



Forum: The Development of the Aviation Industry in Hong Kong and mainland China
研討會：航空工業在中國內地及香港的發展前景

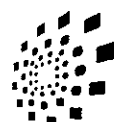
The Hong Kong Convention and Exhibition Centre (Meeting Room S224)
香港會議展覽中心（會議室S224）

Thursday, 28 March 2013
三月二十八日（星期四）

Time 時間	Topic 主題	Speaker 講者
2:30 - 2:40 pm	Opening Speech 開幕詞	Dr. Rebecca Lee, MH 李樂詩博士 President, The Hong Kong Association for the Advancement of Science and Technology 香港科技協進會會長
2:40 - 3:30 pm	China's Policy on the Develop- ment of Civil Aviation 中國民用航空發展規劃	Dr. Chan Man-hung, Thomas 陳文鴻博士 Director of Public Policy Research Institute and Head, China Business Center, The Hong Kong Polytechnic University 香港理工大學公共政策研究所所長兼中國商業中心主任
3:30 - 4:20 pm	Opportunities and Challenges of Future Aviation Develop- ment: An Industrial Perspective 從業界角度探討未來航空工 業發展的機遇與挑戰	Dr. Angus Cheung 張謙華博士 MSc(Eng), MBA, EngD, CEng, CPEng, FIET, FIMEchE, FHKIE, FIEAust Chief Executive Officer, China Aircraft Services Limited 中國飛機服務有限公司行政總裁
4:20 - 5:10 pm	The Role of a Dedicated Avia- tion Maintenance, Repairs and Overhaul Centre in Southern China 航空維修技術研究中心在中 國華南地區扮演的角色	Dr. Stephen O'Brien 區柏賢博士 PhD, MSc, BSc, HNC, CEng Director of Industrial Centre, The Hong Kong Polytechnic University 香港理工大學工業中心總監
5:10 - 5:20 pm	Closing Speech 閉幕詞	Professor Alex Wai 衛炳江教授 PhD, FHKEng, FHKIE, FOSA, FIEEE Vice President (Research Development), The Hong Kong Polytechnic University 香港理工大學副校長（科研發展）

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Speaker Introduction 講者介紹

Dr. Chan Man-hung, Thomas 陳文鴻博士

陳文鴻，1992年至今為香港理工大學中國商業中心主任。2010年兼任香港理工大學公共政策研究所所長。1983至1990年於香港大學亞洲研究中心擔任研究工作，1990至1992年為浸會大學經濟系高級講師，並曾在日本法政大學、慶應大學、日本財務省財務綜合政策研究所和澳洲亞德雷德大學等作訪問研究工作。

1992年為世界銀行顧問，1994至1997年為中國政府的港事顧問，2003至2009年為香港中央政策組珠三角研究小組成員，並曾擔任香港政府新機場諮詢委員會的委員及香港規劃遠景及策略研究小組的專家顧問。2013年2月開始為香港特區政府中央政策組特邀顧問。

現為中華人民共和國商務部經貿政策諮詢委員會委員、江蘇省政府顧問及哈爾濱市政協委員。並任廣東國際戰略研究院客座研究員、綜合開發研究院（中國·深圳）第八屆理事會理事、對外經濟貿易大學《中國經貿評論》學術委員會委員、海南大學三亞學院特聘教授及哈爾濱市第五屆專家諮詢顧問委員會委員。2012年9月受聘為沈陽航空航天大學特聘教授。

近年研究重點為中國的發展戰略，從歷史、全球化以至地區和產業。並從中國出發，聯繫至中國與歐洲發展的比較，以及東亞地區的產業和經濟競合。目前的研究課題包括珠三角都會區發展、軌道交通與都市發展、市區重建和城市規劃的可持續發展等，以及中國對外的經濟發展(涵蓋東亞、東南亞等地區)。

China's Policy on the Development of Civil Aviation 中國民用航空發展規劃

摘要

1980年「運10」的研制成功，代表了中國航空工業的突破發展。可是自此之後，政策幾變，與麥道公司合作的失敗，使中國民航飛機發展陷入困境。可能由於大型軍用運輸研制發展推動，2007年國務院正式對外宣佈客運大飛機項目立項開始建設。國內民航工業的發展戰略才確定下來。

