# 啟德機場

## 歷史檔案展

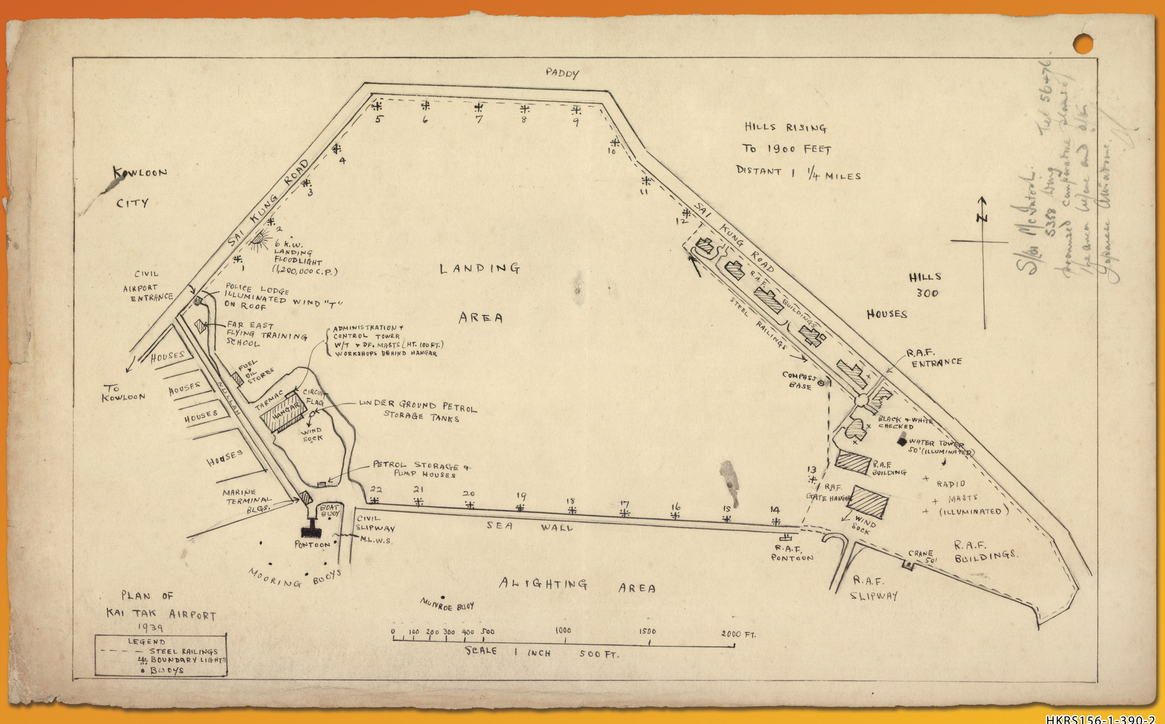
Exhibition of Archival Holdings on the

# KAI TAK AIRPORT

時間：逢星期一至五上午九時至下午五時四十五分（公眾假期除外） Time : 9:00a.m.-5:45 p.m. ,Monday to Friday (excluding public holidays)

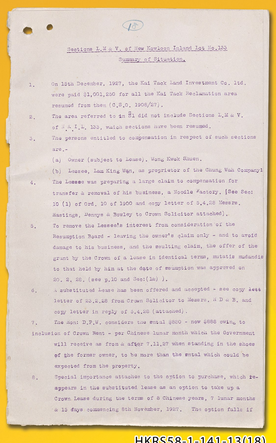
# 機場規劃設計、土地使用與填海

# AIRPORT LAYOUT, LAND USE AND RECLAMATION




HKRS156-1-390-2

啟德機場平面圖，1939年。
Plan of Kai Tak Airport (1939)



