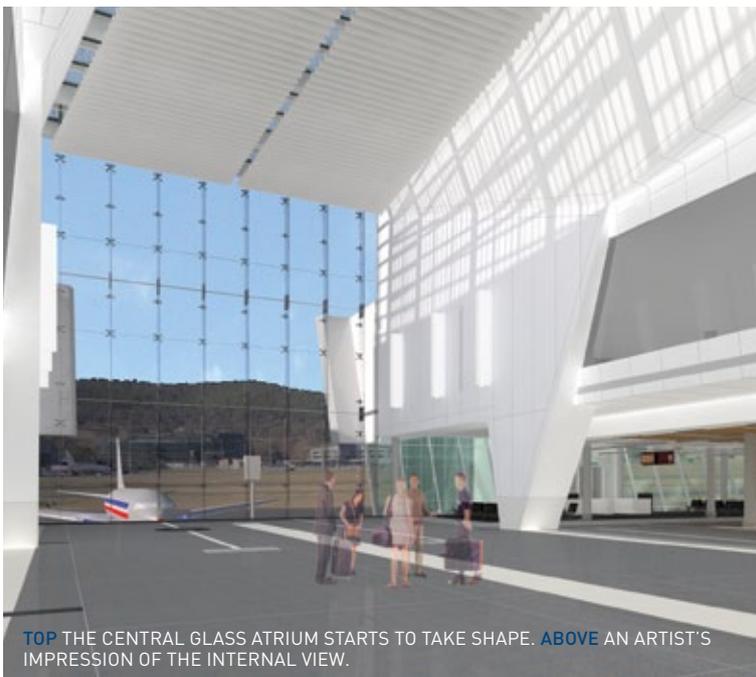




THE HUB



TOP THE CENTRAL GLASS ATRIUM STARTS TO TAKE SHAPE. ABOVE AN ARTIST'S IMPRESSION OF THE INTERNAL VIEW.

THE NEW TERMINAL CENTREPIECE

THIS THREE-STOREY (16 METRE HIGH), 1,500M² GLASS ATRIUM IS THE CENTREPIECE OF THE NEW TERMINAL

Daylight is introduced through linear louvered skylights composed of 279 glazed panels, whilst large glass wall panels reflect and mirror the internal and external environment creating a dynamic presence to the space.

The large glass atrium wall which overlooks the awaiting aircraft, active runways, and the hills beyond has been designed as a space which changes form and redefines the quality of light as one moves from the centrally placed security area right through to the departure gates.

The architect's intention for the central atrium was to provide a memorable identity for the airport terminal that corresponds to the scale, geometry and formality of the closely related landscaped foreground.

The first piece of glass went up on Friday 29 June, 2012 and is scheduled for completion in March 2013.

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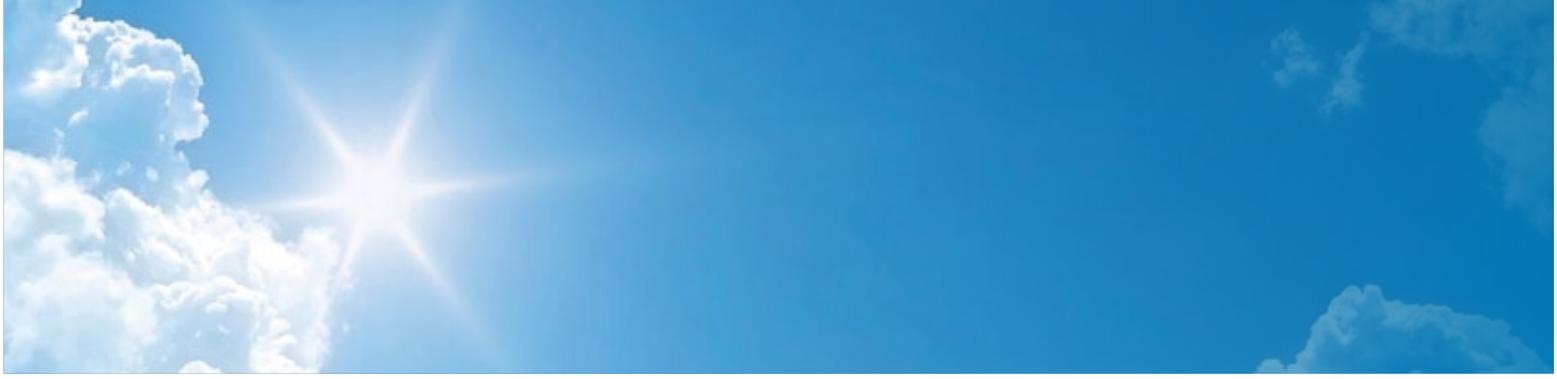
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FAIRBAIRN WINS AT ACT ARCHITECTURE AWARDS



