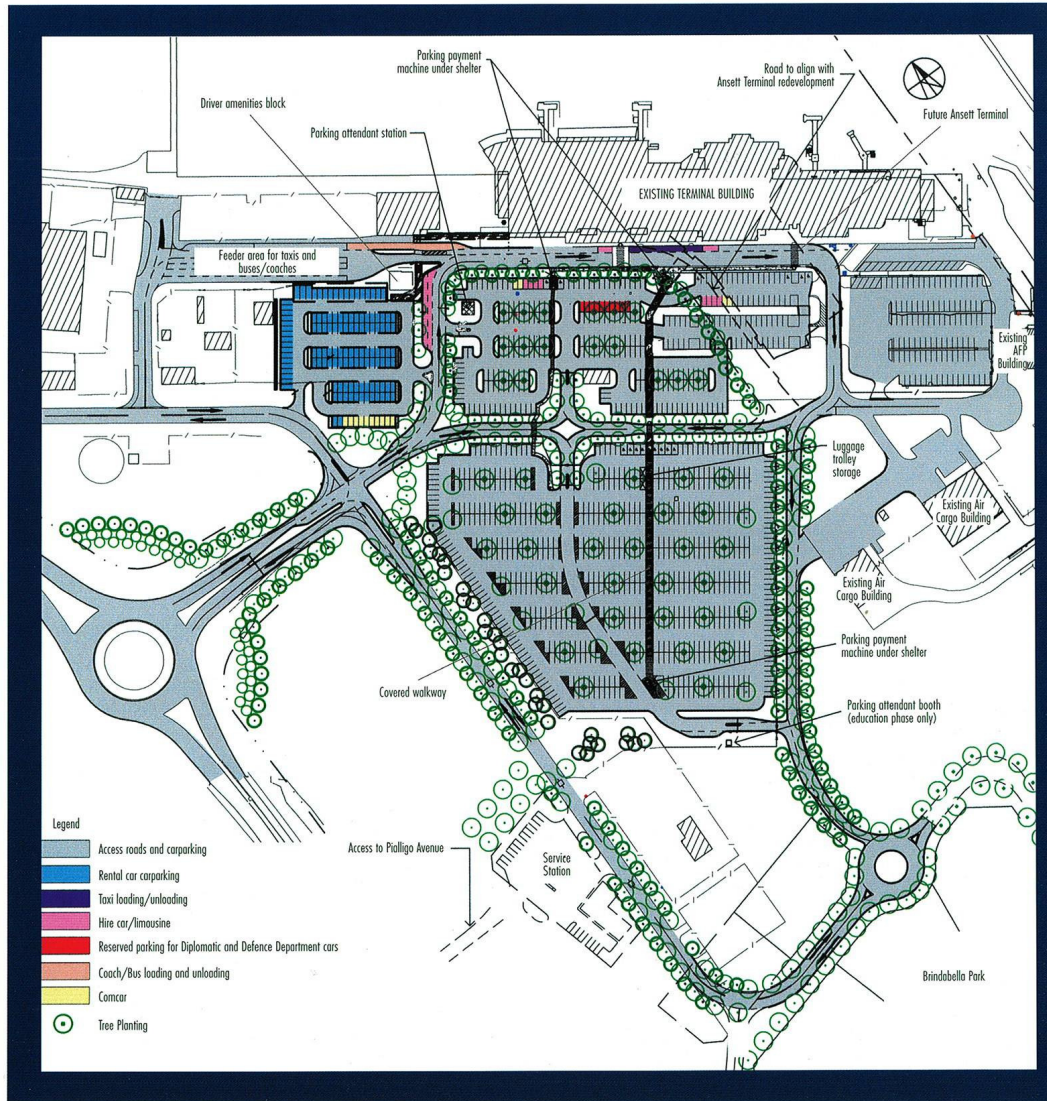
Canberra International Airport is writing to all travel agents throughout the ACT and neighbouring regions advising them of the new parking charges and the considerable advantages of hubbing through the ACT.

"By lowering our long term and weekend car parking charges, we are serving the needs of air travellers throughout our region and doing our bit to ease congestion at Sydney's Kingsford Smith Airport", says Mr Byron.