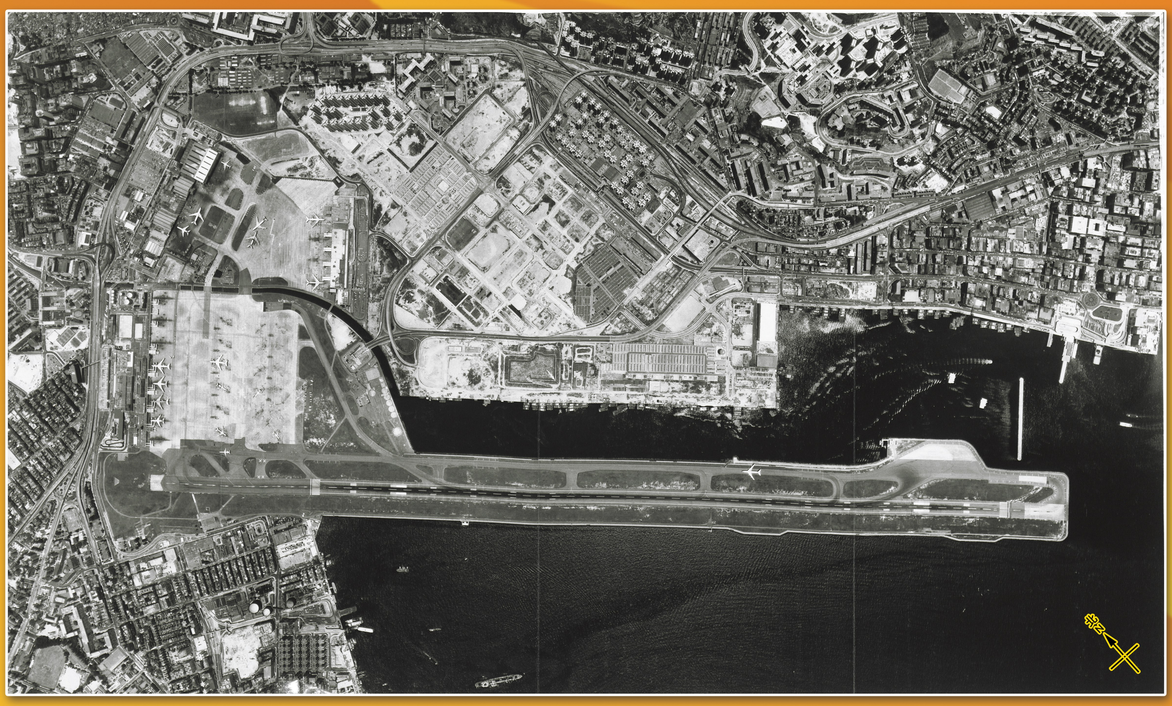
香港政府以港幣$1,001,250元向啟德營業有限公司購入一塊填海用地以興建啟德機場，1927年。
Hong Kong Government acquired the reclamation land from the Board of Directors of Kai Tak Investment Company Ltd at the cost of HKD$1,001,250 for the construction of Kai Tak Airport. (1927)

HKRS58-1-141-13(18)

規劃設計
AIRPORT LAYOUT

# 鳥瞰及機場全景

# AERIAL AND PANORAMIC VIEWS OF AIRPORT



03-13-606

機場跑道鳥瞰，1985年。
An aerial view of the runway (1985)



HKRS365-1-421-2

航空貨運大樓鳥瞰，1971年。
An aerial view of the Air Cargo Complex (1971)



HKRS365-1-447-5

啟德機場鳥瞰，1970年代。
An aerial view of the Kai Tak Airport (1970s)

# AERIAL AND PANORAMIC VIEWS OF AIRPORT



03-13-609

航空貨運大樓鳥瞰，1986年。
An aerial view of the Air Cargo Complex (1986)



03-13-608

航空貨運大樓鳥瞰，1986年。
An aerial view of the Air Cargo Complex (1986)



# 鳥瞰及機場



03-13-611

機場跑道鳥瞰，1986年。
An aerial view of the runway (1986)



03-13-614

航空貨運大樓鳥瞰，1991年。
An aerial view of the Air Cargo Complex (1991)

# 機場內外



HKRS365-1-68-1

客運大樓，1962年。
Terminal Building (1962)



03-08-359

控制塔，1998年。
Control Tower (1998)



HKRS365-1-75-2

瞭望台和客運大樓南端，1962年。
Main Waving Gallery and the south face of the Terminal Building (1962)



03-08-278

機場客運大樓瞭望台，1998年。
Waving Gallery in the Terminal Building (1998)



HKRS365-1-75-15

控制塔內貌，1962年。
Interior view of the Control Tower (1962)

# 機場內外
# AIRPORT SCENES



HKRS156-1-831 (37[1])



HKRS156-1-831 (37[4])



HKRS156-1-831 (37[2])



HKRS156-1-831 (37[3])

