飛躍之旅

A LEAP FORWARD

赤鱲角新機場與基建系統革新

The New Chek Lap Kok Airport and Infrastructure Transformation

世紀工程—規劃、填海及建設過程
The Project of the Century – Planning, Land Reclamation and Construction Process

1970至1980年代，香港社會急速發展，經濟起飛。作為香港對外窗口的啟德機場，雖然經歷過多次擴建以應付需求，但受限於單跑道設計與啟德機場附近的地理環境，機場容量仍面臨飽和。

為此，香港政府在1970至1980年代進行多次研究，探討搬遷機場的可行性。1989年10月，香港政府正式公布《港口及機場發展策略》（即後來的「香港機場核心計劃」），選址赤鱲角興建新機場及相關配套設施。

During the 1970s and 1980s, Hong Kong experienced rapid development and economic take-off. As Hong Kong's gateway to the world, Kai Tak Airport underwent several expansions to meet demand. Nevertheless, limited by its single-runway design and the surrounding geographical environment, the airport's capacity was reaching saturation.

To address this challenge, the Hong Kong Government conducted multiple studies in the 1970s and 1980s to explore the feasibility of relocating the airport. In October 1989, the Hong Kong Government formally announced the "Port and Airport Development Strategy" (later known as the "Hong Kong Airport Core Programme"), designating Chek Lap Kok as the site for a new airport along with related supporting infrastructure.

填海前的赤鱲角島和欖洲島。
Chek Lap Kok Island and Lam Chau Island before the reclamation.

赤鱲角機場按計劃分階段啟用兩條平行，各長3 800米，寬60米的跑道供飛機升降。而新客運大樓則呈「Y」字形設計，採用大量玻璃引入自然光，與首先落成的南跑道同時啟用。新赤鱲角機場的設計為當時全球最先進的機場之一，象徵着香港致力於成為世界級航空樞紐的決心。

Chek Lap Kok Airport was planned with two parallel runways, each 3 800 metres long and 60 metres wide, to be commissioned in phases. At its heart stood a striking "Y"-shaped passenger terminal, featuring extensive glazing to flood the interior with natural light. The passenger terminal was commissioned in tandem with the South Runway which was first completed. The design of the new Chek Lap Kok Airport was ranked among the most advanced airports in the world at the time, symbolising Hong Kong's determination to establish itself as a world-class aviation hub.

赤鱲角機場計劃興建於大嶼山北岸的一個人工島上，由原赤鱲角島、欖洲島以及填海所得的948公頃土地組成，總面積達1 248公頃。赤鱲角機場的填海工程於1992年展開。工程首先夷平赤鱲角島和欖洲島的山體，並把挖掘所得的材料連同海砂及其他填料作填海建設人工島平台之用。

The planned Chek Lap Kok Airport was to be built on an artificial island off the northern shore of Lantau Island, formed by merging the original Chek Lap Kok Island, Lam Chau Island, and 948 hectares of reclaimed land, for a total area of 1 248 hectares. Reclamation work for Chek Lap Kok Airport began in 1992. The hills of Chek Lap Kok Island and Lam Chau Island were first levelled, and the excavated materials, together with marine sand and other fill, were used to form the foundation of the island.

◆ 1998年7月2日，時任國家主席江澤民（左）主持位於赤鱲角的新香港國際機場開幕典禮。

The then President of the People's Republic of China, Mr Jiang Zemin (left), officially opened the new Hong Kong International Airport at Chek Lap Kok on 2 July 1998.

◆「沙田精神號」於1997年11月15日在尚未正式啟用的香港國際機場進行首航，其後在一號客運大樓內展出至今。

The "Spirit of Sha Tin" took its inaugural flight from the yet-to-be-commissioned Hong Kong International Airport on 15 November 1997, and has been on display in Terminal 1 since then.

