

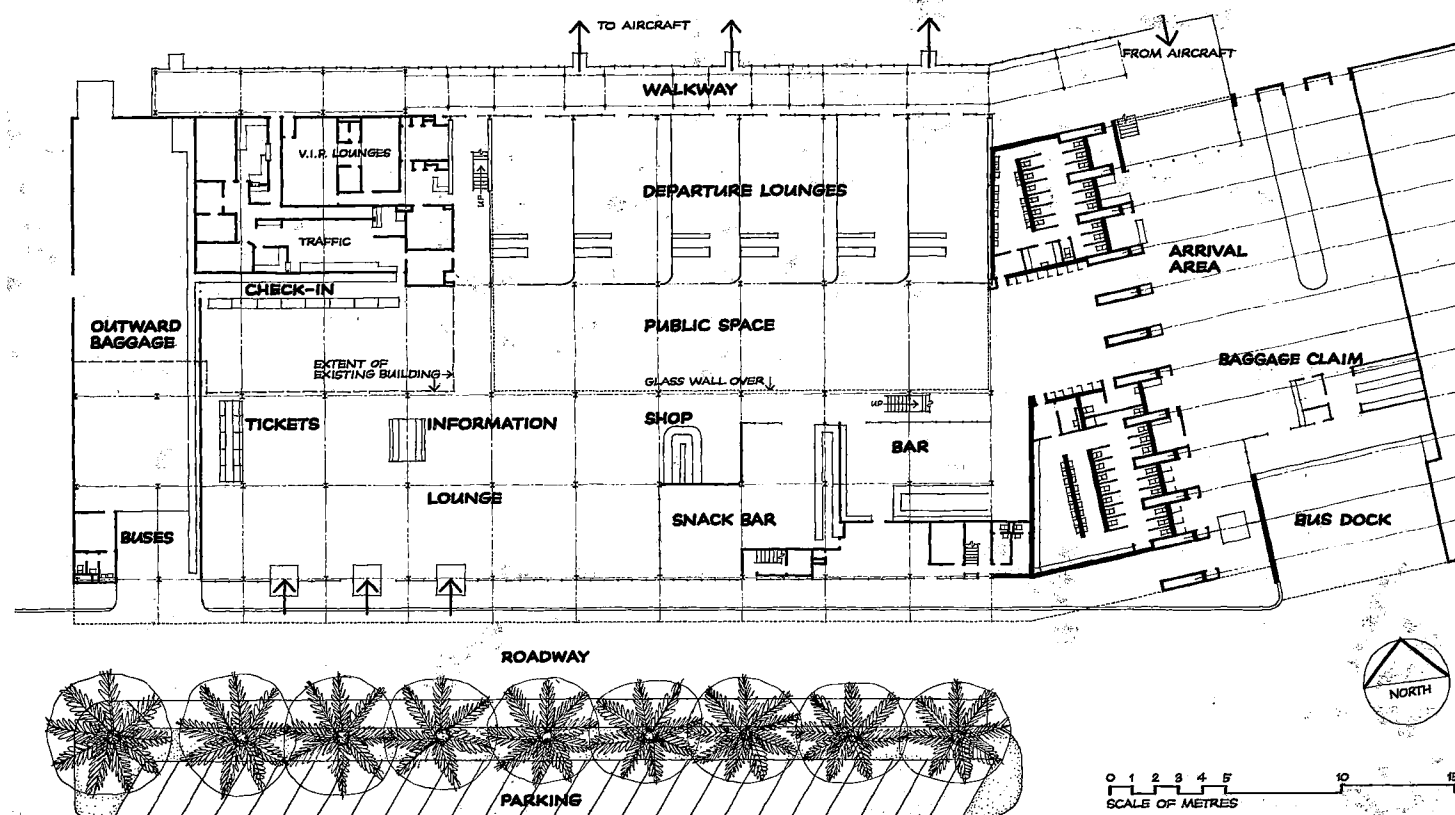
TAA Passenger Terminal Brisbane Airport

Terminal buildings are the main area of conflict between the travelling public and aircraft... With the need to handle far greater numbers of people, the interchange activity will need to be greatly simplified and speeded up. Neither airports nor terminal buildings will meet future passenger requirements unless there is some fundamental reappraisal of design standards.