客運大樓，1953年。
Terminal Building (1953)



03-08-314

控制台，1998年。
Control Tower (1998)



HKRS 365-1-75-1

客運大樓，1953年。
Terminal Building (1962)




03-08-361

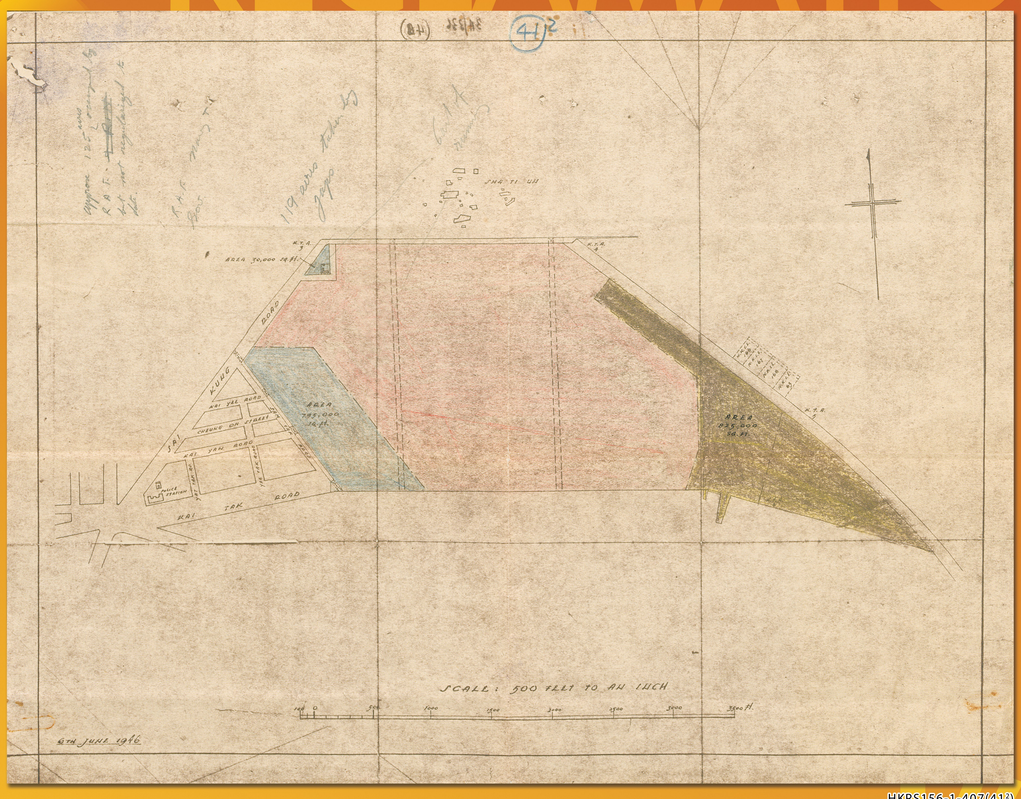
客運大樓，1998年。
Terminal Building (1998)



03-08-348

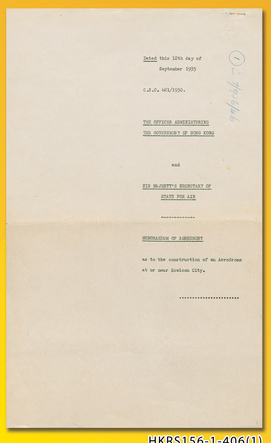
客運大樓，1998年。
Terminal Building (1998)

# AIRPORT LAYOUT, LAND USE AND RECLAMATION




HKRS156-1-407(41²)

機場興建協議備忘錄內的圖則，1946年6月6日。
A plan dated 6th June 1946 attached to the Memorandum of Agreement (1946)



Dated this 12th day of
September 1935

C.S.O. 601/1930.

THE OFFICER ADMINISTERING
THE GOVERNMENT OF HONG KONG

and

HIS MAJESTY'S SECRETARY OF
STATE FOR AIR

MEMORANDUM OF AGREEMENT

as to the construction of an Aerodrome
at or near Kowloon City.

