香港航空氣象服務回顧

1920 - 1960 :
奠定基礎 Laying the Foundation

1921

天文台在1921年開始利用測風氣球作高空探測，為提供航空氣象服務作準備。（上）一班工作人員早期在天文台發放測風氣球。

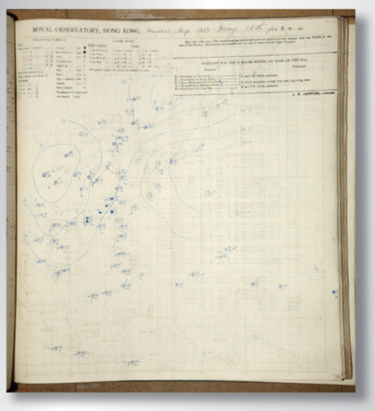
First balloon observations of upper air wind were made by the Observatory back in 1921 with a view to facilitate aviation business. (Above) Launch of pilot balloon at the Observatory in the early years.

1936

1936年3月24日，由Imperial Airways經營的首班商業客運航班(上)從檳城飛抵本港，天文台為該航空公司每週來港航班提供如高空風等天氣資料。

First passenger landed at Kai Tak on a mail flight of the Imperial Airways (above) from Penang on 24 March 1936. Some weather information, including upper air wind, was provided to the Imperial Airways in support of its weekly flights to Hong Kong.

1937



1937年5月18日、雨天，天文台的航空氣象服務在這一天展開。當時有一位預報員及一位助手每天派駐啟德機場工作。
(上)1937年5月18日供機師使用的天氣圖。

The aviation weather services of the Observatory commenced on 18 May 1937, a rainy day. A forecaster and an assistant stationed at Kai Tak Airport on a daily basis. (Above) Weather chart of 18 May 1937 for use by pilot.

20's 30's

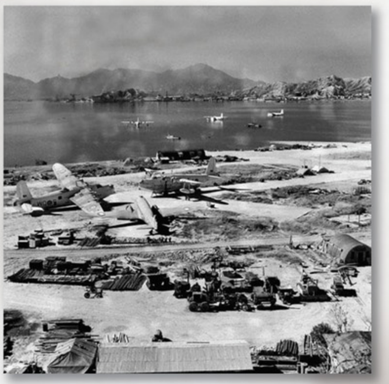
Timeline of Hong Kong Aviation Weather Services

1939

位於啟德機場客運大樓的機場氣象所投入服務，天文台增加值班人手。

The Airport Meteorological Office, with additional staff, came into operation at the new Kai Tak Terminal Building.

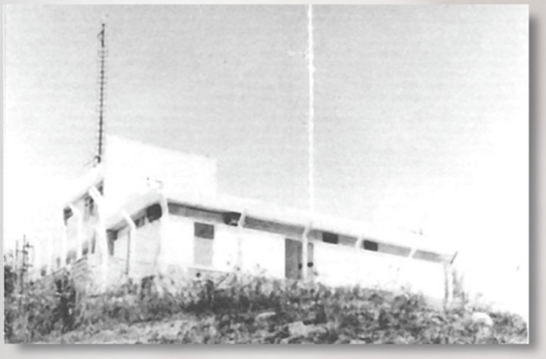
1947



天文台於第二次世界大戰後的1947年1月開始跟英國空軍分擔航空氣象服務工作，直至8月天文台全面恢復提供航空氣象服務，天文台職員當時在啟德軍營工作。(上)1947年的啟德機場。

Forecasters from the Observatory began to share in duties at Kai Tak with the Royal Air Force in January 1947 after World War II. The Observatory took over the responsibility for aviation weather services in August, with the staff working in a Nissen hut. (Above) Kai Tak airport in 1947.

