8040

DISCUSSION

Construction of new international airport, Brunei

**W. A. D. STERLING, C. B. PAGET, J. M. EDDISON
& M. C. EARWAKER**

Mr M. C. Crocker, Member

With reference to the Brunei Airport I would like to ascertain what crossfalls were allowed for the main runway, for taxiways, for apron areas and for grassed areas. Was the longitudinal slope of the runway horizontal?

78. I would also like to know the intensity of rainfall on which the design was based.

Messrs Sterling et al.

The crossfall was 1.5% for the main runway, taxiways and grassed areas. For the apron areas the maximum resultant slope was 1% but the wings of aircraft in their parked position will be horizontal for refuelling.

80. The longitudinal slope of the runway conforms to the International Civil Aviation Organisation requirements as stated in Annex 14, and was designed to minimize earthworks. For the first 900 m where the runway was constructed on fill placed in swamp areas, the runway is level. For the remaining length it was constructed to a longitudinal grade of 0.63%.

Note

Mr Eddison was writing in his capacity as Deputy and Chief Resident Engineer on the airport for Scott Wilson Kirkpatrick and Partners, and the Asian Development Bank has no connection with the project.