HKRS156-1-406(1)

啟德機場是民航及軍事機場，機場興建協議備忘錄記錄了香港政府與皇家空軍對機場用地的分配，1935年。
Kai Tak Airport was built for civil and military aviation. The allocation of land use of the airport between Hong Kong Government and the commanding officer of Royal Air Force was recorded in the Memorandum of Agreement. (1935)

機場

AIRPORT LAYOUT

# 機場規劃設計




HKRS41-1-9459

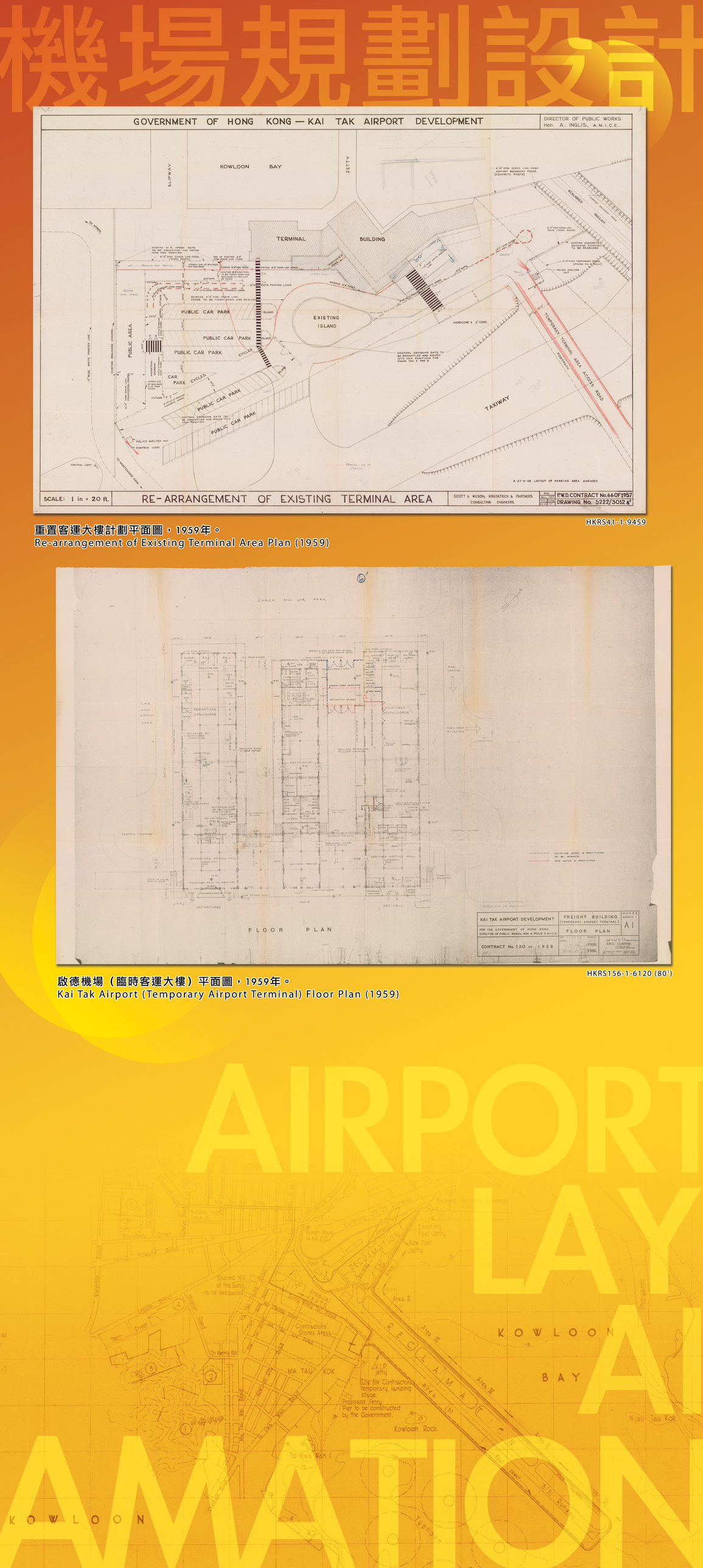
重置客運大樓計劃平面圖，1959年。
Re-arrangement of Existing Terminal Area Plan (1959)




HKRS156-1-6120 (80')

啟德機場（臨時客運大樓）平面圖，1959年。
Kai Tak Airport (Temporary Airport Terminal) Floor Plan (1959)

