

啟航之路

THE JOURNEY BEGINS

啟德傳奇與香港民航開端

The Kai Tak Legend and the Dawn of Hong Kong Civil Aviation

啟德機場早期歷史 Early History of Kai Tak Airport



1930年代初啟德濱一帶。(相片鳴謝：吳邦謀先生)
"Kai Tack Bund" in the early 1930s. (Photo Credit: Mr James Ng)



1930年代末的啟德機場。(相片鳴謝：吳邦謀先生)
Kai Tak Airport in the late 1930s. (Photo Credit: Mr James Ng)

1920年代，香港正處於轉型與擴展之際。當時九龍城以東的「啟德濱」地區仍屬於泥灘與鹽田，兩名商人一何啟爵士和區德先生曾成立一家公司，從事在九龍灣填海發展住屋的計劃。該公司後來不幸倒閉，留下的這幅填海土地亦因而空置。由於空置土地擁有優越的地理位置，又是市區少有的平地，政府其後認定這幅土地適宜用作機場，首次有紀錄的飛行便在1925年農曆新年元旦在啟德進行。

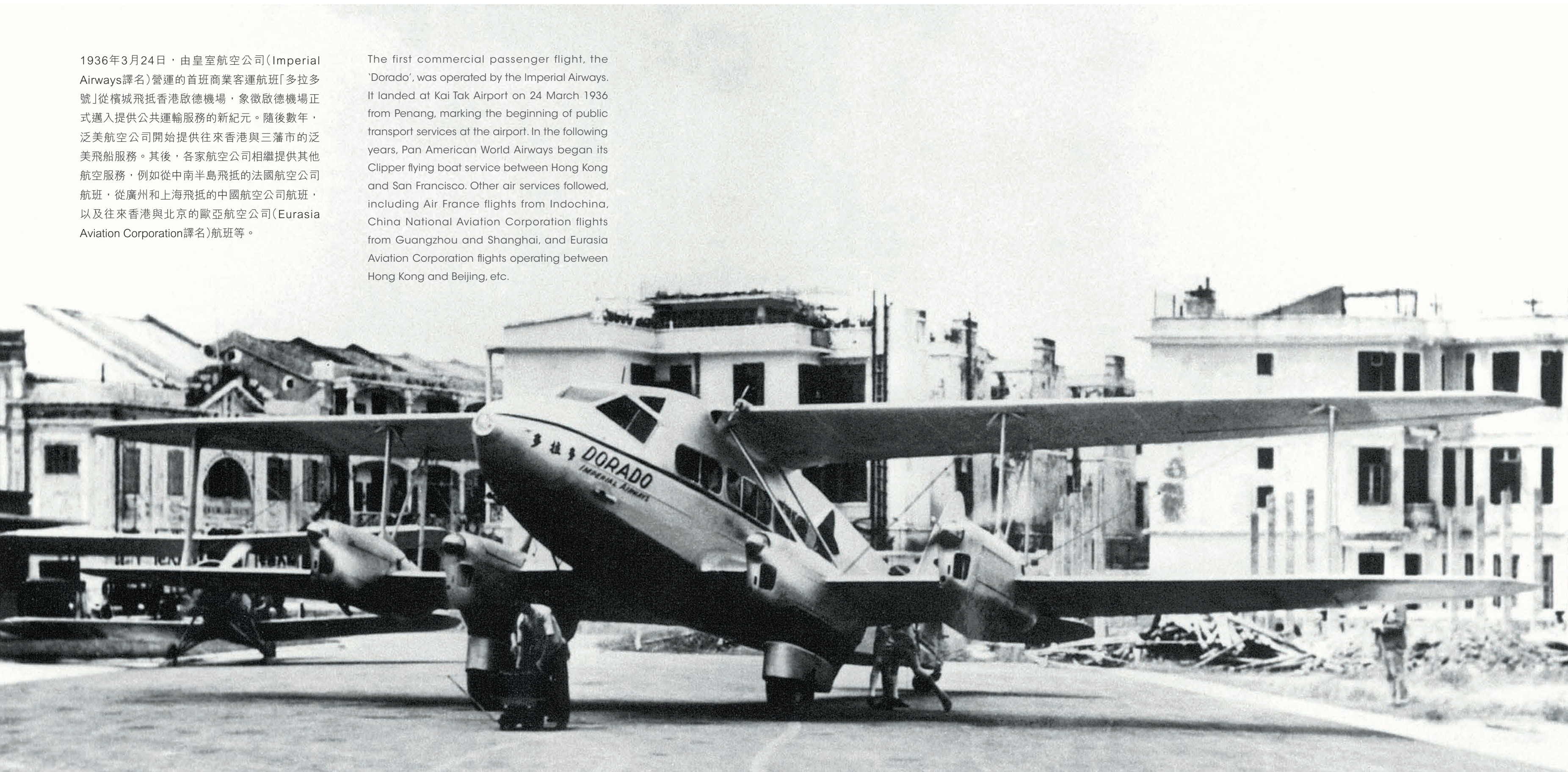
這幅獨特的土地是本港航空業的發源地，最初由一所飛行學校和一隊英軍飛行部隊開始。一條混凝土下水滑道於1928年建成，供在九龍灣升降的水上飛機使用。1930年，當局委任了首名機場監督，而啟德的航空活動則由當時的海港署（Harbour Department譯名）管轄。隨着飛機性能提升與航線網絡擴展，首座指揮塔和飛機庫於1935年落成。