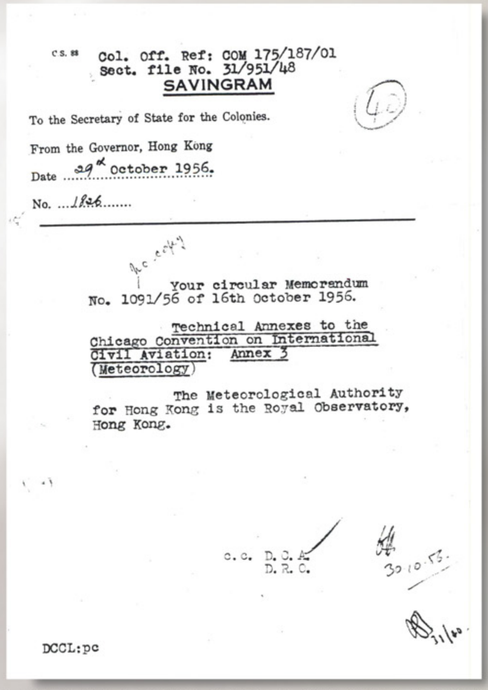
1952 - 1953



位於橫瀾島及長洲的氣象站分別在1952及1953年開始投入服務，支援航空預報工作。(上) 長洲氣象站。

Weather stations at Waglan and Cheung Chau were opened in 1952 and 1953 respectively. They were established primarily for supporting aviation forecasting. (Above) Cheung Chau weather station.

1956



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Sect. file No. 31/951/48
SAVINGRAM

To the Secretary of State for the Colonies.

From the Governor, Hong Kong

Date 29th October 1956.

No. 1826

Your circular Memorandum No. 1091/56 of 16th October 1956.

Technical Annexes to the Chicago Convention on International Civil Aviation: Annex 3 (Meteorology)

The Meteorological Authority for Hong Kong is the Royal Observatory, Hong Kong.

c. c. D. G. A.
D. R. C.

30.10.56.

31/10

DCCL:pc

天文台被英國指定為香港的氣象當局，為航空界提供符合國際標準的氣象服務。(上) 港督葛量洪在1956年10月29日發出的有關文件。

The Observatory was designated by the United Kingdom as the Meteorological Authority in Hong Kong, responsible for providing weather services following international standards for the aviation community. (Above) Relevant correspondence issued by Sir Alexander Grantham, the Governor of Hong Kong, on 29 October 1956.

1959

航空預報員及觀測員開始在啟德機場氣象所24小時值班。

Round-the-clock manning of the Airport Meteorological Office by aviation weather forecasters and observers commenced.

40's 50's

香港航空氣象服務回顧

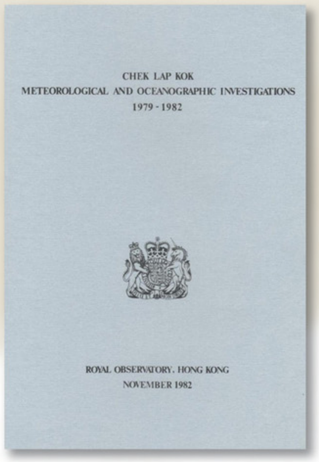
1960 - 1990 : 穩步成長Growing up

1962

1962年9月19日，機場氣象所遷移至當時啟德機場新客運大樓四樓(上左:彩色部份)，為用戶提供更快捷有效的服務。(上右) 預報員正在向機師作天氣簡報。(上)60年代的啟德機場。

The Airport Meteorological Office moved into the new Airport Terminal Building (upper left: coloured part) on 19 September 1962 and the move resulted in improved and more efficient services. A forecaster was briefing pilots at the Airport Meteorological Office (upper right). Kai Tak Airport in the 60's (above).

1982



天文台完成有關赤鱲角的氣象及海洋研究。

The Observatory completed the Chek Lap Kok Meteorological and Oceanographic Investigations.

1979

天文台在赤鱲角設立了一個由天氣觀測員當值的臨時氣象站，搜集天氣資料作新機場可行性研究。

A manned temporary meteorological station started operation at Chek Lap Kok as part of a feasibility study for the replacement airport.