AIRPORT LAYOUT AMATION

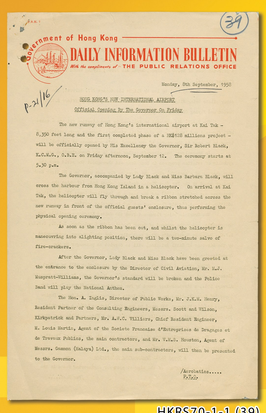


# LAND USE




MM-0224

九龍半島地圖，展示位處啟德機場附近已被移平的宋山位置，1969年。
"Hill of the King of the Sung" was demolished for the expansion of Kai Tak Airport as outlined in red on the map. (1969)



Government of Hong Kong

DAILY INFORMATION BULLETIN

issued on the authority of THE PUBLIC RELATIONS OFFICE

Monday, 8th September, 1958

NEW RUNWAY FOR INTERNATIONAL AIRPORT

Official Opening by The Governor on Friday

The new runway of Hong Kong's international airport at Kai Tak - 8,350 feet long and the first completed phase of a HK$108 millions project - will be officially opened by His Excellency the Governor, Sir Robert Black, K.C.M.G., O.B.E. on Friday afternoon, September 12. The ceremony starts at 2.30 p.m.

The Governor, accompanied by Lady Black and Miss Barbara Black, will cross the harbour from Hong Kong Island in a helicopter. On arrival at Kai Tak, the helicopter will fly through and break a ribbon stretched across the new runway in front of the official guests' enclosure, thus performing the physical opening ceremony.

As soon as the ribbon has been cut, and whilst the helicopter is manoeuvring into alighting position, there will be a two-minute salvo of five-rockets.

After the Governor, Lady Black and Miss Black have been greeted at the entrance to the enclosure by the Director of Civil Aviation, Mr. Sqn. Ldr. Sargent-Villiers, the Governor's standard will be broken and the Police Band will play the National Anthem.

The Hon A. Dudley, Director of Public Works, Mr. J.A.K. Denny, Resident Partner of the Consulting Engineers, Messrs. Scott and Wilson, Kirkpatrick and Partners, Mr. A.F.C. Pilliner, Chief Resident Engineer, M. Louis Bertin, Agent of the Société Provençale d'Entreprises de Dragages et de Travaux Publics, the main contractors, and Mr. T.W.C. Houston, Agent of Messrs. Gammon (Malaya) Ltd., the main sub-contractors, will then be presented to the Governor.

/Associations....

HKRS70-1-1 (39)

香港啟德國際機場新跑道開幕典禮的官方新聞稿，1958年。
Government press release relating to the official opening of the new runway of Hong Kong International Airport at Kai Tak (1958)

土地使用

LAND



# RECLAMATION

# 填海




HKRS41-1-8873(1²)

水務工程位置圖顯示了九龍灣填海工程的挖泥地區，1955年。
"Key Plan – Location of Water Works" marks the dredging area of the Kowloon Bay Reclamation. (1955)




HKRS896-1-107

啟德機場及九龍灣填海工地測量地圖，1976年。
Survey Sheet: Kai Tak Airport and Kowloon Bay Reclamation (PWD: 5200/59) (1976)