In the 1920s, Hong Kong was undergoing transformation and expansion, during which the "Kai Tack Bund" area, located east of Kowloon City, was still mudflats and salt fields. Two businessmen, Sir Ho Kai and Mr Au Tak, established a company to reclaim land in Kowloon Bay for a residential housing scheme. The company unfortunately failed, and the reclaimed land was left vacant. Due to the superior geographical location of the vacant land, as well as being one of the few flat areas in the urban area, the land was considered suitable for use as an airfield. The first recorded flight from Kai Tak took place on Lunar New Year's Day in 1925.

Hong Kong aviation began on this unique piece of land with a flying school and a British military flying unit. In 1928, a concrete slipway was built for seaplanes operating in Kowloon Bay. In 1930, the first airport superintendent was appointed with the aviation activities at Kai Tak coming under the administration of the Harbour Department. As aircraft performance improved and flight routes expanded, the first control tower and a hangar were built in 1935.

1936年3月24日，由皇室航空公司(Imperial Airways譯名)營運的首班商業客運航班「多拉多號」從檳城飛抵香港啟德機場，象徵啟德機場正式邁入提供公共運輸服務的新紀元。隨後數年，泛美航空公司開始提供往來香港與三藩市的泛美飛船服務。其後，各家航空公司相繼提供其他航空服務，例如從中南半島飛抵的法國航空公司航班，從廣州和上海飛抵的中國航空公司航班，以及往來香港與北京的歐亞航空公司(Eurasia Aviation Corporation譯名)航班等。

The first commercial passenger flight, the 'Dorado', was operated by the Imperial Airways. It landed at Kai Tak Airport on 24 March 1936 from Penang, marking the beginning of public transport services at the airport. In the following years, Pan American World Airways began its Clipper flying boat service between Hong Kong and San Francisco. Other air services followed, including Air France flights from Indochina, China National Aviation Corporation flights from Guangzhou and Shanghai, and Eurasia Aviation Corporation flights operating between Hong Kong and Beijing, etc.