（相片鳴謝：香港機場管理局）
(Photo Credit: Airport Authority Hong Kong)

從啟德一夜搬遷至赤鱲角
One-night Changeover from Kai Tak to Chek Lap Kok

1998年7月5日傍晚到7月6日清晨，香港經歷了一場前所未有的「一夜搬機場」行動 — 從啟德機場關閉，到赤鱲角新香港國際機場啟用。這場遷移，並非單純搬遷設施，而是一場橫跨十多年規劃、數萬人協同、分秒不差的系統切換。為有效組織及監察機場搬遷行動，民航處事前聯同香港機場管理局、相關的政府部門以及機場服務單位成立專責小組，商討機場搬遷行動的細節，務求啟德與香港國際機場的運作能無縫交接。

1998年7月6日凌晨，時任民航處處長施高理在啟德機場的航空交通管制塔內主持關閉機場儀式。凌晨1時16分，時任處長以一句「再見了啟德，謝謝！」向啟德機場告別。隨着跑道照明燈一盞盞熄滅，啟德機場在全港市民見證下正式完成歷史使命。

1998年6月29日，時任民航處處長施高理(中)簽署了第一張香港國際機場的機場牌照。

On 29 June 1998, the then Director of Civil Aviation, Mr Richard Siegel (centre), signed the first aerodrome licence of Hong Kong International Airport.

From the evening of 5 July to the early morning of 6 July 1998, Hong Kong undertook an unprecedented "one-night airport changeover" — closing Kai Tak Airport and opening the new Hong Kong International Airport (HKIA) at Chek Lap Kok. The changeover process was not simply the relocation of facilities, but the culmination of more than a decade of planning, involving tens of thousands of people working in perfect coordination to achieve a seamless system changeover. To effectively organise and oversee the changeover, the CAD, together with the Airport Authority Hong Kong (AAHK), relevant Government Departments, and airport service units, established a dedicated task force to discuss details of the airport relocation and to ensure smooth handover of operations from Kai Tak to HKIA.

In the early hours of 6 July 1998, the then Director of Civil Aviation, Mr Richard Siegel, presided over the airport closing ceremony in the air traffic control tower at Kai Tak Airport. At 1:16 a.m., he bid farewell with the words, "Goodbye Kai Tak, and thank you!". As the runway lights were switched off one by one, Kai Tak Airport officially completed its historic mission under the witness of the city.

早於1998年5月6日開始，啟德機場的機場地面設備分五個階段，動用3 000架次以上的運輸車輛和30艘次躉船，由啟德機場運往香港國際機場。搬遷行動期間，全港多條主要幹道實施封路限制，以確保行動順利進行。另外，在新機場開幕前一晚，共有29架飛機由啟德飛往香港國際機場。

1998年7月6日早上6時27分，第一班由紐約抵港的航班CX887降落香港國際機場南跑道，象徵着香港航空業步入新時代。

這夜後，民航處的角色由機場營運者，轉為監管者，透過機場牌照發牌制度，確保由香港機場管理局營運的香港國際機場，在航空安全和保安方面，均符合國際民航組織和民航處的要求。

Starting on 6 May 1998, ground service equipment of Kai Tak Airport were transferred in five phases, requiring more than 3 000 vehicle trips and 30 barge sailings from Kai Tak to HKIA. During the relocation, major roads across Hong Kong were closed to ensure smooth operation. On the night before the new airport's opening, 29 aircraft were flown from Kai Tak to HKIA.

At 6:27 a.m. on 6 July 1998, the first flight, CX887 from New York, landed on the South Runway of HKIA, marking the dawn of a new era for Hong Kong's aviation industry.

From that night onward, the CAD's role shifted from an airport operator to a regulator. Through the aerodrome licensing mechanism, it ensured that HKIA, operated by the AAHK, complies with the aviation safety and security requirements set out by ICAO and the CAD.

香港航空交通管理發展歷程
Development of Hong Kong's Air Traffic Management

香港航空交通管制(空管)由創立至今經過約80年的發展歷程。這是一段從地圖、飛行進程單走到數碼監察，從目視管制走到智能分析的蛻變之路，體現了科技如何推動航空安全與效率同步提升。

It has been about 80 years since the development of air traffic control (ATC) in Hong Kong. This is a metamorphic path from map and flight progress strips to digital surveillance, and from visual control to intelligent analysis, demonstrating how technology can enhance aviation safety and efficiency.

1962年的塔台管制員。
Aerodrome controllers in 1962.

