

# Research Report on Chinese Aircraft Financial Leasing Industry, 2009-2010

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## Abstracts

Aircraft leasing is a basic means for the airlines of all countries to update and expand their fleets. Out of the global fleets, leased aircraft accounts for over 60%. With low costs, high flexibilities and many financing channels, aircraft leasing has become the practical choice for airlines. Since the 1990s, Chinese domestic airlines have begun to regularly employ the means of operational leasing and financial leasing to bring in plenty of aircraft, which has partially released capital pressures of these companies and helped them achieve the goal of financing by combining items.

Since 2006, Chinese airline transport had risen to the second place among the contracting states of International Civil Aviation Organization. China had become the second largest airline market in the world. Financial leasing, operating leasing and spot exchange purchase are three main patterns for airlines to buy aircraft. However, for quite a long period, as there were not strong professional aircraft leasing companies in China, Chinese aircraft leasing market was almost wholly occupied by foreign institutions. This had restricted the deeper development of relevant industries. Therefore, it has a deep practical significance to develop Chinese aircraft leasing industry in such a background.

China has begun to develop the aircraft leasing business in the 1980s. But most lessors, financing parties and assurance providers were foreign enterprises. With the acceleration of the internationalization of leasing business and the gradual expansion of Chinese leasing enterprises, the long-term and steady returns with low risks will be the objects of most Chinese leasing enterprises.

In 2007, the amount of Chinese financial leasing contracts reached 8.1 billion RMB (1.11 billion USD) and the profits were 210 million RMB and the taxes were 70 million

RMB, rising by 23.3%, 55.6% and 12.8% separately over 2006. Aircraft leasing has become a highlight. Since the first aircraft leasing business was done in 2006, China had finished the leasing business of 42 aircraft by the end of 2007 with a total value of 8.15 billion RMB. The aircraft leasing business came to a new upsurge. In 2008, when the financial crisis expanded to all industries and even the international airline transport and leasing industry, which was the strongest industry in the global economy, was also affected. Chinese airline industry and Chinese airline leasing industry become the hope of the world without doubt.

With the acceleration of international economic integration, Chinese aircraft leasing market faces a great prospect.

Through this report, readers can acquire the following and more information:

- Present situation of the global and Chinese aircraft financial leasing industry
- Key enterprises in the global and Chinese aircraft financial leasing industry and their operation status
- Situation of self-owned and leasing aircraft of Chinese main airlines
- Factors affecting the development of Chinese aircraft financial leasing industry
- Predicts on the development tendency of Chinese aircraft financial leasing industry
- Situation of M&A in the aircraft financial leasing industry
- Existing investment opportunities in the aircraft financial leasing industry

The author recommends the following persons to buy this report

- Employees in the aircraft financial leasing industry
- Airlines
- Aircraft manufacturers
- Investors concerning Chinese aircraft financial leasing industry
- Research institutions concerning the aircraft financial leasing industry
- Other persons concerning the aircraft financial leasing industry

## Contents

### **1 OVERVIEW OF AIRCRAFT FINANCIAL LEASING**

- 1.1 Basic Categories of the Aircraft Leasing Industry
- 1.2 Brief Analysis on the Forms of Aircraft Financial Leasing
- 1.3 Two Patterns of Aircraft Financial Leasing
- 1.4 Features of Aircraft Financial Leasing Business

### **2 ANALYSES ON THE GLOBAL AIRCRAFT FINANCIAL LEASING INDUSTRY**

- 2.1 Brief Analysis on the Transaction Patterns of American Aircraft Financial Leasing
- 2.2 Brief Analysis on the Transaction Patterns of Japanese Aircraft Financial Leasing
- 2.3 Brief Analysis on the Transaction Patterns of German Aircraft Financial Leasing
- 2.4 Analysis on the Living State of the International Aircraft Leasing Industry under the Financial Crisis

### **3 ANALYSES ON CHINESE AIRCRAFT FINANCIAL LEASING INDUSTRY**

- 3.1 Overview of the Development of Chinese Aircraft Leasing Industry
- 3.2 Chinese Aircraft Financial Leasing Industry Developed Rapidly in 2007
- 3.3 Highlights Emerged in Chinese Aircraft Financial Leasing Market in 2008
- 3.4 Foreign Investment Has Become the Leading Force in Chinese Aircraft Financial Leasing Market
- 3.5 Development of Tianjin Aircraft Leasing Market
  - 3.5.1 Tianjin Aircraft Leasing Market Has Stepped into the Track of Rapid Development
  - 3.5.2 Tianjin Binhai New Zone Was the First to Develop the Financial Leasing Industry
  - 3.5.3 The Aircraft Leasing Industry in Tianjin Bonded Zone is Facing Great Development Opportunities

### **4 PROBLEMS OF CHINESE AIRCRAFT FINANCIAL LEASING AND THE CORRESPONDING STRATEGIES**

- 4.1 Reasons for the Slow Development of Chinese Aircraft Financial Leasing
- 4.2 Management Pattern of Aircraft Financial Leasing Needs Reform and Innovation
- 4.3 Suggestions on the Promoting Policies of the Development of the Aircraft Financial Leasing Industry