Dr. P. Th. Oppenheim: Designing Airports for People. Proceedings of the 10th Annual Conference of the Ergonomics Society of Australia and New Zealand.

Airport terminals are transitory: they serve the efficient transfer of passengers from one transport to another. Australian airports do not attract crowds of sight-seers (as in Mexico or the Philippines) and our terminal buildings are designed for the functional needs of the traveller. If the present growth of air traffic is sustained, ever larger airports and buildings will be needed. This much we know. There are only pointers to the future but it is likely that present construction will become obsolete within 15 years. Due to the very nature of our planning and construction methods, new airports and buildings are well behind the rapid (and continuous) development of aircraft. Just now, planners favour a system of modules for terminal buildings, some of these can be renewed, or demolished and rebuilt, whilst others remain in service awaiting their turn for modernisation. In this manner, the transitory functions are housed in temporary buildings, underlining the onrush and unpredict-

able ways of modern technology. It was a crippling blow to Trans-Australia Airlines when its terminal building at Brisbane Airport was burnt out at the end of 1971. Immediate and speedy re-building was imperative; fortunately, the communications centre which occupied one corner of the building remained intact and this module was retained as a working unit during reconstruction. Overall project management was entrusted to Civil and Civic who, with Trans-Australia Airlines appointed Clarke Gazzard Pty Ltd to design the new building. To avoid delays, documentation was provided in defined stages. Design was based on 2200 passengers per hour, and, including visitors, it was assumed that some 3500 people will pass through the terminal each hour. A critical factor was the space provided in the departure ("holding") lounges and it is believed that the six lounges available will be sufficient till 1981.



Ground floor plan



Each issue of Design in Steel features a prominent designer who has considered a problem in building design and found a solution using a steel structure.

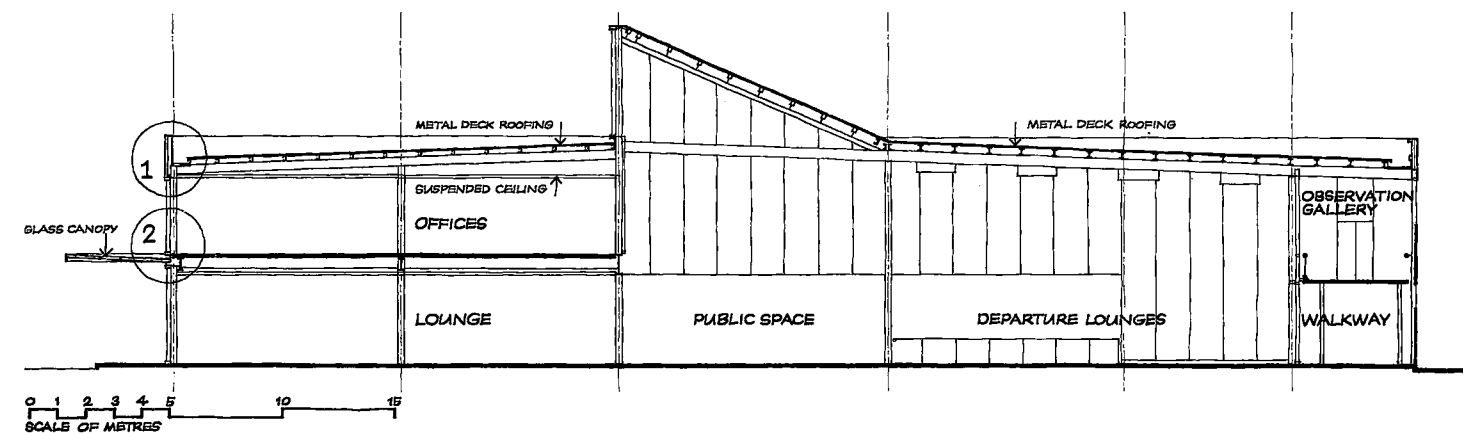
Consulting Editor:
Emery Balint
Professor of Building
The University of New South Wales
Graphic Design:
Jane Parish
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Design in Steel