“THE HIGH SPEED RAIL WILL BE A SIGNIFICANT, NATION-BUILDING PROJECT WITH SUBSTANTIAL BENEFITS TO THE AUSTRALIAN ECONOMY.”



ABOVE ARTIST'S IMPRESSION OF THE HIGH SPEED RAIL TERMINAL AT CANBERRA AIRPORT.

ALL ABOARD! CANBERRA TO SYDNEY IN 57 MINUTES

CANBERRA AIRPORT HAS UNVEILED PLANS AND COMMITTED \$140 MILLION TOWARDS THE HIGH SPEED RAIL (HSR) PROJECT TO BE CONSTRUCTED ADJACENT TO THE NEW AIRPORT TERMINAL.

It is a known fact that Sydney Airport, together with its surrounding transport infrastructure, is already facing capacity issues. Passenger demand in the region (including Canberra and Newcastle) will increase from 40 million in 2010 to 58 million in 2020 and 88 million by 2035.

The High Speed Rail project is, of course, not just about solving Sydney's airport capacity needs – it is a game changer in terms of providing Sydney

with a pathway for growth and, at the same time, it is also a huge driver for regional development in South Eastern Australia.

As the only unconstrained, curfew free, 24 hour B747 capable airport within reach of Sydney, Canberra Airport's future is in providing capacity overflow for Sydney – night and day.

Canberra Airport Managing Director, Stephen Byron, said that with the completion of this project, Canberra Airport will become a multi-modal hub for high speed rail, domestic and international airlines, regional and local buses and onsite car parking.

Our proposed seamless integration between the rail terminal and the airline terminal (less than a five minute walk) will deliver passengers into Sydney's CBD in around 57 minutes. Further, the adoption of high speed rail means this journey time is a certainty – there are no delays. This would more than double the forecast 11 million passengers on the train and provide a massive boost to the business feasibility of the HSR project.

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"The HSR from Canberra to Sydney should be delivered by 2020, with the rail terminal at Canberra Airport constructed over the last two years of that period," Mr Byron said.

Passengers will be able to transfer from arriving aircraft to their train in under five minutes without baggage and be in Sydney in less than an hour.

Mr Byron continued, "The high speed rail will be a significant, nation-building project with substantial benefits to the Australian economy, from jobs during construction and for the local steel industry, to international tourism, as well as relieving the congestion endured by Sydneysiders as the population grows to six million in 2036."

The total cost of the rail line, from Canberra to Sydney will be \$11 billion but between 50-75% of that could be funded by the private sector.

"Well I don't believe, and I said this during the campaign, there'll ever be another airport built in the Sydney Basin. What part of Sydney are you going to impose an airport on? I've always believed that the way to address this was through fast train links. I've always been a big supporter of the fast train link to Canberra, and if you wanted to do a Snowy Mountains style scheme, you'd go Melbourne, Canberra, Sydney, Brisbane. You'd change the population growth of a couple of States and a Territory. But importantly you'd solve the airport issue."...NSW Premier Barry O'Farrell (2GB, 5 April 2011)

JOINT STUDY RECOMMENDATIONS:

SYDNEY'S SECOND AIRPORT TO BE BUILT AT BADGERY'S CREEK

Reality: Proposal strongly supported by airlines and business leaders however the Commonwealth Minister has ruled out this option and reaffirmed the decade long policy position of both major political parties to oppose an airport at Badgery's Creek.