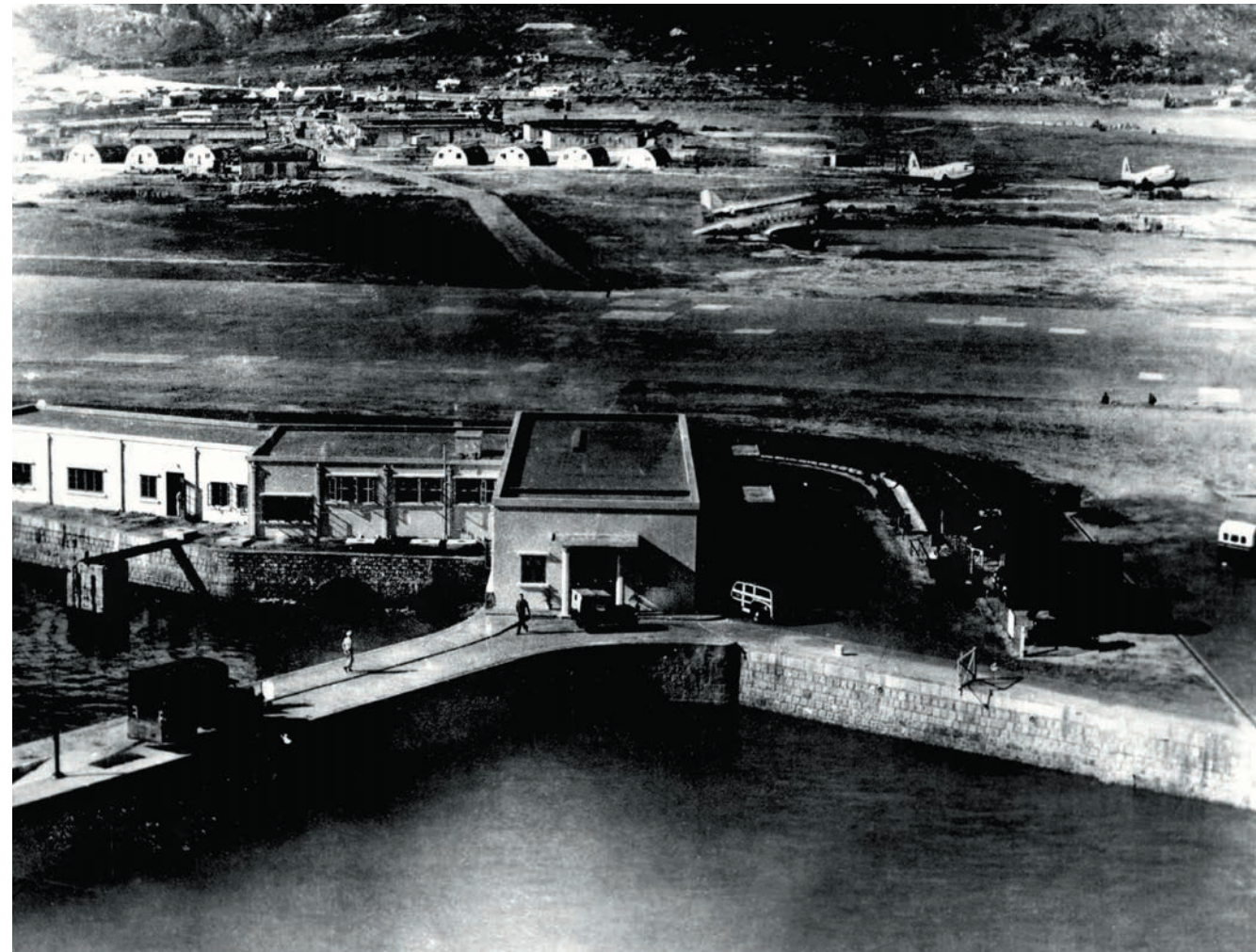


二戰影響與國際民航組織成立

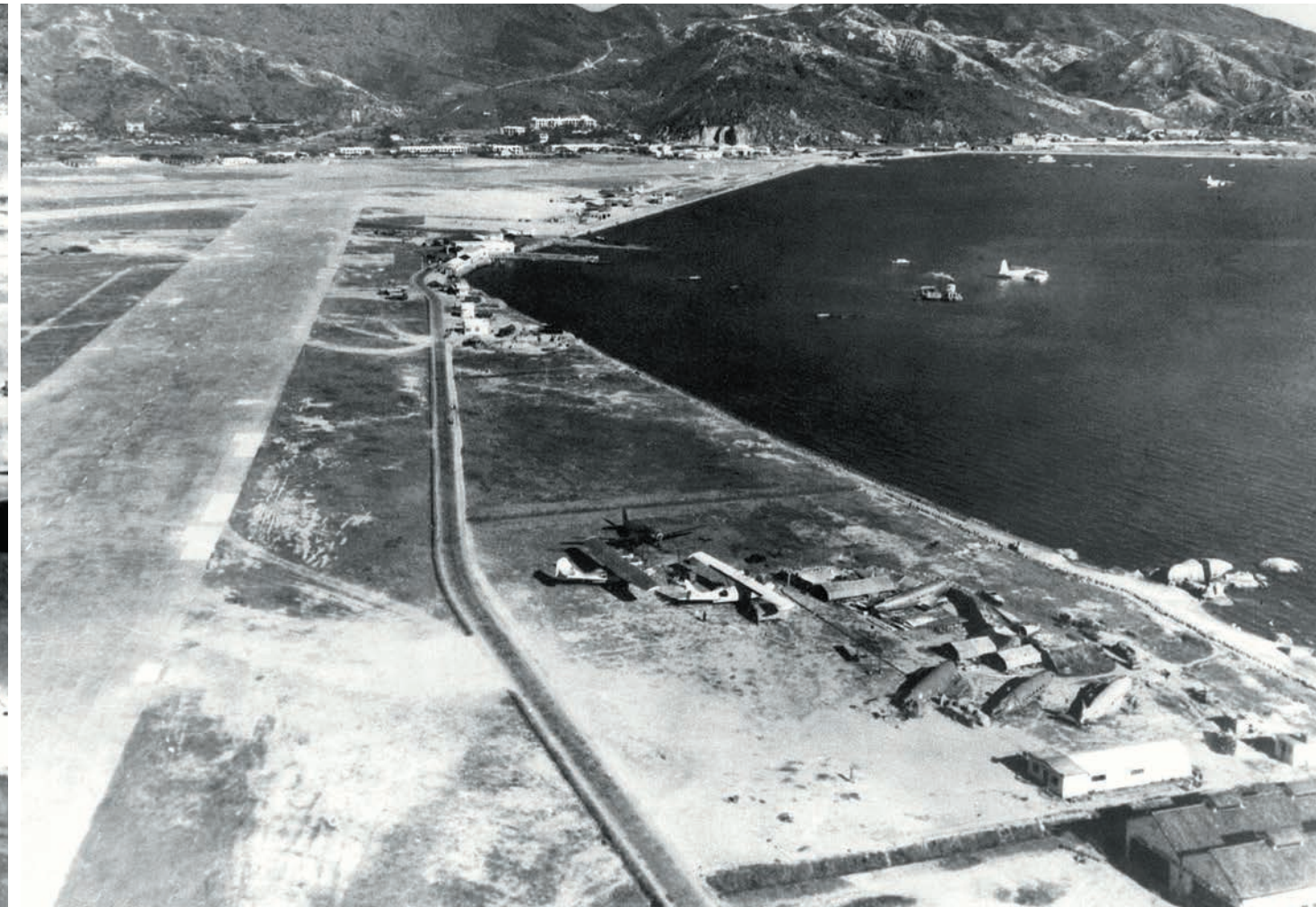
Impact of the Second World War and the Founding of the International Civil Aviation Organization