主持客運大飛機項目的主要是中國航天工業的人才，以航天工業的突破性成就作為參照，大飛機項目成功機會頗大。且近幾年還有高鐵成功的現實例子來證明中國有足夠的技術、製造和創新能力在美歐俄三大集團以外發展民族的民航工業。

不過，國際民航工業競爭劇烈、壟斷程度高，技術轉移不易。關鍵的發動機的研發，中國還相對落後。核心設備控制在少數跨國企業集團手中。從產業鏈的角度看，要跨越的難題不小。政府規劃在2014年大飛機C919首飛，2016年取證，可能需採取並不完全屬自主研制的發展戰略。支線飛機ARJ21的延遲交付，足以顯示出中國民航飛機的發展還面對著不少的困難。本文將分析政府目前的規劃與時間表，並從產業鏈的角度來討論中國民航工業的規劃發展。

Dr. Angus Cheung 張謙華博士

Dr. Cheung is a Chartered Mechanical, Electrical and Industrial Engineer and has over 20 years of experience in aircraft engineering. He is presently the Chief Executive Officer of China Aircraft Services Limited (CASL), headhunted by the shareholders of CASL in 1997 to build up the Company from just a handful number of staff to over 1,000 staff today. He is also a Director of Shanghai Eastern Aircraft Maintenance Company Limited in Shanghai, which is a joint venture between China Eastern Airlines and CASL. Dr. Cheung is the President of Hong Kong Aviation Industry Association.

Dr. Cheung graduated from The Hong Kong Polytechnic University and also holds a Master of Science (Engineering) degree from The University of Hong Kong and a Master of Business Administration degree from The Chinese University of Hong Kong. He received his Engineering Doctorate degree from the University of Warwick, UK, and was appointed as an Industrial Fellow since 2007.

Dr. Cheung is enthusiastic in promoting the engineering profession and education in Hong Kong. In the past years, he had served the Hong Kong Institution of Engineers as Council Member, Discipline Representative and Division Chairman. Currently, he is the Chairman of The Institution of Engineering and Technology, Hong Kong.

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日期及時間 Date & Time	研討會名稱 Seminar Title	費用 Free
2013年3月28日 (四) 下午2:30 - 5:20	研討會：航空工業在中國內地及香港的發展前景	免費

公司名稱 Company Name	集華國際有限公司		
通訊地址 Correspondence Address	新界葵涌葵豐街28-36號業豐工業大廈5樓A2室		
如何得知此研討會 How do you know about this seminar?	<input checked="" type="checkbox"/> 香港科技協進會 <input type="checkbox"/> 香港理工大學 <input type="checkbox"/> 香港生產力促進局 <input type="checkbox"/> 香港科技園公司 <input type="checkbox"/> 朋友 <input type="checkbox"/> 其他：		

申請者資料(1) APPLICANT INFORMATION (1)

中文姓名 Name in Chinese	陳建國 Daniel		
英文姓名 Name in English	姓 Last Name	名 First Name	<input checked="" type="checkbox"/> 先生 Mr. <input type="checkbox"/> 女士 Ms.
職位 Position	董事總經理	行業 Business Nature	表面處理
辦事處電話 Office Telephone	2408 6288		手提電話 Mobile No.
電郵地址 E-mail Address	chartermate@hotmail.com		傳真 Fax
			9460 2491
			2419 6157

申請者資料 (2) APPLICANT INFORMATION (2)

中文姓名 Name in Chinese			
英文姓名 Name in English	姓 Last Name	名 First Name	<input type="checkbox"/> 先生 Mr. <input type="checkbox"/> 女士 Ms.
職位 Position		行業 Business Nature	
辦事處電話 Office Telephone			手提電話 Mobile No.
電郵地址 E-mail Address			傳真 Fax

申請者資料 (3) APPLICANT INFORMATION (3)

中文姓名 Name in Chinese			
英文姓名 Name in English	姓 Last Name	名 First Name	<input type="checkbox"/> 先生 Mr. <input type="checkbox"/> 女士 Ms.
職位 Position		行業 Business Nature	
辦事處電話 Office Telephone			手提電話 Mobile No.
電郵地址 E-mail Address			傳真 Fax