January, 1974

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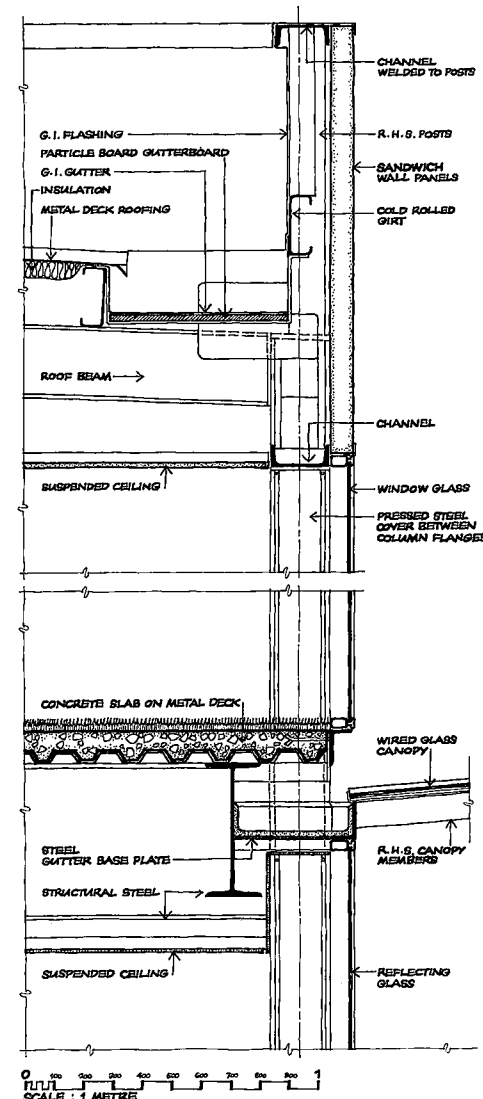
Cross section

The brief called for flexibility in both layout and details and this consideration governed adoption of a simple rectangular plan, with the structure, walls and services capable of future adaptation. This philosophy led direct to steel as the structural material, allowing economic repetition of basic elements and speedy preparation and erection. A light and airy appearance of the building was the result — the designer believes that this is expressive of the new attitude to air travel, the building becomes symbolic (and a part) of the total flying experience. The structure consists of standard mild steel sections, painted white to enhance lightness. The upper floor is of steel plate and reinforced concrete slab construction, and steel deck covers the steel roof structure.

Two large packages provide 180 tonne airconditioning capacity, with outlets located at each end of the public space, without intermediate ducting. Smaller ducted units serve other areas. Thermal fire alarms serve most spaces, with smoke detectors in store rooms. Electrical conduits are exposed on the steel columns. Speed was the keynote of design and construction: the word to go ahead was received in December, 1971 and site work commenced next month. TAA Services Department performed preliminary planning and assisted in work organisation, facilitating flow of passengers. The building, costing some \$1 million was completed and occupied in August, 1972.