第二次世界大戰對香港航空業造成沉重衝擊。1941年12月，日軍侵襲香港，啟德機場迅速成為首波攻擊目標之一，多次遭轟炸與炮擊，使機場跑道及相關設施受損。日本佔領香港期間，日軍接管啟德機場後對機場進行修復加固，並將啟德機場用於軍機運輸與偵察。受附近地形以及狹小的飛行區所限，大型飛機難以於啟德機場升降。為應付大型飛機升降，日方於1942年開始擴建啟德機場，包括為機場興建兩條混凝土跑道、擴大飛行區面積、設置控制塔等。

The Second World War dealt a heavy blow to Hong Kong's aviation sector. In December 1941, the Japanese Army invaded Hong Kong. Kai Tak Airport quickly became one of the first targets and was bombed and shelled multiple times, damaging its runway and facilities. During the Japanese occupation, the Japanese Army took over Kai Tak Airport, repaired and reinforced the site, and used the airport for military transport and reconnaissance. Limited by the adjacent terrain and the small manoeuvring area within the airfield, it was difficult for large aircraft to operate into Kai Tak Airport. To accommodate these aircraft, the Japanese began to expand Kai Tak Airport in 1942, including constructing two concrete runways, expanding the airfield areas, and setting up a control tower, etc.



◆ 1947年6月，興建在防波堤上的機場客運站展開服務。
In June 1947, the passenger terminal building built on the sea-wall of Kai Tak commenced operations.