Speaker Introduction 講者介紹

Opportunities and Challenges of Future Aviation Development: An Industrial Perspective 從業界角度探討未來航空工業發展的機遇與挑戰

Abstract

- International Air Transportation Association (IATA) predicts that China is the fastest growing country with the world's second-largest air travel market. In three years' time, the global passenger number will reach 3.6 billion, in which 25% of the growth in these five years comes from the China market. In addition, the market of commercial aircraft is expanding in China and an addition of 1,500 aircraft will be required during the 12th Five Year Plan Period (2011-2015), achieving a growth rate of 300 planes annually.
- In Hong Kong, the aviation demand will continue to grow steadily over the next 20 years. IATA's studies reveal that the aviation and aviation-related tourism in Hong Kong supports 8.2% of GDP and 7.3% of jobs, which means about HK\$133 billion of GDP and 253,000 jobs. As the aviation industry is making significant economic contributions, remaining competitive becomes critical for Hong Kong's prosperity.
- With the rapid growth and new trends of the aviation industry, we see bright prospects in mainland China and Hong Kong. From an industrial perspective, the talk will look into market forecasts and trends, with a focused discussion on the opportunities and challenges faced by each sector in the industry, as well as proposed solutions for the betterment of the industry development. For instance, the shortage problem of pilots and engineers together with the different requirements of various authorities hinder the growth of the industry. Besides, the industry has to design and produce more fuel-efficient aircraft to cope with the rising fuel costs and increasing environmental concerns. Challenges are also on the ways to extend aircraft flight hours, reduce airspace congestion and tackle the problem of airport saturation, which may involve better planning and utilization.

Dr. Stephen O'Brien 區柏賢博士

Dr O'Brien started work in 1972 at Swan Hunter group in Tyneside UK. He served a full craft apprenticeship as a centre lathe turner. He was responsible for the manufacture of marine engineering parts such as tail shafts propellers etc. After his apprenticeship, he undertook a degree in Mechanical Engineering taking options in Production Engineering.

Upon completion of his degree he moved to Edinburgh to work in an aviation company, Ferranti. He began work as a Production Planner and over a period of four years became a Production Engineer. During this time, he made aircraft parts for radar and inertial guidance systems. He was then offered a job as a Senior Production Engineer in an engine factory, Paxmans. He was responsible for the major component in the factory this being the engine housing. During his time in this position, he completed a part-time Master's degree in Robotics and Control at Imperial College London.

In the late 80's, Dr O'Brien then worked at Furness College as a Senior Lecturer. He was in charge of a higher diploma program. During this time, he completed a doctorate in Control Engineering. Dr O'Brien then moved to work in Hong Kong at the Vocational Training Council where he worked initially as a Senior Lecturer and was promoted to Principal Lecturer. He undertook consultancy projects in China for a range of companies.

In 2004, he returned to UK and worked in British Aerospace where he was in charge of post processor production and communication software. In 2008, he took up a position in Sri Lanka as Dean of Engineering in charge of a UK University engineering degree program. In 2010, he took up his current position in the Hong Kong Polytechnic University Industrial Center as Director where he began the HK Boeing initiative.

The Role of a Dedicated Aviation Maintenance, Repairs and Overhaul Centre In Southern China 航空維修技術研究中心在中國華南地區扮演的角色

Abstract

- The Aviation Services Research Centre (ASRC) is an applied research centre established by The Hong Kong Polytechnic University (PolyU) in combination with Boeing Corporate (Boeing). The administrative and technical resources are currently provided by the Industrial Centre (IC) of PolyU. The aim of ASRC is to develop new or improved aviation service technologies applicable to Maintenance, Repairs and Overhaul (MRO) industry. The ASRC is established following the Boeing GlobalNet model.
- While ASRC is located in and owned by PolyU, the centre is not established to conduct primary researches or produce academic papers. Instead the centre aims to bridge the chasm between academic research and industrial exploitation, and become the de facto cutting-edge MRO research and development centre of Asia. The outcomes of ASRC projects will be in the form of working industrial implementations of advanced MRO technologies and methodologies. Those implementations will be new to MRO industry and have the potential to drastically improve quality, throughput and efficiency, not only in Hong Kong but throughout the aviation industry.