啟德機場航空交通管制中心於1980年投入服務。
The Air Traffic Control Centre in Kai Tak Airport was commissioned in 1980.

香港國際機場的航空交通管制中心於1998年投入服務。
The Air Traffic Control Centre at Hong Kong International Airport was commissioned in 1998.


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1 安全與秩序：空管的核心使命

空管的首要任務建基於安全、有序與高效率三大核心原則。首先，必須確保航機互相保持着安全的水平或垂直間距，並在適當高度與航向飛行，避免在空中有碰撞的機會；此外，要確保航機避開山勢與建築物等地面障礙；最後則需讓航空交通保持流暢，使航機能安全起降和高效地飛越空域。

為達成這些目標，香港空管工作被細分為多個空管單位，包括塔台管制、進近管制、終端管制和區域管制，每個單位各司其職，需環環相扣，確保整個空管運作體系協調一致。

2 從啟德起步：早期時代

香港的空管工作始於1946年，民航處成立後，開始負責管理香港飛行情報區。當時的設備相對簡單，管制員主要依靠無線電通訊與燈號指示指揮航班。

1962年，第一代空管系統在啟德機場空管中心啟用，標誌着香港首次建立專業化的空管設施。當時的航班資料是用飛行進程單手寫記錄，管制員需靠心算方式計算時間、人手記錄航機狀態變化及語音溝通協調航空交通。

1980年，第二代空管系統投入服務，並首次應用二次監察雷達技術，使航機能應答自身位置、高度和雷達呼號，管制員可在雷達監察畫面上閱覽有關資訊，管制能力因此大大提升。

3 邁入赤鱲角：邁向自動化年代

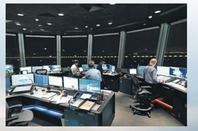
隨着1998年香港國際機場啟用，位於機場飛行區內的新空管中心亦同時啟用，香港空管迎來劃時代升級。第三代空管系統正式登場，實現了自動化與電子整合。在2010年引入的抵港航班排序系統，對進入香港空域的航機自動按適用間距排序與調整間距，有效提升跑道使用效率與整體容量，是香港空管邁入自動化的一大里程碑。

4 數碼化新時代：全自動化及綜合監察

為應對航班持續增長，位於民航處總部大樓的新空管中心於2016年啟用，並全面升級至第四代空管系統。該系統性能更強、運算速度更快，能與其他系統對接，如語音通訊系統、航空交通服務數據管理系統和抵港航班排序系統等。第四代空管系統與天文台的航空氣象系統連接，能即時獲取空域內天氣資料，並顯示在雷達監察畫面上，協助管制員更精準地判斷天氣變化對航班的影響。此外，紙本飛行進程單被電子飛行進程單取代，資訊即時更新並可在不同席位共享。新系統還結合了廣播式自動相關監察和先進場面活動引導和控制系統，實現空地立體監控，有效全面提升安全與效率。

5 邁向智慧航空：數碼指揮塔設施誕生

近年，民航處進一步啟用數碼指揮塔設施，以超高解像鏡頭與影像分析技術，建立機場實時全景畫面，並能即時標示航機資訊。這讓管制員即使在低能見度或夜間亦能對機場現況一目了然，大幅提升操作靈活度與安全水平。這不僅代表着香港空管正式進入數碼時代，更是邁向智慧航空的重要里程。



6 展望未來新篇：持續創新，領航未來

今日的香港空管系統已是全球最先進之一，航空交通處理能力與安全水平亦居世界前列。隨着航班量不斷上升，民航處將繼續強化系統性能與自動化程度，推動更多系統融合與數據分享，確保航空交通能以更安全、更高效和更智能的方式運行。

從目視管制到現在的數碼指揮，香港的空管故事，正是一段科技創新與專業並進、以安全為核心的現代航空縮影。

1. Safety and Orderliness: the Core Mission of ATC

The primary task of ATC is founded on three core principles: safety, orderliness and efficiency. Firstly, aircraft must be kept at safe horizontal or vertical distances from each other at appropriate altitudes and headings to prevent collisions in the air. Secondly, it is essential to ensure that aircraft avoid obstacles, such as terrain and buildings, throughout their flight paths. Finally, air traffic must flow smoothly to facilitate safe departures and landings at airports, as well as the efficient transit of aircraft through airspace.