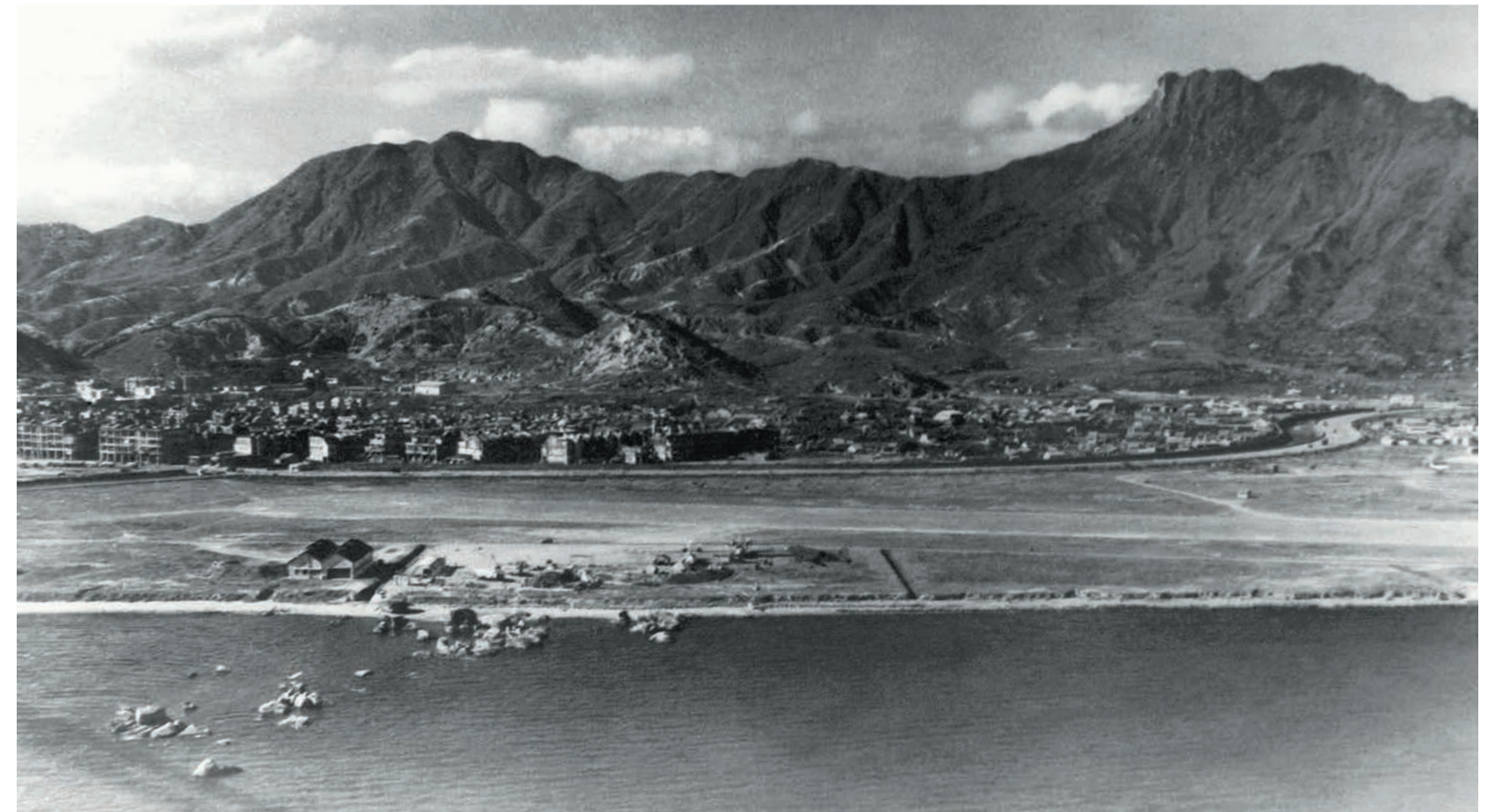
◆ 1947年的啟德機場(從西南方向拍攝)。
Kai Tak Airport in 1947 (View from Southwest).

1945年日本投降後，英軍接管啟德機場。經過戰爭洗禮的啟德機場，大部份設施都受到不同程度的破壞。戰後初期的復原工作不僅是工程挑戰，亦是民航制度的重建。如何確保國際航空安全、標準一致、領空權利與商業航權分配，成為全球共同課題。

After Japan's surrender in 1945, the British Army took control of Kai Tak Airport. Ravaged by the war, a majority of airport facilities had suffered varying degrees of damage. The post-war recovery was not only an engineering challenge, but also a reconstruction of the civil aviation system. Ensuring international flight safety, standardised procedures, airspace rights, and commercial air traffic rights allocation became global concerns.