爲建新機場　邁出第一步

赤立角氣象站開幕

搜集航空氣象資料以確定新機場設計

1983

在1983年9月，颱風愛倫正面吹襲下，赤鱲角臨時氣象站被強風嚴重損毀。當值的天氣觀測員正等候輔助空軍利用直升機撤離至安全地方(上)。

The temporary meteorological station at Chek Lap Kok was blown down by Typhoon Ellen in September 1983. The duty weather observers were waiting to be air lifted to safety by an Auxiliary Air Force helicopter (above).

60's 70's 80's

Timeline of Hong Kong Aviation Weather Services

1990 - 現在Now : 屢創高峯 Achieving New Heights

1993

天文台成立「航空天氣服務聯絡組」，邀得航空公司及飛機師參與。(上)一九九四年舉行的第二屆聯絡組會議。

The Observatory established the Liaison Group on Aviation Weather Services with participation of airlines and pilots. (Above) The second meeting of the group in 1994.

1998

1998年7月6日凌晨，機場氣象所順利由啟德過渡至赤鱲角(左: 最後在啟德機場氣象所值班的天文台同事留影。右: 赤鱲角機場氣象所正式為新機場提供氣象服務)。

The transition of the Airport Meteorological Office from Kai Tak to the new airport at Chek Lap Kok went smoothly overnight on 6 July 1998 (left: Observatory staff working the last shift at Kai Tak Airport Meteorological Office; right: Chek Lap Kok Airport Meteorological Office commenced provision of aviation weather services for the new airport).

1996

天氣觀測員(上右)早於1996年3月已開始在赤鱲角作天氣觀測。

Weather observation at Chek Lap Kok by weather observers (above right) started in March 1996.

同年年中天文台在大欖涌裝置機場多普勒天氣雷達(上左)來探測影響赤鱲角的風切變。

The Terminal Doppler Weather Radar (above left) was installed at Tai Lam Chung in mid-1996 for automatic detection of windshear affecting Chek Lap Kok.

1999

天文台與中國民用航空總局空中交通管理局在1999年4月21日簽署了一份航空氣象服務技術長期合作備忘錄。

The Observatory and the Air Traffic Management Bureau of the Civil Aviation Administration of China signed a memorandum on long-term technical cooperation in aviation meteorological services on 21 April 1999.

90's

香港航空氣象服務回顧

2001

天文台於2001年12月在香港境內設置首個監察機場天氣的浮標氣象站。

Installed in December 2001, the first weather buoy of the Observatory is used for weather monitoring at the Hong Kong International Airport.

2002

在2002年8月，天文台在香港國際機場裝設了世界上第一台用於機場天氣預警的激光雷達系統。(左)起重機將激光雷達的儀器外罩移至空中交通管制大樓的天台。

The world's first LIght Detection and Ranging (LIDAR) system for weather alerting was installed at the Hong Kong International Airport in August 2002. (Left) Lifting of the LIDAR equipment shelter to the roof-top of the Air Traffic Control Complex.

天文台的機場氣象所在2002年10月10日成為亞太區首批獲頒發ISO 9001認證的氣象服務單位之一。(右) ISO證書頒發儀式。

The Observatory became one of the first weather services in the Asia/Pacific region to obtain ISO 9001 certification for the Airport Meteorological Office on 10 October 2002. (Right) ISO certificate award ceremony.

同年，天文台劉心怡小姐獲委任為世界氣象組織航空氣象委員會屬下的航空氣象培訓、環境及新發展工作小組的聯合主席。

Also in the same year, Ms. Sharon S.Y. Lau of the Observatory took up as co-chair of the Training, the Environment and New Developments working group under the Commission for Aeronautical Meteorology of the World Meteorological Organization.