To achieve these goals, ATC work is subdivided into multiple control units including Aerodrome Control, Approach Control, Terminal Control and Area Control, each of which has its own role and needs to be intertwined to ensure that the entire ATC system is coordinated and consistently operated.

2. Starting from the Early Days at Kai Tak

Hong Kong ATC operations began in 1946 with the establishment of the CAD to manage Hong Kong Flight Information Region (HKFIR). The equipment was rudimentary, and controllers mainly relied on radio communications and light signals to direct air traffic.

In 1962, the first-generation ATC system was launched in the ATC Centre of Kai Tak Airport, marking Hong Kong's first professional ATC facilities. At that time, flight data were recorded on flight progress strips manually, and controllers had to calculate timing with mental arithmetic, update aircraft status by hand, and coordinate air traffic through voice communication.

In 1980, the second-generation ATC system entered into service. The system marked the first application of secondary surveillance radar technology, enabling aircraft to transmit their position, altitude and call signs to be displayed on radar surveillance screens for controllers, significantly enhancing their control capabilities.

3. Chek Lap Kok: Towards the Age of Automation

With the opening of HKIA and the new ATC Centre at the airfield in 1998, Hong Kong ATC witnessed a landmark upgrade. The third-generation ATC system was officially launched, introducing automation and electronic integration. The arrival flight sequencing system for arriving flights introduced in 2010 enabled aircraft to be automatically sequenced with the applicable spacing upon entering Hong Kong airspace. This effectively improved runway utilisation and overall capacity, marking a significant milestone in the automation development of Hong Kong ATC.

4. New Era of Digitalisation: Fully Automated and Integrated Surveillance

In response to continued air traffic growth, a new ATC Centre was inaugurated in 2016 at the CAD Headquarters. This Centre is equipped with the fourth-generation ATC system, offering enhanced performance and connections with other systems such as voice communication, air traffic service data management and arrival flight sequencing systems. It has also integrated with the Hong Kong Observatory's aeronautical meteorological system to provide regular updates of weather information within the airspace displayed on radar surveillance screens, enabling controllers to more accurately assess the impact of weather changes on flights. Besides, paper flight progress strips have been replaced by electronic ones, allowing real-time updates shared across different controller working positions. Integrated with the Automatic Dependent Surveillance–Broadcast and Advanced Surface Movement Guidance and Control Systems, the new ATC system allows comprehensive monitoring of both air and ground operations and significantly enhancing overall safety and efficiency.

5. Intelligent Aviation: the Birth of Digital Tower Facilities

In recent years, the CAD has introduced the Digital Tower Facilities, which provide real-time panoramic images of the airport using ultra-high resolution cameras and advanced image analysis technology. This enables the real-time labelling of aircraft information, allowing controllers to quickly assess the situation even during times of low visibility or at night. This enhancement significantly improves operational flexibility and safety. The implementation of these facilities not only marks Hong Kong ATC's entry into the digital era but also represents an important milestone towards intelligent aviation.

6. Ushering in a New Chapter: Sustained Innovation, Leading the Future

Today, the Hong Kong ATC system stands among the most advanced in the world, boasting some of the highest capacities and safety records in air traffic management. In response to the increasing air traffic, the CAD will continue to enhance system performance and automation, promote greater integration and data sharing, and ensure that air traffic operates in a safer, more efficient, and more intelligent manner.

From visual control to digital control, the story of Hong Kong ATC reflects the evolution of modern aviation, where safety is paramount, and technological innovation and professional excellence work hand in hand.