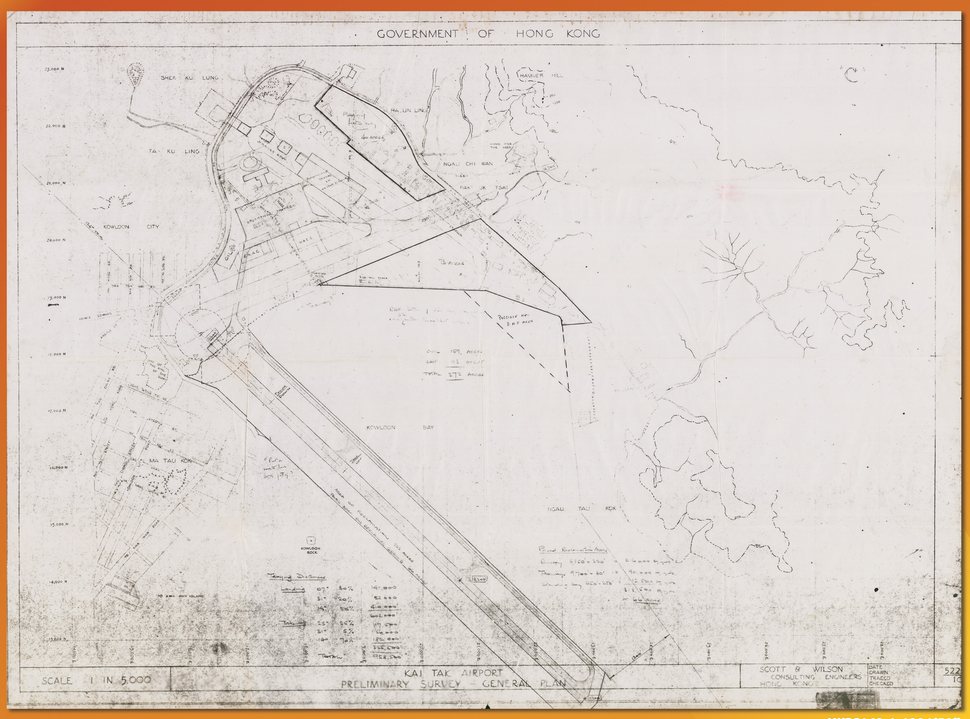


# 機場發展計劃
# DEVELOPMENT PLAN OF KAI TAK AIRPORT

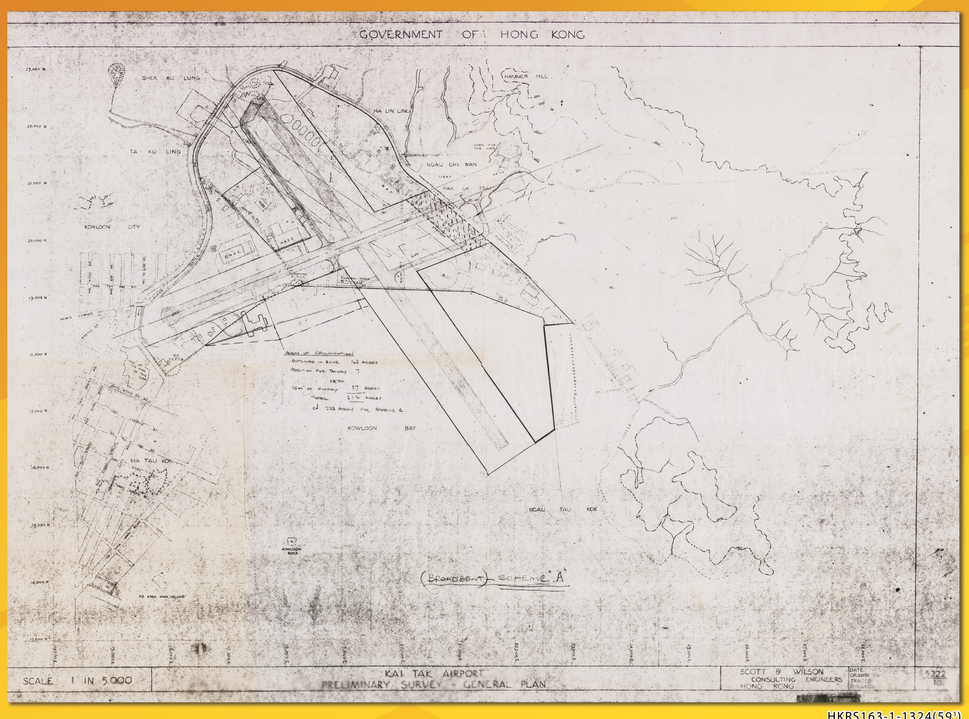



HKRS163-1-1324(59')

啟德機場發展計劃曾提出三個不同的跑道設計方案，1953年。
Three different airport runway designs were proposed for the development of Kai Tak Airport. (1953)




HKRS163-1-1324(59')




HKRS163-1-1324(59')