Client: Trans-Australia Airlines
Project Management and Construction: Civil and Civic Pty Ltd
Architect: Clarke Gazzard Pty Ltd
Structural Engineer: W. L. Meinhardt and Partners

Detail 1



Detail 2



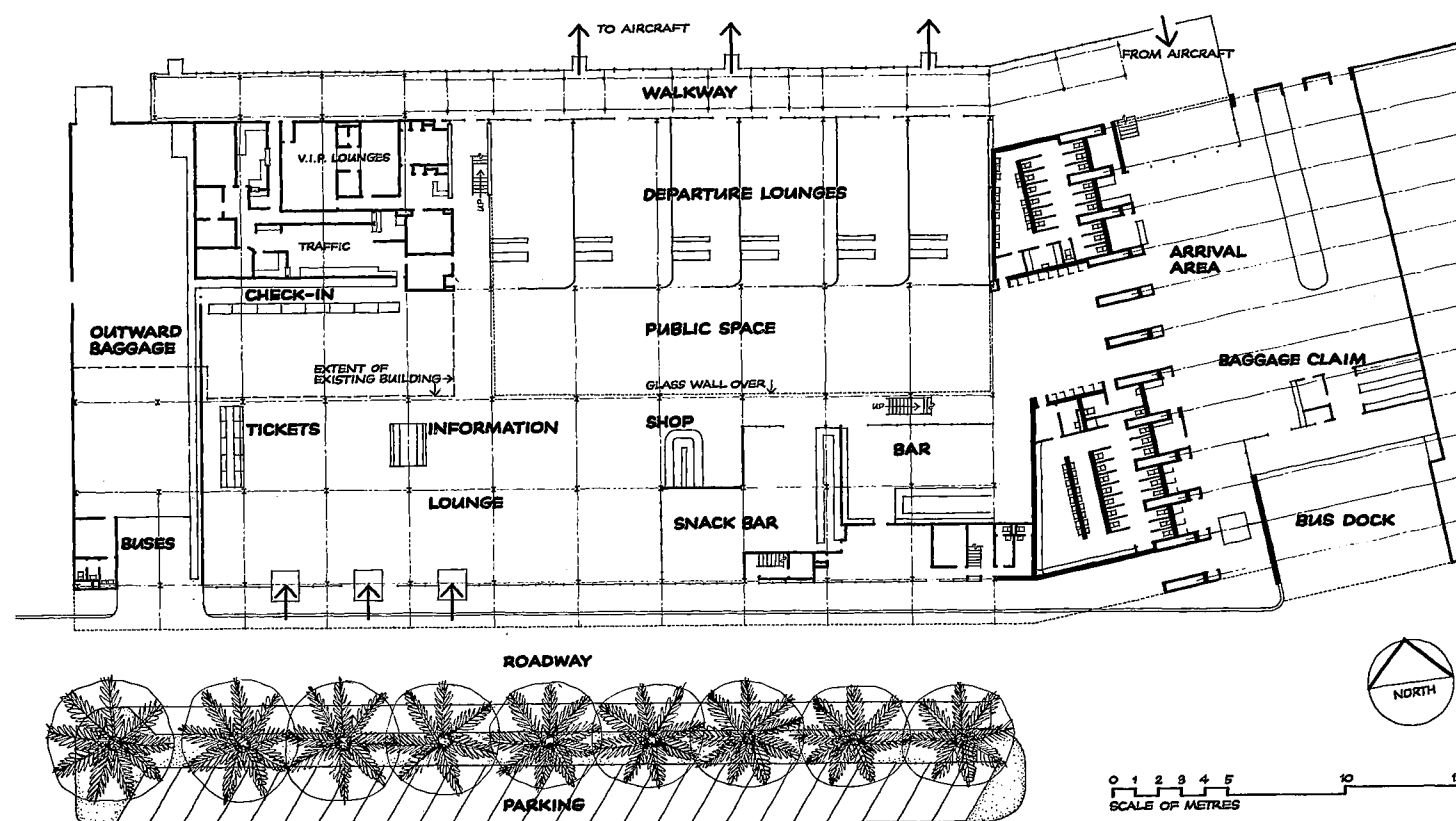
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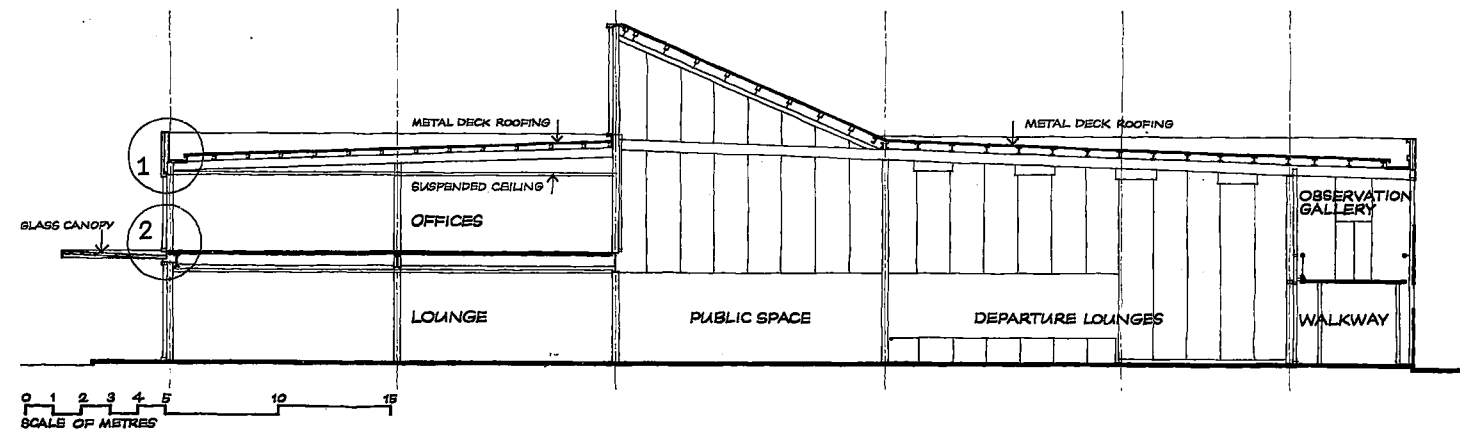