Canberra International Airport presently provides secure, well lit parking spaces for 500 long term and 225 short-term vehicles. ■

CANBERRA INTERNATIONAL AIRPORT

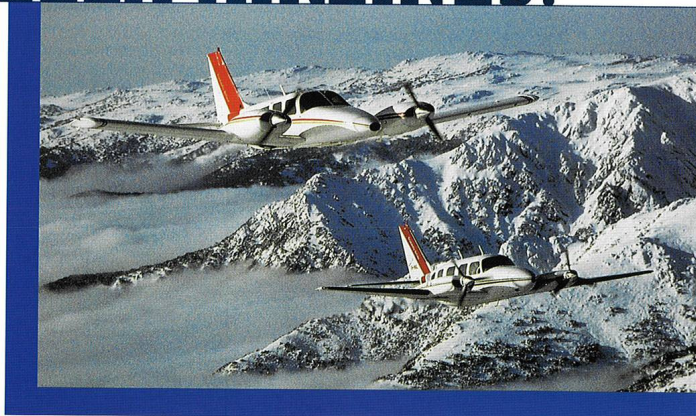
STAGE 1 WORKS—CARPARKS AND ACCESS ROADS



BRINDABELLA AIRLINES: A FLYING SUCCESS

Attention to detail is one of the things that make Brindabella Airlines a successful charter company, says Lara Corry, Managing Director and Chief Pilot. "We ensure that our aircraft and our pilots are of the highest standards", she says. "We also pay close attention to the finer details ensuring that our passengers comfort and specific requirements are met". For example always ensuring one of the airline's political clients has the morning's newspaper when flying out of Canberra, and not on the return leg. "He doesn't want to read old news", she says. It's this type of focus that makes this charter company a flying success.

Based at Canberra International Airport, Brindabella Airlines started operations five and a half years ago. Lara has 14 years flying experience and decided to leave her job flying for Kendell Airlines to return to Canberra, marry Jeff Boyd, a fully licensed aircraft engineer, as well as a commercial pilot, and establish her own company. Lara set up her charter service alongside the maintenance facility of which Jeff is a partner. "Brindabella Airlines seemed the most obvious name for our company", says Lara, with Canberra being surrounded by the picturesque Brindabella

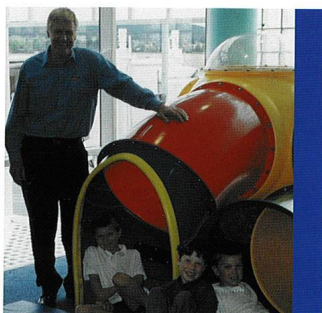


Clear sky flying

mountain ranges. Both Jeff and Lara enjoy bush walking through the ranges when a break from their busy lives allows. Brindabella Airlines operates a fleet of seven aircraft able to fly clients anywhere in Australia—outback strips or capital cities

"Flexibility is a key advantage to our charter flights", says Lara. Brindabella Airlines also carries night freight, conducts search and rescue operations and spots fires for the National Parks when required. ■

PLAYTIME AT THE AIRPORT



Paul Thoms and friends

The waiting game is seldom fun—especially if you are the parent of energetic youngsters. However, 25 years ago, Paul Thoms set out to make a 'game out of waiting'.

He's the owner and Managing Director of Arinya, the Queanbeyan based makers of quality children's play structures. Capital Airport Group recently contracted Paul to help ease the boredom threshold of parents and children by upgrading the children's play station at the airport. A former president of Farrer Pre-School Association and long serving committee member of the Child Accident Prevention Foundation of Australia—KIDSAFE—Paul long ago recognised the need for safe and educational playground equipment to promote the physical well being of young children. "Play frames are a necessary developmental tool in

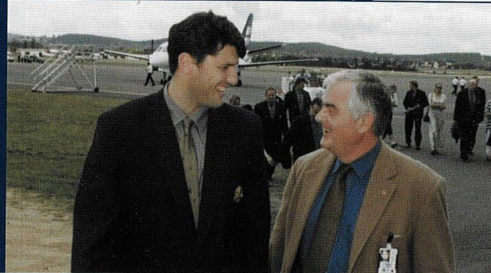
pre-school learning and are great for fostering gross motor skills, hand-eye coordination and upper body development", says Paul. The locally built playground equipment has been so popular that Paul has sold them as far afield Shanghai. But, because of different compliance requirements and safety guidelines, he prefers to remain local and is delighted to see his airport playground thoroughly kid-tested. Even in the age of cyberspace, which is drawing many youngsters inside, Paul and his playgrounds encourage well-rounded growth, and that includes having fun. The young and young-at-heart can check out his newest multi-coloured playground free of charge on the first floor of the terminal building. ■

SNOW ON THE WALLABY TRACK

Australia's World Cup Wallabies passed through Canberra's International Airport on their way to a ticker tape welcome from the city and a parliamentary reception by the Prime Minister. Capital Group Chairman, Terry Snow, was among the well wishers who greeted Wallaby Captain John Eales.

The Wallabies arrived on two specially chartered Hazelton aircraft. "I was delighted to see Hazelton on the tarmac. I hope this means they are coming to stay", says Snow.

The Capital Airport Group is working to persuade Hazelton to shift its regional headquarters to Canberra. ■



VIRGIN SKIES

Capital Airport Group would do all that it could to attract Virgin Australia to Canberra, says Managing Director, Stephen Byron.