通訊、導航及監察技術發展
Technological Development of Communications, Navigation and Surveillance

在空管中，通訊、導航與監察系統正是管制員監察飛機動向的望遠鏡和溝通的媒介。民航處一直與時並進，為香港引入高質量的系統與技術，努力不懈守護香港的航空安全。

航空監察系統

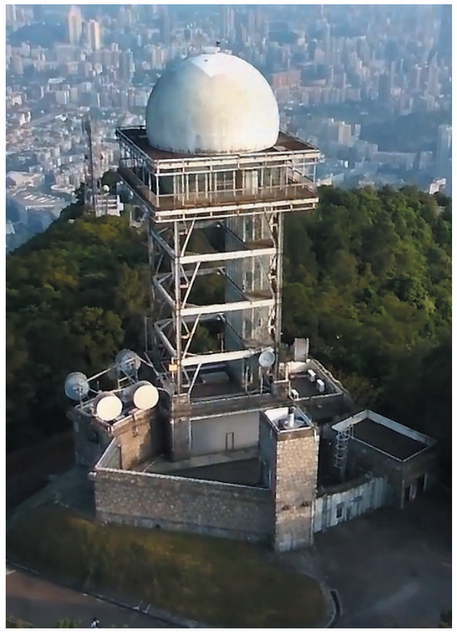
航空監察系統當中，雷達一直最為廣泛採用。監察雷達可分為一次監察雷達和二次監察雷達兩大類。隨着科技發展，監察系統從初期的獨立雷達顯示器，發展成為融合各種不同雷達監察訊息的空管系統，向管制員顯示飛機位置、高度、速度和航班識別等資料。

啟德機場於運作初期主要依靠九龍仔山上設立的一次監察雷達提供航空交通監察資訊，其後民航處在柏架山、筆架山和九龍灣加裝監察雷達。

在1990年代民航處為準備赤鱲角新機場啟用，在沙洲和大帽山安裝一次和二次監察雷達，及後為柏架山的一次監察雷達進行升級。

民航處一直積極引入各種新監察技術，如先進場面活動引導和控制系統、地面監察雷達和廣播式自動相關監察系統，為管制員提供更有效率的監察服務，從而保障航空安全。

◆ 一名航空交通管制員在啟德機場的航空交通管制中心利用雷達顯示器工作。
An air traffic controller was working with the radar display console in the Air Traffic Control Centre at Kai Tak Airport.



◆ 筆架山進場二次監察雷達站。(攝於1990年代)
Beacon Hill Approach Secondary Surveillance Radar Station. (Photo taken in the 1990s)

◆ 大帽山終端區雷達站。
Tai Mo Shan Terminal Area Radar Station.

In ATC, communications, navigation and surveillance systems serve as the controllers' telescope for monitoring aircraft movement and the media for communications. The CAD has consistently kept pace with technological development, introducing high-quality systems and technologies to safeguard aviation safety in Hong Kong.

Aeronautical Surveillance Systems

Among aeronautical surveillance systems, radar has been the most widely used. Surveillance radar can be categorised into primary surveillance radar and secondary surveillance radar. With technological advancements, surveillance systems have evolved from standalone displays to ATC systems that integrate information from various surveillance sources to display aircraft position, altitude, speed and flight identification data to controllers.

In the early operations, Kai Tak Airport primarily relied on a primary surveillance radar located on Kowloon Tsai Hill for obtaining air traffic surveillance information. Later, additional surveillance radars were installed on Mount Parker, Beacon Hill and Kowloon Bay.

In the 1990s, to prepare for the opening of the new Chek Lap Kok Airport, the CAD installed primary and secondary surveillance radars on Sha Chau and Tai Mo Shan, and later upgraded the primary surveillance radar at Mount Parker.

The CAD has consistently and actively introduced various new surveillance technologies, such as the Advanced Surface Movement Guidance and Control System (A-SMGCS), Surface Movement Radars (SMR) and Automatic Dependent Surveillance-Broadcast (ADS-B) System, to provide controllers with more efficient surveillance services, thereby safeguarding aviation safety.

