

### 第二章

### CHAPTER 2

**在**香港國際機場遷往赤鱸角前，機場管理部負責啟德機場所有的日常管理工作，包括確保停機坪的安全及有效運作；保持機場的環境完善，並確保維持國際的航空安全標準。機場管理部亦負責有效使用所有的乘客設備，除了為乘客提供一座舒適和設備周全的客運大樓外，並致力從機場內的物業和商戶獲取最佳的收益。由於機場面積不大，還要在各項緊迫的活動空間處理相當多的客貨量，其工作並不容易。

#### 機場搬遷

民航處負責協助啟德機場所有租戶搬遷，以及協調有關的搬遷工作。為方便他們從啟德機場各處遷出，民航處在多處關設了裝貨區。自一九九八年五月初開始，在客運大樓登機層和接機層路旁，以及大樓的東西兩端，已關設四個裝貨地點。在停機坪地區，也設有三個裝貨區，方便工作人員由一九九八年六月最後一星期開始，把機場地面支援設備搬離。為方便經海路搬運機場設備，民航處亦於一九九八年五月，在政府飛行服務隊總部對開的九龍灣填海區設置了臨時船隻停泊處及裝貨區。

**B**efore the Hong Kong International Airport (HKIA) moved to Chek Lap Kok, the Airport Management Division was responsible for the overall day-to-day management of HKIA at Kai Tak. Responsibilities included the safe and efficient operation of the aircraft parking aprons, the maintenance of the physical integrity of the airfield and compliance with international aviation security standards. The Division was also responsible for the efficient utilisation of all passenger facilities, the provision of a comfortable and friendly Passenger Terminal environment and optimisation of revenue opportunities from the commercial and property interests within the airport. This was not an easy task, given the relatively small size of the airport the level of passenger and cargo throughput and intensive operational activity.

#### AIRPORT RELOCATION

CAD was responsible for facilitating and coordinating the moves of all airport tenants at Kai Tak. In order to facilitate their moves from various parts of Kai Tak, a number of loading areas were identified. In the Passenger Terminal Building, four locations were made available for loading since early May 1998 along the departure and arrival level kerbsides and at the western and eastern ends of the building. On the apron area, three loading areas were provided for the moving of airport ground support equipment which started on the last week of June 1998. To cater for the movement of airport equipment by sea, temporary berths and a loading area were also set up in May 1998 on the Kowloon Bay reclamation outside the Government Flying Service Headquarters.

民航處也安排所有機場租戶及營辦商實地視察，讓他們熟習裝貨區和通路的環境，並了解使用裝貨區的限制。民航處更就搬遷機場設備進行演習，分別在一九九八年四月二十九日及五月二日和三日，利用車輛及躉船把有關設備由機場禁區停機坪搬到新機場。這些演習順利完成，為搬遷程序提供了有用的資料，有助機場租戶自行計劃其搬遷工作。

民航處根據有關將要搬離的物件的性質及數量、將使用的車輛或躉船的種類及數目和搬遷時間表的資料，把裝貨區分配給機場租戶及營辦商使用。為確保正常的機場服務不致受阻，民航處一直密切監察和控制啟德機場的搬遷工作，直至機場關閉為止。

為確保搬遷行動當晚路面交通暢通無阻，當局在啟德東部地區，即所有機場設備從啟德機場搬往新機場途中必經之處，實施了特別交通措施。這些措施包括封閉電星道以東的協調道、啟東道及貨運道，除參與搬遷行動和為維持機場運作而必須行經該處的车辆外，其他道路使用者一概不得使用這些道路。

在搬遷過程中，車輛及躉船分別出動了3 000次和30次。有關車輛包括貨車、載貨櫃的卡車和特殊運輸車輛。搬遷行動也涉及把一般用途車輛和特殊用途車輛搬往新機場。在搬遷期間的凌晨時分，共有29架飛機由啟德機場飛往新機場。在各方合作下，整個搬遷行動順利完成。

Site visits were arranged for all airport tenants and operators to familiarise with the loading areas, the accesses and the constraints of the use of the loading areas. Trial relocation of airfield equipment from the airside apron area by road and by barge to the new airport was also conducted on April 29, 1998 and May 2 and 3, 1998 respectively. These trials were successful and provided useful information about the relocation process for the airport tenants to plan their removal exercise.

Based on the information about the nature and quantities of the items to be moved, the type and number of vehicles or barges to be used and the time tables of the relocation, CAD allocated loading areas to the airport tenants and operators for their use. In order to ensure that normal airport services were not disturbed, CAD closely monitored and controlled the relocation activities at Kai Tak until the closure of the airport.

To ensure smooth flow of relocation traffic on the move night, i.e. on July 5/6, a special traffic flow arrangement on the eastern part of Kai Tak, from where all airfield equipment departed for the new airport, was implemented. The traffic arrangement involved closing Concorde Road to the east of Electra Drive, Eastern Road and Cargo Circuit for all road users except relocation and essential airport operational traffic.

Throughout the relocation process, over 3 000 vehicle and 30 barge movements took place. These include movement of trucks, container lorries, special transport vehicles as well as re-positioning of general purpose and specialised vehicles. In addition, there were 29 aircraft repositioned from Kai Tak to the new airport during the overnight changeover period. With the cooperation from all concerned, the entire relocation operation from Kai Tak to Chek Lap Kok was smooth and successful.