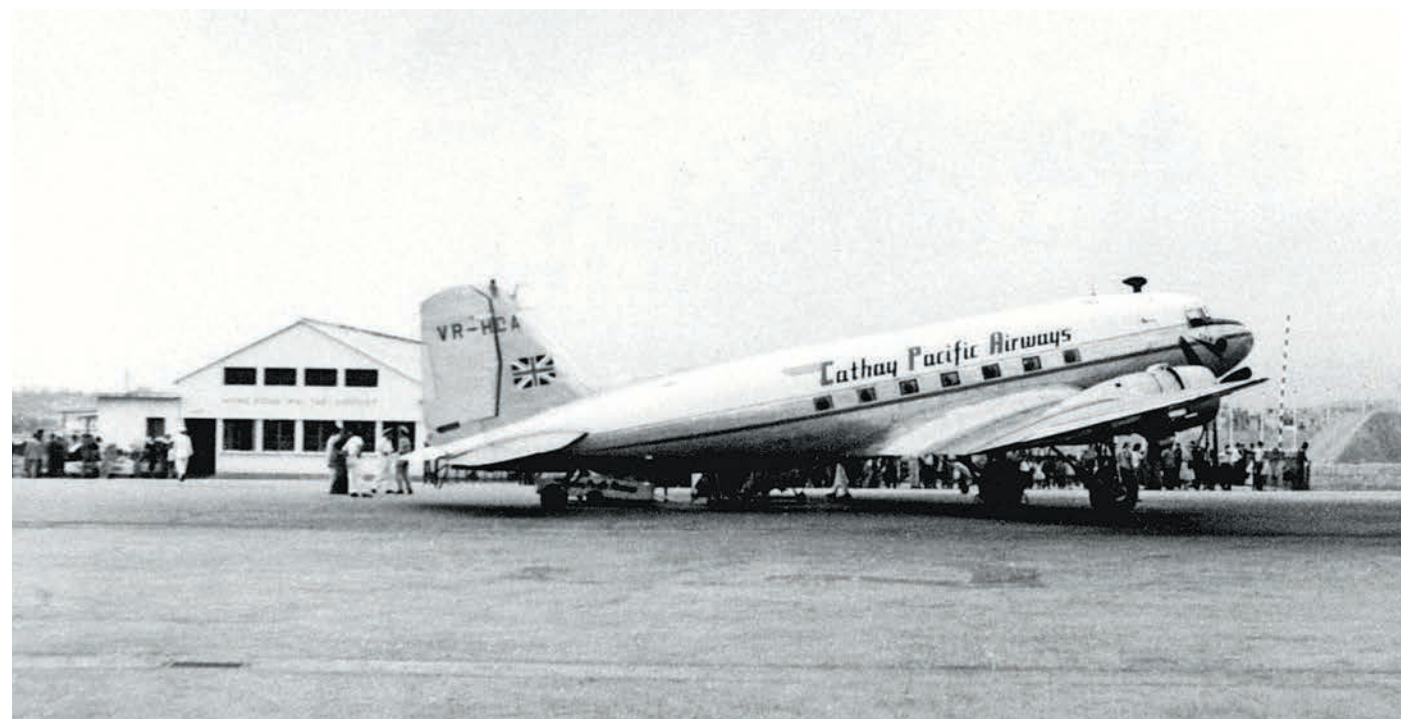
為此，「國際民用航空會議」於1944年底在芝加哥召開，共有52個國家參與。會議以法律與技術兩條路徑並進：一方面設計永久性的民用航空公約與常設機構，另一方面就民用航空制定統一的技术標準和建議措施。與會各國最終簽訂《國際民用航空公約》（又稱《芝加哥公約》）。1947年4月4日，《國際民用航空公約》生效，國際民用航空組織（「國際民航組織」）同日正式成立。作為聯合國轄下的專門機構，國際民航組織旨在促進國際民航安全和有序的發展。組織下的專家組為各自負責的民航領域制定標準，並將其編入《國際民用航空公約》的附件，涵蓋飛航安全、航空器適航性、航空電訊、空中交通服務、機場和航行情報服務等領域。

To address these issues, the International Civil Aviation Conference was convened in Chicago in late 1944, with the participation of 52 countries. The Conference pursued both legal and technical paths: drafting a permanent civil aviation convention and establishing a standing organisation, while also formulating unified technical standards and recommended practices for civil aviation. The participating countries in the Conference eventually signed the Convention on International Civil Aviation (also known as the Chicago Convention). On 4 April 1947, the Convention came into effect, and the International Civil Aviation Organization (ICAO) was officially established on the same day. As a specialised agency under the United Nations, ICAO aims to promote the safety and orderly development of international civil aviation. Expert panels under ICAO set standards for their respective civil aviation fields, which are compiled into Annexes to the Convention, covering flight safety, airworthiness of aircraft, aeronautical telecommunications, air traffic services, aerodromes, aeronautical information services, etc.



◆ 1947年的啟德機場。
Kai Tak Airport in 1947.

◆ 戰後，國泰航空公司開始使用DC-3航機提供服務。
Cathay Pacific Airways began operations with DC-3 aircraft after the war.



對當時的香港而言，香港政府須與英方民航部門協調，按國際民航組織框架恢復與擴展航線，建立航空交通管制、導航設備與飛行程序，以及確保啟德機場的設施符合國際民航組織的相關標準和建議措施所定下之要求。國際民航組織的成立使香港能在亞太航空網絡中再定位，把香港航空治理體系與國際接軌，讓香港在1950年代起迅速重返區域航空中心之列。

For Hong Kong at the time, the Hong Kong Government had to coordinate with the British civil aviation authority to restore and expand flight routes under the ICAO framework, establish air traffic control, navigation equipment and flight procedures, and ensure that Kai Tak Airport's facilities comply with the relevant ICAO standards and recommended practices (SARPs). The establishment of ICAO enabled Hong Kong to reposition itself within the Asia and Pacific aviation network, aligning its aviation governance with international standards, and allowing it to rapidly reemerge as a centre of regional aviation since 1950s.