航空通訊系統

地空通訊方面，民航處一直以高頻和甚高頻無線電為基礎。隨着航班量增加，民航處逐步增設更多地面電台，確保提供足夠的覆蓋範圍。其後更引入數據鏈技術，讓常規訊息能以文字或自動廣播方式傳送，減少語音頻道負荷，提升效率與準確性。

地面通訊方面，早期的航空交通訊息依靠摩斯碼與電報以點對點方式傳送。到1950年代，民航處接入了國際航空通訊網絡，使空管中心之間的訊息交換更快捷、更可靠。踏入21世紀，民航處把透過這個網絡傳送的協調訊息，由語音轉化為數碼，以提升效率。近年民航處更積極推動以專用航空通訊數據網絡支持更多現代化應用。這些發展進一步鞏固香港的國際航空樞紐地位。

80年來，香港民航通訊系統由語音走向數碼化，既見證科技進步，也彰顯香港在國際民航通訊領域中的重要角色。

位於民航處總部的航空交通管制中心於2016年啟用，並採用先進的監察和通訊系統運作。

The Air Traffic Control Centre at CAD Headquarters commissioned in 2016 using advanced surveillance and communication systems for operation.

Aeronautical Communications Systems

High frequency (HF) and very high frequency (VHF) radio have been the fundamental means for air-ground communications all along. As air traffic grows, the CAD had progressively established more ground radio stations to ensure sufficient radio coverage. Subsequently, data link technologies were introduced to transmit routine messages in text or automated broadcast, reducing loading in voice channel and improving operational efficiency and accuracy.

For ground-ground communications, air traffic messages were sent in point-to-point using Morse code and telegram in the early days. In the 1950s, the CAD joined an international aviation communications network, making information exchange between air traffic control centres faster and more reliable. Entering the 21st Century, the CAD leveraged this network to enhance efficiency by migrating from voice to digital messaging. In recent years, the CAD has actively promoted the dedicated aeronautical communication data network to support more modern applications. This has further strengthened Hong Kong's role as an international aviation hub.

Over the past 80 years, Hong Kong's civil aviation communications systems have evolved from voice-based to data-based operations, reflecting technological progress and underscoring Hong Kong's prominent role in the international civil aviation communications domain.

航空導航系統

從啟德機場到香港國際機場，儀表引導系統和儀表着陸系統一直為飛機提供精確的引導訊號，使飛機能在各種天氣條件下安全降落。隨著三跑道系統全面啟用，機場的儀表着陸系統設備亦同步升級，以支持高流量降落的需求。

在協助航機於特定航路上導航方面，香港飛行情報區內已配備了多普勒甚高頻全向無線電訊標及測距儀，比以往採用傳統甚高頻全向無線電訊標和無方向性訊標台設備，能提供更精確的方位和距離資訊，為飛機提供更佳的定位與導航。

一直以來，民航處積極推進全球衛星導航系統科技的相關應用。透過在飛機上的導航儀器接收衛星定位訊號，飛機能精準地跟隨特定飛行程序和路線飛行，有效優化香港飛行情報區內空域的使用，並縮短飛行距離與時間。此外，民航處正在研究於香港國際機場引進陸基增強系統，利用全球衛星導航系統科技，以支援航機進行精密進場和着陸。

位於香港國際機場的儀表着陸系統航向台。

Instrument Landing System Localiser at Hong Kong International Airport.

Aeronautical Navigation Systems

From Kai Tak Airport to HKIA, the Instrument Guidance System and the Instrument Landing System (ILS) have consistently provided precise guidance signals to enable safe landing of aircraft under various weather conditions. With the commissioning of the Three-Runway System at HKIA, the ILS equipment at the airport has also been upgraded to support high-volume demands for aircraft landing.

To facilitate aircraft navigation along defined flight routes, in conjunction with Distance Measuring Equipment (DME), Doppler Very High Frequency Omnidirectional Range (DVOR) have been deployed to support flight operations in HKFIR. Comparing to the use of traditional Very High Frequency Omnidirectional Range (VOR) and Non-Directional Beacon (NDB) equipment in the past, using DVOR in conjuction with DME can provide relatively more accurate azimuth and distance information to support flight operations with enhanced positioning and navigation capabilities.

The CAD has been actively promoting the application of Global Navigation Satellite System (GNSS) technologies in aeronautical navigation. Through the reception of positioning signals from GNSS, aircraft can accurately follow through specific flight procedures and routes, effectively optimising the use of airspace in HKFIR by reducing flying distance and duration. Besides, the CAD is exploring the implementation of Ground Based Augmentation System (GBAS), which utilises GNSS technologies to support flight operations in precision approach and landing at the airport.