2003

天文台岑智明先生(左: 右二)在2003年7月獲選為國際民用航空組織亞太通信、導航、監視/氣象小組的副主席。

Mr. C.M. Shun (left: second from the right) of the Observatory was elected as vice-chairman of the Asia/Pacific Communications, Navigation, Surveillance / Meteorology Sub-group of the International Civil Aviation Organization in July 2003.

天文台與國泰航空公司及民航處合作在2003年3月首次成功接收從客機下傳的自動天氣報告(左)。

Automatic weather reports downlinked from passenger aircraft were successfully received in March 2003 for the first time by the Observatory, in collaboration with Cathay Pacific Airways and the Civil Aviation Department (left).

2000

Timeline of Hong Kong Aviation Weather Services

2004

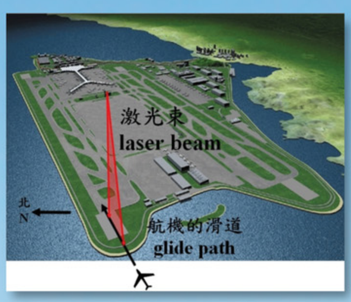
天文台藉著提供優質的航空氣象服務，奪得2003至04年度的公務員顧客服務獎勵計劃「內部支援獎」亞軍。

The Observatory won the first runner-up of the 2003-04 Civil Service Outstanding Customer Service Award Scheme (Internal Support) for the excellent aviation weather services it provided.

2005

天文台在2005年成立了「通用航空氣象服務聯絡組」，政府飛行服務隊、香港飛行總會及直升機公司均派代表出席聯絡組會議。

Liaison Group on Weather Information for General Aviation was established in 2005 with participation of the Government Flying Service, Hong Kong Aviation Club and helicopter operators.



由天文台研發的世界上首個激光雷達風切變預警系統於2005年12月在香港國際機場正式投入業務運作。

The world's first LIDAR Windshear Alerting System developed by the Observatory began operation at the Hong Kong International Airport in December 2005.

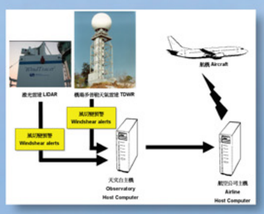
2006

天文台岑智明先生(左: 右一)在2006年11月獲選為世界氣象組織航空氣象委員會副主席，顯示天文台的航空氣象服務領導世界。

Mr. C.M. Shun (left: first from the right) of the Observatory was elected vice-president of the Commission for Aeronautical Meteorology of the World Meteorological Organization in November 2006, showing the Observatory's leadership in aviation weather services in the world.

2006年天文台開亞太區的先河，利用數據鏈路技術直接傳送實時的風切變預警至使用香港國際機場的航機駕駛艙(右)。

In 2006, as a pioneer in the Asia/Pacific region, the Observatory transmitted real-time windshear alerts directly using datalink technology to the cockpit of aircraft using the Hong Kong International Airport (right).

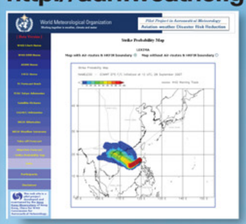


2007

天文台激光雷達風切變預警服務奪得2007年公務員優質服務獎勵計劃「專門服務獎」冠軍(左)。

The Observatory's LIDAR Windshear Alerting Service won the championship of the 2007 Civil Service Outstanding Service Award Scheme (Specialized Service) (left).

http://adrr.weather.gov.hk



天文台積極為國際航空氣象事務作出貢獻，受世界氣象組織及國際民航組織的委託，發展了航空氣象網頁(上)，供航空界使用。

The Observatory actively contributed to international aviation meteorology. Entrusted by the World Meteorological Organization and the International Civil Aviation Organization, aviation weather websites (above) were launched for use by the aviation community.

同年，全世界首個雙激光雷達風切變預警系統啟用，以加強風切變預警服務。

In the same year, the world's first Dual-LIDAR Windshear Alerting System started operation to further enhance the windshear alerting service.

香港天文台
HONG KONG OBSERVATORY