AIRPORT AT WILTON/ RICHMOND

Reality: The Commonwealth has not implemented any of the Joint Study's recommendations regarding Wilton, despite the Joint Study warning that immediate action was necessary and that investment on site work must happen within 5 years.

As a remote site Wilton might not be viable in 2030 (when Richmond would also be needed as a second airport). The cost for developing Wilton will be \$7-11 billion.

Richmond Airport as an interim solution will cost between \$5.4-\$10.9 billion.



NEW FUTURISTIC SCULPTURE

NEW ZEALAND ARTIST PHIL PRICE'S LATEST SCULPTURE GRACES THE ENTRANCE TO THE CANBERRA AIRPORT, LENDING THE GATEWAY A SCI-FI FEEL.

Unlike his other sculptural works, this sculpture takes its starting point as something more organic.

"It's got 22 moving joints, and so each part only has to move a small amount and you get the overall sense of a thing that's just flowing," Price explained.

This privately commissioned piece now brings the Airport's art collection to a total of nine instalments.

Phil Price's other works in Canberra include Yamba Drive's Dinornis Maximus and Tuggeranong's Angel Wings.



ABOVE CEO OF THE SNOW FOUNDATION, GEORGINA BYRON, DIRECTORS OF COMMON GROUND, LIZ DAWSON, STEPHEN BARTOS (CHAIRPERSON) AND DIANE KARGAS .

ABOVE VIEW OF THE ATRIUM, EMERGENCY SERVICES AGENCY HEADQUARTERS AT AMBERLEY AVENUE, FAIRBAIRN.

COMMON GROUND GETS OFF THE GROUND IN CANBERRA

A \$500,000 PLEDGE FROM THE SNOW FOUNDATION WILL SUPPORT AN INNOVATIVE, EVIDENCE BASED HOUSING MODEL AIMING TO END HOMELESSNESS IN CANBERRA.

Speaking at a special morning tea to update the community on the progress of the Common Ground project, Chief Executive Officer of The Snow Foundation, Georgina Byron, said Common Ground was a solution for chronic homelessness based on a successful model in the United States.

“It is a permanent supportive housing model, and it ends people’s chronic homelessness via the provision of long term independent housing with appropriate support services,” Ms Byron said.

“We recognise that the project needs to be much larger in scale than the successful Home in Queanbeyan which The Snow Foundation also supports, and that significant ACT Government support and funding is critical to Common Ground Canberra becoming a reality. This pledge demonstrates the belief and trust we have in the model and the people behind it, and how much it is needed.”

Ms Byron said following an initial \$10,000 grant to fund a feasibility study in 2010, The Snow Foundation would commit an additional \$500,000 over four years to assist with initial capital works and ongoing operating costs, once the ACT Government commitment to the project was finalised.

FAIRBAIRN WINS AT ACT ARCHITECTURE AWARDS

THE EMERGENCY SERVICES AGENCY HEADQUARTERS AT FAIRBAIRN HAS WON THE COLORBOND AWARD FOR STEEL ARCHITECTURE AND A COMMENDATION FOR COMMERCIAL ARCHITECTURE AT THE 2012 ACT ARCHITECTURE AWARDS.

Architects Daryl Jackson Alastair Swayn (DJAS) won this prestigious award and commendation for these two buildings consisting of a two-storey commercial office block and industrial state-of-the-art workshop that form part of the Emergency Services Headquarters.

Project Architect, Adam Litherland praised all involved with the project. “Quality of construction and client and user response all certainly play a significant part in the judging process, so it really is a team effort to get it over the line with the jury. I think this project is something we can all be proud of.”

Canberra Airport Project Manager, Zarko Danilov said. “This is the fourth time a project at Canberra Airport has won this award and we couldn’t be happier for the whole team including DJAS, AWT Engineers, Bill Guy and Partners, Rudds Consulting Engineers, Defire and, of course, Construction Control.”

As a result of winning the ACT Colorbond Award for Steel Architecture the project is now automatically entered into the National Awards.

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