# 機場發展計劃
# DEVELOPMENT PLAN OF KAI TAK AIRPORT

# 航空交通安全及保安
# AVIATION SAFETY AND SECURITY




03-13-591

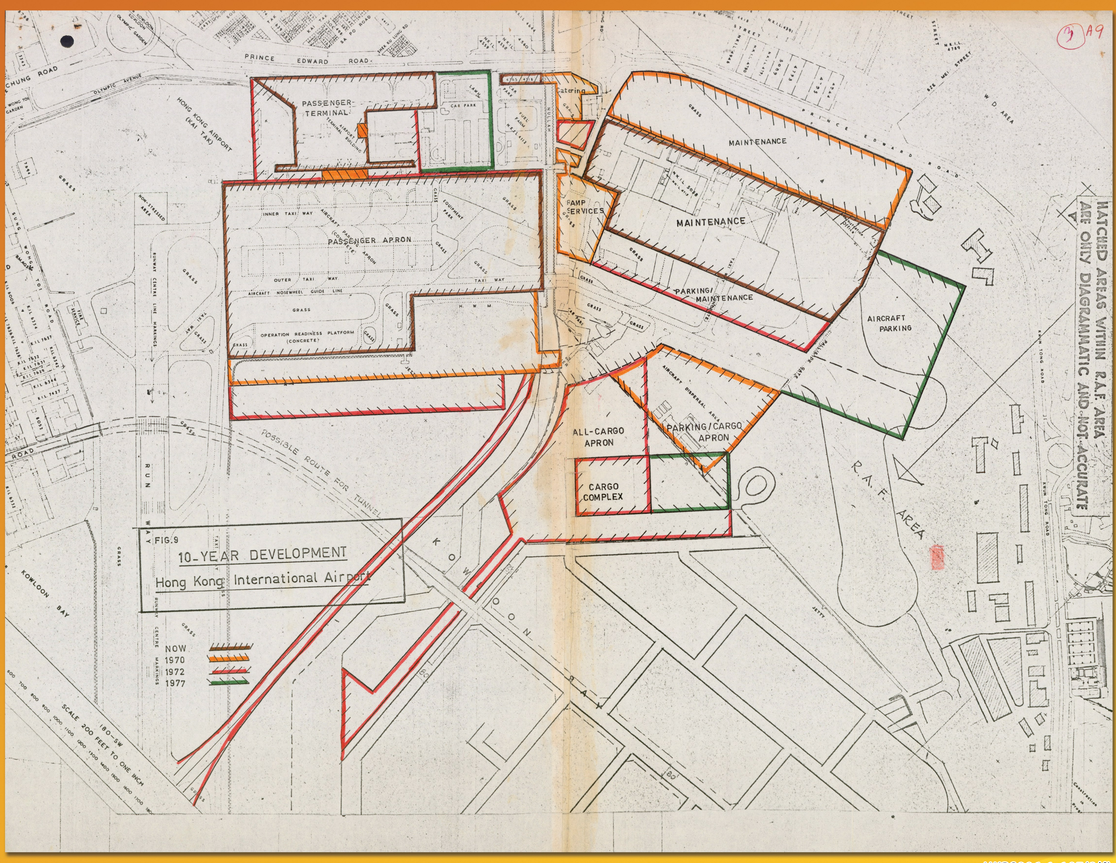


03-13-592

航空照片記錄一架波音貨機在啟德跑道的意外事故，1983年10月18日。

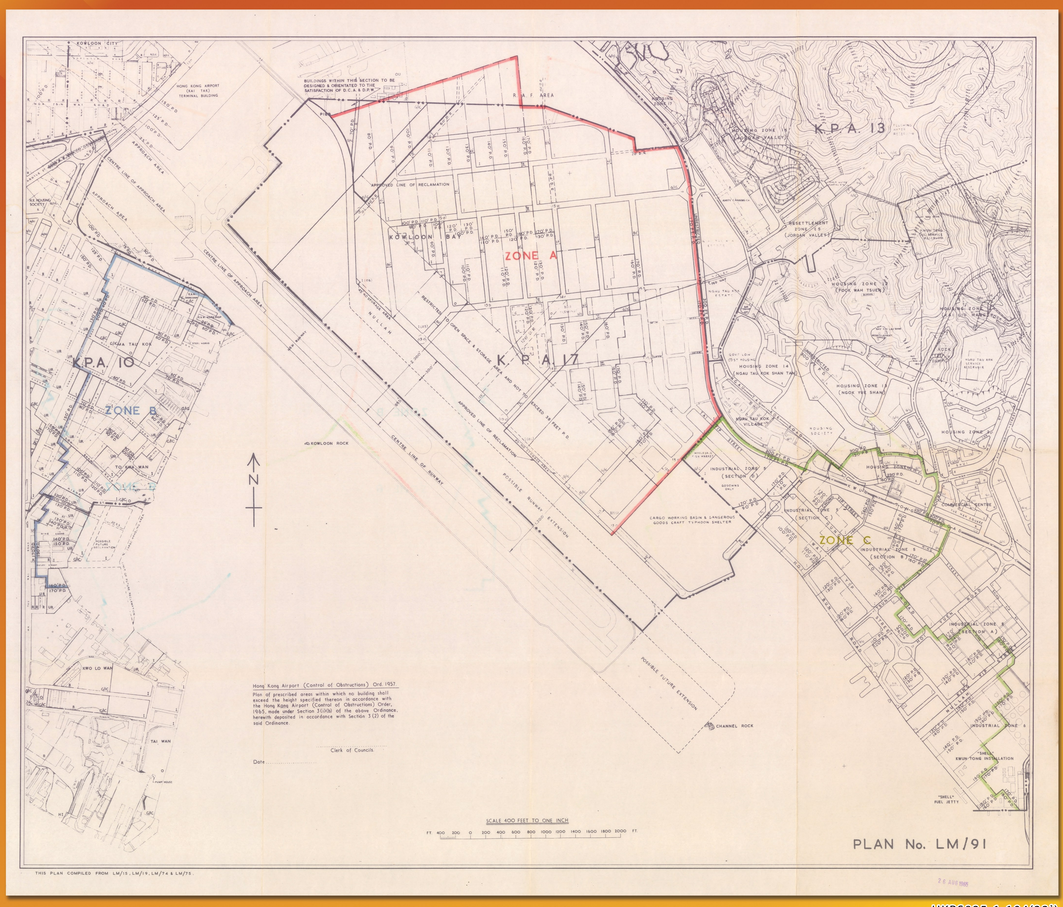
Aerial photographs record a Boeing freighter accident on Kai Tak runway. (18th October 1983)

# DEVELOPMENT PLAN OF KAI TAK AIRPORT
# 機場發展計劃




HKRS896-1-107(3A9)

香港國際機場十年（1968-1977）發展藍圖，展示了啟德機場未來十年發展計劃，1968年。
10-Year Development, Hong Kong International Airport (1968-1977) sketches the consolidated 10-year development plans of Kai Tak Airport. (1968)




HKRS835-1-104(32)

「機場儀表著陸系統之高度管制圖」計劃將東北九龍分成三區實施高度管制，以保護儀表著陸系統，1965年。
The map of Height Restriction for Kai Tak Airport Instrument Landing System shows the proposed three zones of height control in north-east Kowloon to safeguard the Airport Instrument Landing System. (1965)



HKRS365-1-75-10

啟德機場消防隊，1962年。
The crew of Airport Fire Services (1962)




HKRS276-5-22(18)

啟德機場消防隊流動指揮車，為航機失事意外控制中心作通訊支援，1965年。