◆ 1946年啟德機場的航空交通控制塔。
The air traffic control tower at Kai Tak Airport in 1946.

民航處成立

Establishment of the Civil Aviation Department

◆ 1946年至1954年間，航空事務處(其後改稱民航處)總部設於中環皇后像廣場(如圈中所示)，毗鄰建築現為終審法院大樓。

From 1946 to 1954, the Headquarters of the Directorate of Air Services (later renamed the CAD) was located at Statue Square, Central (as circled). The adjacent building is now the Court of Final Appeal Building.



(相片鳴謝 / Photo Credit: "Airport of the Nine Dragons, Kai Tak, Kowloon")

二戰後，香港政府須建立專責民航管理架構，以落實國際民航組織標準和建議措施，並監督高速成長的民航市場。有見及此，香港政府於1946年5月1日成立「航空事務處」，並於1947年6月將其更名為「民航處」。

為有效管理啟德機場的運作，民航處於1948年在啟德設立機場行政辦公室，由兼任機場經理的民航處副處長管轄。

隨着全球民航制度和技術發展，民航處不斷擴展職能。民航處的職能涵蓋多個範疇，包括管理啟德機場、監察航空公司運作、建立航空交通管制系統、管理航空交通、簽發飛行員與飛機維修執照等。民航處同時代表香港參與國際民航組織與區域性技術會議，確保本地法規與國際標準一致。

After the Second World War, the Hong Kong Government saw the need to establish a dedicated civil aviation management structure to implement ICAO SARPs and to oversee the rapidly growing civil aviation market. In this light, the Government established the Directorate of Air Services on 1 May 1946 and renamed it as the Civil Aviation Department (CAD) in June 1947.

To effectively manage operations at Kai Tak Airport, the CAD set up an Airport Administrative Office at Kai Tak in 1948, under the Deputy Director of Civil Aviation who was concurrently



the Airport Manager.

The CAD has expanded its functions as global civil aviation systems and technologies evolved. Its responsibilities came to include managing Kai Tak Airport, overseeing air operators' operations, establishing air traffic control systems, managing air traffic, issuing licences to pilots and aircraft maintenance personnel, etc. The CAD also represented Hong Kong in ICAO and regional technical meetings to ensure the alignment of local regulations with international standards.

啟德年代的故事

The Story of the Kai Tak Era

啟德機場的傳奇，既是航空的故事，也是城市的記憶。

The legend of Kai Tak Airport is not only a story of aviation;
it is also a memory etched into the soul of the city.



1950至1960年代起，各種新型的民航噴射式飛機相繼面世。啟德機場亦跟隨時代的步伐進行擴建，以容納這些新型飛機。以填海方式建造，總長2 529米的新13/31跑道於1958年落成。

The 1950s to the 1960s marked the launch of new jetliners. To keep pace with the times, Kai Tak Airport underwent expansion to accommodate these modern planes. In 1958, the new Runway 13/31, measuring 2 529 metres in length and constructed by land reclamation, was commissioned.

◆ 啟德機場配備飛行區地面燈號，使機場於夜間仍能繼續運作。

Kai Tak Airport was equipped with airfield ground lightings, enabling night operations.



◆ 1958年擴建中的啟德機場。

The expansion of Kai Tak Airport in 1958.

(相片鳴謝 / Photo Credit: "Airport of the Nine Dragons, Kai Tak, Kowloon")



新跑道落成後，民航處隨即展開新客運大樓的建造工程，更新機場設備以迎接新型客機。新興建的客運大樓於1962年啟用。樓高七層的新客運大樓採用「分層式設計」，分開處理離港和抵港旅客，以紓緩繁忙時間的人流。

往後數十年間，民航處在客運大樓和飛行區內多次進行各項大大小小的擴建及設施改善工程，例如增加客運大樓樓面面積、延長13/31跑道、增建登機橋和停機位、裝設行李處理系統、增加登機櫃台等，以配合航空運輸需求的持續增長及提升旅客體驗。