## **5 ANALYSES ON THE GLOBAL KEY AIRCRAFT LEASING ENTERPRISES**

### **5.1 GECAS**

#### **5.1.1 Brief of the Company**

#### **5.1.2 Analyses on the Operation Status of GECAS from January to December in 2007**

#### **5.1.3 Analyses on the Operation Status of GECAS from January to December in 2008**

#### **5.1.4 GECAS Purchased the Homemade ARJ21 from China Airlines**

### **5.2 CIT**

#### **5.2.1 Brief of the Company**

#### **5.2.2 Operation Status of CIT in 2007**

#### **5.2.3 Operation Status of CIT in 2008**

#### **5.2.4 CIT Signed Large Orders for Boeing Aircraft**

### **5.3 International Lease Finance Corp.**

#### **5.3.1 Brief of the Company**

#### **5.3.2 Operation Status of ILFC in 2007**

#### **5.3.3 Operation Status of ILFC in 2008**

#### **5.3.4 ILFC Is to be Sold Because of the Financial Crisis**

## **6 ANALYSES ON CHINESE DOMESTIC KEY AIRCRAFT LEASING ENTERPRISES**

### **6.1 China Bank Airline Lease Company**

#### **6.1.1 Brief of the Company**

#### **6.1.2 Situation of China Bank Airline Fleet**

#### **6.1.3 Operation Status of China Bank Airline Lease Company in 2008**

#### **6.1.4 Trends of the Purchase Leaseback Business of China Bank Airlines in May of 2009**

### **6.2 Changjiang Leasing Co., Ltd**

#### **6.2.1 Brief of the Company**

#### **6.2.2 Development Process of Changjiang Leasing**

#### **6.2.3 Changjiang Leasing Is Expanding the Regional Airline Market Vigorously**

#### **6.2.4 Analysis on the Developing Strategies of Changjiang Leasing**

### **6.3 Shenzhen Financial Leasing Co., Ltd**

#### **6.3.1 Brief of the Company**

#### **6.3.2 Development of the Aircraft Leasing Business of Shenzhen Financial Leasing Co., Ltd**

#### **6.3.3 China Development Bank Became the Shareholder of Shenzhen Financial Leasing Co., Ltd with a Significant Investment**

### **6.4 AVIC I International Leasing Co., Ltd of China Aviation Industry Group**

- 6.4.1 Brief of the Company
- 6.4.2 Primary Market Objects and Products of AVICI
- 6.4.3 Development of the Aircraft Leasing Business of AVIC I in 2008

## **7 ANALYSES ON THE POLICY ENVIRONMENT OF CHINESE AIRCRAFT FINANCIAL LEASING INDUSTRY**

### **7.1 Main Laws and Regulations**

- 7.1.1 Convention on the International Financial Leasing
- 7.1.2 Civil Aviation Law of the People's Republic of China
- 7.1.3 Finance Rental Law of the People's Republic of China (Draft)
- 7.1.4 Provisions on Foreign Investment in Civil Aviation

### **7.2 Main Tax Categories in the Aircraft Financial Leasing Business**

- 7.2.1 VAT
- 7.2.2 Sales Tax
- 7.2.3 Income Tax
- 7.2.4 Tariff Problems on Importing Leased Items
- 7.2.5 Problems on Collecting Stamp Taxes in the Aircraft leasing Contract

### **7.3 Relevant Preferential Tax Policies**

- 7.3.1 Exemption Policies of VAT on Importing Aircraft
- 7.3.2 Preferential Policies on Income Tax Credit for Investment when Foreign-funded Enterprises Purchase Home-made Equipment
- 7.3.3 Collection and Exemption of Withheld Income Taxes on Rents of Corporate Aircraft

- 7.3.4 Preferential Policies of VAT on Home-made Regional Aircraft

### **7.4 Encouragement Policies on Airplane Financial Leasing**

- 7.4.1 Policy Objectives
- 7.4.2 Industry Management
- 7.4.3 Financing Policies
- 7.4.4 Tax Policies
- 7.4.5 Depreciation Policies
- 7.4.6 Foreign Exchange Policies
- 7.4.7 Risk Prevention

## **8 ANALYSES ON THE INVESTMENT AND FUTURE PROSPECTS OF THE AIRCRAFT FINANCIAL LEASING INDUSTRY**

### **8.1 Active Capital in the Aircraft Financial Leasing Market**

- 8.1.1 Standard Chartered Bank Purchased Pembroke to Explore the Airline Leasing

## Market

8.1.2 China Bank Successfully Purchased Asian Largest Aircraft Leasing Company

8.1.3 Many Investment Institutions Bid For AIG Airline Lease Company

## 8.2 Main Risks on Aircraft Financial Leasing

8.2.1 Credit Risk

8.2.2 Exchange Risk

8.2.3 Interest Rate Risk

8.2.4 Effects of the Global Financial Crisis on the Aircraft Financial Leasing Industry

## 8.3 Analysis on the Market Prospects of Chinese Aircraft Financial Leasing Industry

8.3.1 Predicts on the Demand Scales of the Aircraft Financial Leasing Markets Home and Abroad

8.3.2 Predicts on the Scales of Chinese Civil Airline Fleets in the Future

8.3.3 Huge Development Potentials of Chinese Aircraft Financial Leasing Market

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