Design in Steel

January, 1974

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Jan 1974
 Don Gazzard's Brisbane
 Airport Terminal for TAA



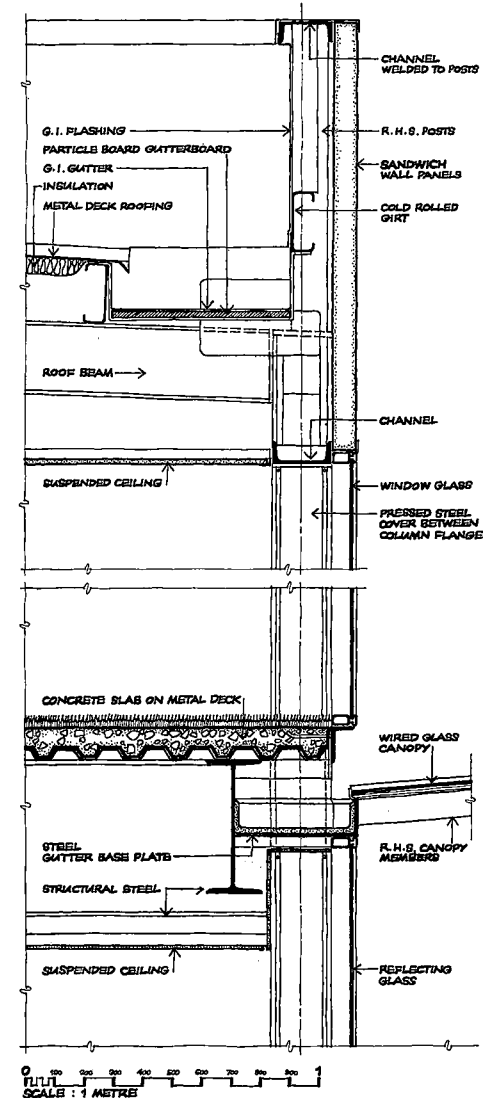
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