The Group was working closely and cooperatively with ACT Chief Minister, Kate Carnell, on a range of incentives to ensure the introduction of Virgin's cut price, no extras service to the national capital.

"If Richard Branson turned up with a plane tomorrow we would be ready to do business with him", says Byron.

Capital Airport Group was negotiating with Virgin Australia for about a month prior to owner Richard Branson's brief November stop over in the national capital.

During a three hour visit to Canberra that included talks with the Prime Minister and deputy Prime Minister and ACT Chief Minister, Kate Carnell, the British entrepreneur was optimistic about providing an air service to Canberra.

"There are certain people who are wooing us to come, and until you get your train service built, it may well be that you might need us, so we may well come", Branson told reporters and camera crews on arrival at Canberra International Airport. "It is nice to be a virgin because we are being courted by lots of different people. But, at the moment we are planning to keep our virginity and work out which state to go to".

Kate Carnell says her talks with Richard Branson were productive. "We believe we're the obvious home for Virgin Airlines in Australia. The owners of Canberra airport and I suggested to him that we had many benefits in the ACT and we were working closely together to provide business incentives to encourage him to Canberra".

Capital Airport Group would 'work hard' to persuade Virgin Australia to consider establishing a heavy maintenance base and a reservation call centre in Canberra. "We do have some competitive

advantages here with our great skill base and we believe we can put a very competitive deal to them in terms of their maintenance base without any problems to do with slots or capacity issues", says Byron.

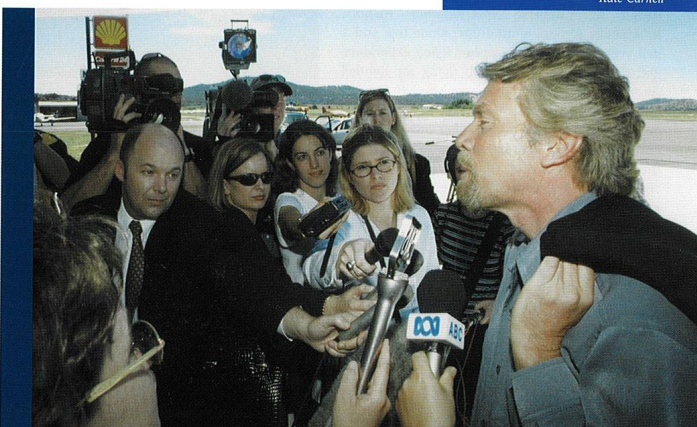
Byron believes a maintenance base and call centre would create 130 new jobs.

He also forecast a sharp increase in passenger growth when Virgin Australia launched its Canberra service.

"It will mean very substantial growth, possibly in the order of 20 percent in airline and passenger traffic through Canberra airport". Capital Airport Group was looking forward to Canberra being part of the Virgin launch in July next year. ■



"We're the obvious home for Virgin"
Kate Carnell



"It's nice to be a Virgin" Richard Branson

THE LAST OF THE DAKOTAS

On Tuesday, November 16, after 55 years and four and a half million kilometres of active service, the RAAF's A65-86 Dakota transport aircraft took off from Canberra International Airport for its final flight.

One of two still left in active service with the RAAF, the Dakota was heavily involved in New Guinea and Morotai during World War Two and later in Japan and Korea where it evacuated war casualties. The Dakota's final flight took it over Canberra to Sydney and back via Wollongong on the south coast. A65-86 is to be retired at the RAAF Museum at Nowra. ■

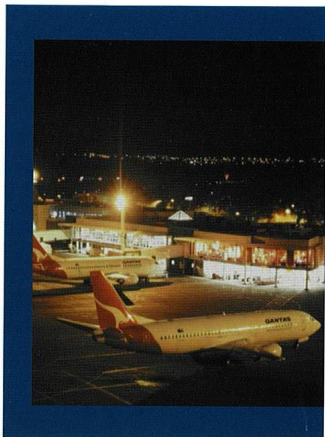


The Dakota's farewell to Canberra



Mark Easton, Defence

FACING THE FUTURE



An interview with Terry Snow, Chairman, Capital Airport Group.

■ What challenges face the airport in the year ahead?

Our biggest challenge will be the re-organisation of the airport for the travelling public. For example, we have not had a rational car parking plan to date, the car park is not user friendly, but we hope to improve it significantly in the New Year. We want to achieve a more efficient use of coaches and taxis and improve drop off facilities outside the main terminal building. Our new car parking development will provide covered walkways to the terminal and a state of the art management system that is the first of its kind in Australia. The car park will be the first phase of our plans to convert the airport into a fully-fledged TravelPort.

■ You talk a lot about community, but what do you mean?