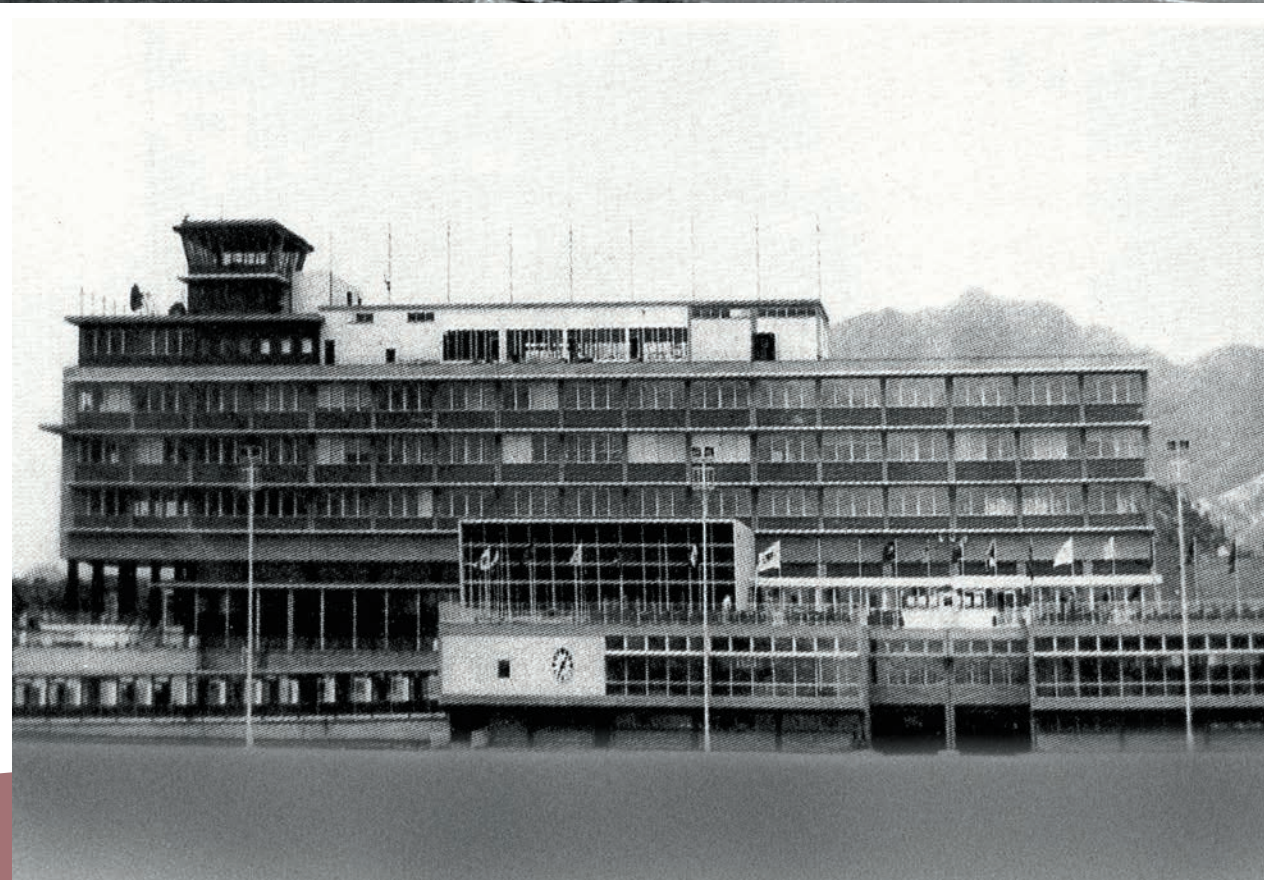
Following the commissioning of the new runway, the CAD promptly began the construction of a new passenger terminal building to upgrade the airport's facilities for accommodating new types of aircraft. The new passenger terminal building was officially opened in 1962. The seven-storey passenger terminal adopted a "multi-level design," separating departing and arriving passengers to ease congestion during peak hours.

Over the following decades, the CAD carried out a number of expansions and facility improvements at the passenger terminal and airfield, such as increasing floor space, extending Runway 13/31, adding passenger boarding bridges and aircraft parking stands, installing baggage handling systems, and providing more check-in counters, in order to meet the continuous growth in air transport demand and to enhance passenger experience.

◆ 1962年9月2日，樓高七層的新機場客運大樓落成，大樓可以處理旅客流量達每小時550人次旅客，停機坪可以停泊11架大型飛機。

On 2 September 1962, the new seven-storey passenger terminal building was commissioned. The terminal could handle 550 passengers per hour, while the parking apron had space for 11 large planes.

(相片鳴謝 / Photo Credit: "Airport of the Nine Dragons, Kai Tak, Kowloon")





◆ 1964年6月，著名樂隊「披頭四」經啟德機場到訪香港。
The famous band, The Beatles, visited Hong Kong via Kai Tak Airport in June 1964.



◆ 1960年代從泰國曼谷抵港的航班。
Arrival flight from Bangkok, Thailand in the 1960s.



◆ 1962年的啟德機場客運大樓瞭望台和停機坪。
Viewing gallery of the passenger terminal building and apron of Kai Tak Airport in 1962.