The vehicle belonged to the Fire Service Mobile Command Unit which provided communication support to Incident Control Centre during aircraft accidents and emergencies. (1965)



# AIRPORT SCENES




HKRS365-1-447-1

入境旅客的護照檢查處，1972年。
Passport Inspection counters for arriving passengers (1972)




HKRS365-1-174-5

旅客魚貫登機，1965年。
Passengers bound for boarding (1965)



HKRS365-1-174-4

離境旅客大堂，1965年。
The Departure Lounge (1965)



03-08-267

客運大樓內的等候區，1998年。
Waiting area in the Terminal Building (1998)



HKRS365-1-75-4

客運大樓內的等候區，1962年。
Waiting area in the Terminal Building (1962)




03-08-248

不同航空公司的服務櫃台，1998年。
The communal reception counters of various airlines (1998)



HKRS365-1-75-14

不同航空公司的服務櫃台，1962年。
The communal reception counters of various airlines (1962)

# KAI TAK



HKRS365-1-366-6

停機坪，1970年。
Aircraft parking apron (1970)



03-08-297

跑道，1998年。
Runway (1998)



HKRS365-1-35-4

跑道東望，1960年。
Runway looking east (1960)



03-08-324

跑道，1998年。
Runway (1998)



HKRS365-1-35-5

跑道南望，1960年。
Runway looking south (1960)



HKRS365-1-366-7

跑道，1970年。
Runway (1970)

啟德