The airport has a significant impact on Canberra's community—some positive, some negative, aircraft noise for example. I don't believe that the positive contributions the airport makes to the social and economic fabric of our community are fully understood. We believe that in order to realise our ambitions it is very important that the community understands and supports what we are trying to do. During the development of the airport's Master Plan, we spoke to more than seventy groups and we think we now have a thorough understanding of what the community wants.

■ But community is very important to you in a personal sense, isn't it?

Yes it is. I live in Canberra, I was born in Canberra and my name is associated with the airport. We must do the best we can to meet the expectations of our community. I have a personal obligation to provide the Canberra community with a fully functional, user friendly and convenient transport facility and I intend to honour it.

■ Do you enjoy running the airport?

It has its moments! But, I do enjoy building things and we are building an airport that the community can be proud of. I have no doubt that it is the biggest challenge I have ever undertaken. It's a challenge trying to get all the various interests aligned—governments, airlines and community. The airlines are mandated to operate as efficiently and safely as possible. We also have a mandate to provide first class facilities for the travelling public.

■ As a businessman how do you assess your investment in this airport?

Aviation infrastructure involves a great deal of money. The revenue opportunities from a small airport like Canberra to justify construction of a truly national capital airport are very limited and

this is why we have to plan in a very staged and very considered way. Sydney airport is different. It's huge and caters for much bigger aircraft. It would not be an exciting investment, but it would show good long-term growth for an investor with a balanced portfolio. Airports are not volatile investments, they tend to be steady and stable and grow at a rate slightly higher than inflation. They don't offer immediate capital gains but they are rock solid investments.

■ Are you in it for the long haul?

Certainly. You don't buy an airport for the short haul. This airport needs a lot of work to bring it up to the standard necessary for the gateway of the nation's capital. We have to deal with the Very Fast Train; all these large investments are part of a twenty-year program. I think in twenty years time, as we make incremental improvements, the airport will become a wonderful community asset. We will by then be looking at selling or listing the airport to the ACT community because by that time the cost of running an airport of that size will be too much for just one investor.

■ Would you like to see 747's operating into Canberra?

I don't think we will see commercial 747's flying here. But as the nation's capital, we do have an obligation to cater for heads of state wishing to visit Canberra from time to time.

■ Do you see an international role for the airport?

Yes, we do see a future for wide bodied aircraft such as the Boeing 767's and the European Airbus using the airport as an international facility attracting travellers from New Zealand and the South East Asia hub ports of Bangkok and Singapore. ■

AIRPORT CHECKLIST

COME FLY WITH ME

Kate Brooks, Capital Jet Charter's new business development manager, is keen to help educate Canberra's business community about the benefits of air charter. As part of a public awareness strategy, Kate invited ministerial personal assistants from Parliament House to look over the state-of-art Capital Jet Flight Reception Centre and corporate charter aircraft, a Cessna Citation. "Personal assistants often have to make the travel decisions for their ministers", says Kate. "I thought they should see for themselves the services we offer".

VEE H AVIATION UPGRADES FLEET

Vee H Aviation plans to take delivery of a Metroliner in January next year. Managing Director, Andrew Major says the 19 seater is a practical and versatile aircraft for the group's current requirements and represents a significant operational change toward longer-term contracts.

"We want to encourage more passenger and cargo growth in the ACT. This aircraft will free up the existing fleet for further charter work", Major says. The Metroliner purchase brings the Vee H Aviation fleet total to 20 aircraft.

'THE WRONG TICKET'

ACT Chief Minister, Kate Carnell has criticised airline-ticketing systems that channel travellers through Sydney's Kingsford Smith Airport. She says regional airlines cannot expand or promote their Canberra operations because tickets are sold through the major airline reservation systems. For example travellers wanting to fly from Albury to Canberra will not be told there is a direct air service unless they ask. "That's bad for Canberra International Airport, it's bad for the region," she told local ABC radio. "If we want to really get growth in regional Australia, and particularly regional NSW, we have got to give people an opportunity to fly where they've got to go, without going via Sydney".

TAXI STUDY

A survey conducted by Purdon Associates—*Canberra Airport Study*—found that 45% of all arrivals at Canberra International Airport are made by taxi. About 30% of those surveyed were dropped off by private car and 19% drove and parked. Rental cars accounted for only 2%.



CANBERRA INTERNATIONAL AIRPORT PTY LTD • ACN 080 361 548
1ST FLOOR TERMINAL BUILDING • BOX 1 • CANBERRA AIRPORT ACT 2609
TELEPHONE 02 6209 3333 • FACSIMILE 02 6209 3344
EDITOR Ken Begg • REPORTER/PHOTOGRAPHER Sam Begg
DESIGN Green Advertising 12357