



Waterproofing

New Doha International Airport (Qatar) 220 000 m² of Siplast waterproofing membranes for the new Qatar Airport

► [Print this page](#)

► [Cancel a subscription
of the e-letter](#)

If you can't display correctly
this page click [here](#)

[A tunnel flush with the
sea](#)

[21 bridges, waterproofed
with Siplast products](#)

[Buildings that evoke
the nearby sea](#)



Designated as NDIA (New Doha International Airport), the airport that is to replace the existing one in the middle of 2011 has already taken shape. A topflight construction, the NDIA's ambition is to become the number two hub of the Gulf Countries. For its waterproofing, road infrastructures and buildings various Siplast systems have been called upon.

The countdown is accelerating: announced for the middle of 2011, the New Doha Airport must accept the challenge to stay on schedule. A few years back (2004), there was nothing but a dumping ground or the sea on the NDIA location. So the works began by rotation of lorries to clear the land and drain the coastline areas. In this way, 6.5 million cubic meters were removed and carefully buried 40 km away. Half the 22 km² of the future site was recovered from the sea.

The next parts of the works turn out to be just as gigantic, bringing in 63 million cubic meters of materials to build the airport's platform, not counting the two million cubic meters of sand and rock necessary to build the access ways.

This is because the NDIA, located 200 m from the coastline and, in significantly, a good distance from the capital Doha, required the construction of road infrastructures for fast and safe access to it .



A tunnel flush with the sea

The first civil engineering structure concerned was the Ras Abu Abboud tunnel. Dug into the land closest to the sea, reliable waterproofing was imperative. Siplast, which had been working on the project for a number of years, advanced a certain number of technical recommendations, designed and supplied the ad hoc waterproofing for this tunnel. Hence 100 000 m² of Teranap 431 TP SBS bitumen elastomeric geomembrane was delivered in 2008 to protect the tunnel that connects the city to the airport. 12 m deep and built applying the cut and cover method, the tunnel benefits from this sturdy membrane that had already been tried and proven in many projects in the Middle East.



21 bridges, waterproofed with Siplast products

The infrastructures also included an elaborate set of bridges. There again, Siplast technology was selected: Siplast Primer (for the prime coat) and Parafor Ponts was applied to the equivalent of 40 000 m² of surface area in total.

Lightweight (5 kg/m²), rapid to install (single-ply), the Parafor Ponts



membrane was the ideal solution in this hot and humid climate. It is one of the exemplary products for public works which Siplast is offering and it has demonstrated its solidity and its long-lasting qualities.

Buildings that evoke the nearby sea

Next it is the buildings' turn to emerge from the ground, and they are all inspired by the sea world: sailing ship silhouette for the Emir's terminal, waves for the passenger terminal, water droplets for the mosque.

Construction has begun for the Emir's terminal, designed to receive the Royal Family but also members of the Government and important persons from abroad, such as chiefs of state. The next structure is the passenger terminal, designed to handle twice the number of persons as the present one, that is, 24 million, with a goal of 50 million by 2015. Then the maintenance and servicing base was built. With a surface area of 70 000 m², it can deal simultaneously with eight high capacity aircraft plus four smaller ones. Siplast has taken part in the works for all these structures, mainly with the Paradiene and Parafor systems. As to the zinc colour Paradial S, it was selected for its aesthetic qualities for the Emir's terminal. In total, 80 000 m² of Siplast waterproofing was laid on the airport's roofs.

And the story is not over yet, since the NDIA which, notably, will be receiving the huge Airbus A380s, is continuing to burgeon. What remains to be done now is to build the cargo terminal that will be able to handle 750 000 tonnes, the buildings for logistics and fuel, along with the central unit. And let's not forget the landscaping with its 3 000 trees, so that the NDIA will become an oasis for the travellers of the 21st century.

Project basic data

Principal: Government of the State of Qatar

General contractor: Bechtel

Surfaces waterproofed and Siplast products:
100 000 m² of Teranap 431 TP + 40 000 m² of Parafor Ponts + 80 000 m² of Paradiene, Parafor and Paradial S

Project works schedule:
2008 and the following years



12 rue de la Renaissance - 92184 ANTONY Cedex - Tél. : 01 40 96 35 00

Cancel a subscription of the e-letter, click [here](#)