香港國際機場三跑道系統
Three-Runway System of Hong Kong International Airport

香港國際機場自1998年啟用以來，客貨運量持續快速增長，一直是國際和區域的航空中心。為應對未來的航空需求，香港機場管理局於2011年發表《香港國際機場2030規劃大綱》，評估機場的跑道容量。報告指出，雙跑道系統將面臨飽和，並提出兩個發展方案：(一)維持雙跑道系統，分階段擴建客運大樓、客運廊和停機坪；(二)擴建為三跑道系統。經過一系列公眾諮詢、環境評估及可行性研究後，三跑道系統方案最終於2015年獲行政會議通過。

Since its opening in 1998, HKIA has experienced rapid growth in passenger and cargo traffic, establishing itself as a centre of international and regional aviation. To meet future aviation demand, the AAHK published the "Hong Kong International Airport Master Plan 2030" in 2011, assessing the airport's runway capacity. The report indicated that the Two-Runway System was reaching saturation and proposed two development options, including (i) maintaining the Two-Runway System with phased expansion of the passenger terminal, passenger concourse and aprons; and (ii) expanding into a Three-Runway System (3RS). After a series of public consultation, environmental assessment, and feasibility studies, the option for expanding into a 3RS was approved by the Executive Council in 2015.

(相片鳴謝：香港機場管理局)
(Photo Credit: Airport Authority Hong Kong)

三跑道系統工程於2016年啟動，主要在機場島以北填海拓地約650公頃，以興建第三條長3 800米的跑道、相關滑行道系統、新客運廊和停機坪等設施。2022年，第三跑道及相關滑行道在通過民航處的一系列評核，確認符合國際民航組織的標準和建議措施及機場發牌規定後，正式投入運作。原有的北跑道(即現時中跑道)隨即關閉以進行重新配置，期間機場以臨時雙跑道系統維持運作。

2024年11月28日，重新配置後的中跑道及相關設施經民航處評核符合國際民航組織的標準和建議措施及機場發牌規定後，正式啟用。中跑道的啟用，標誌着香港國際機場三跑道系統全面投入服務，也為香港航空業的發展創下新的里程碑。

三跑道系統的全面啟用為香港國際機場帶來顯著的運力提升。這不僅能滿足長遠的航空交通需求，更鞏固了香港作為國際和區域航空中心的地位，確保香港能在激烈的區域競爭中保持優勢，繼續聯繫全球。

◆ 2022年5月，2019冠狀病毒病疫情期間，民航處處長向香港機場管理局頒發涵蓋新北跑道及其相關滑行道的機場牌照。

In May 2022 during the outbreak of COVID-19, the Director-General of Civil Aviation granted to AAHK the aerodrome licence covering the operations of the new North Runway and its associated taxiways.

Construction of the 3RS began in 2016, primarily through land reclamation of about 650 hectares north of the airport island, to build a third runway measuring 3 800 metres, along with associated taxiway systems, a new passenger concourse and aprons, etc. In 2022, after the CAD's assessment confirming compliance with ICAO SARPs and aerodrome licensing requirements, the third runway and associated taxiways were officially commissioned. The original North Runway (current Centre Runway) was subsequently closed for reconfiguration, during which the airport operated under an Interim Two-Runway System.

On 28 November 2024, the reconfigured Centre Runway and associated facilities were officially commissioned after being assessed by the CAD to also comply with ICAO SARPs and aerodrome licensing requirements. The commissioning of the reconfigured Centre Runway signified the full commissioning of HKIA's 3RS, marking a new milestone in the development of Hong Kong's aviation industry.

The full commissioning of the 3RS brings a significant increase in capacity for HKIA. This does not only meet long-term air traffic demand, but also strengthens Hong Kong's position as a centre of international and regional aviation, ensuring that Hong Kong maintains its competitive edge and continues to connect with the world.

◆ 重新配置後的中跑道於2024年11月28日正式啟用。

The reconfigured Centre Runway was commissioned on 28 November 2024.

(相片鳴謝：香港機場管理局)
(Photo Credit: Airport Authority Hong Kong)

◆ 三跑道系統啟用典禮於2024年11月28日舉行。

The Three-Runway System Commissioning Ceremony on 28 November 2024.