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KLIA-Kurokawa

DR MAHATHIR CHOSE THE GREEN COLOUR OF KLIA TERMINAL'S ROOF

KUALA LUMPUR, July 19 (Bernama) -- Many may not notice but those who noticed it wondered why the Kuala Lumpur International Airport (KLIA) has green coloured roof.

Some say it is only natural for the airport which is situated on a 100 sq km spread to have green top as the KLIA is also dubbed an airport in the forest and a forest in the airport.

However, today the architect and designer of the KLIA, Dr Kisho Kurokawa, came out with the answer.

Asked if he had received any input or special request from Prime Minister Datuk Seri Dr Mahathir Mohamad during his designing process, he said: "Yes, the colour of the roof. My original colour of the roof is metallic silver but after we discussed with Dr Mahathir, he came up with a proposal...green."

Dr Kurokawa told Bernama that he agreed to use green as Dr Mahathir pointed out that silver grey could easily get dirty after several years.

"He (Dr Mahathir) visited Kansai Airport (in Japan) which has silver grey roof... he understand that silver grey can easliy get dirty after five or six years. So we discussed which colour is appropriate for keeping beauty long lasting," he said.

Asked if the choice of green also, in a way, related to the colour favoured by Islam, he said he did not know that.

"I didn't know that but if so then it is a good choice because you know the airport should have Islamic identity," he said, pointing out that he had also expressed to the greatest possible extent the identity of Malaysian traditional and Islamic culture in symbolic form.

He gave an example, the interior space created by the integration of the hyperbolic paraboloid shells connoted a continuous Islamic dome.

He said in the course of designing the terminal building of the KLIA, he had discussions with hundreds of bureaucrats, consultants, other architects and engineers and was very glad of the outcome.

Earlier when presenting his paper on "The Philosophy of Symbiosis and the Design of KLIA" at the Airports Council International (ACI)-Pacific 1999 Regional Assembly and Conference here, he said he was satisfied with the design control that was achieved almost perfectly.

"The worksite resembled a battlefield. Work continued around the clock in three shifts, with 25,000 people on the job everyday," he said.

The work continued in a constant cloud of dust on the large, 100 sq km site that was too vast to be viewed all at once, he said.

He said KLIA users would appreciate better the efficiency of the airport once access to the airport would take only 30 minutes using the high speed rail-line from the City Terminal in the Kuala Lumpur Sentral station, which he also designed and still under construction.

The City Terminal, where passengers could check in their bagage and travel bagage-free on the rail-line to the airport was necessary for KLIA as it would solve the high cost of the present road transportation and also save on travelling time to the KLIA, he added.

-- BERNAMA

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