

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

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