

The GREATER CHINA BUSINESS JET FLEET REPORT Year End 2013



ASIAN SKY
GROUP



ABOUT ASIAN SKY GROUP

Asian Sky Group Limited (“ASG”) is headquartered in Hong Kong with offices throughout China. It has assembled the most experienced business aviation team in the Asia-Pacific region to provide a wide range of consulting services for both fixed-wing and rotary-wing aircraft. Asian Sky Group provides access to a significant customer base around the world with the help of its exclusive partners: Avpro Inc., the largest business jet brokerage firm in the US; and AVIC International Development Corporation, the largest state-owned aviation enterprise in Mainland China.

Asian Sky Group is backed by SEACOR Holdings Inc., a publically listed US company (NYSE: “CKH”) with over US\$ 1B in revenue and nearly US\$ 3B in assets, and by Avion Pacific Limited, a Mainland China-based general aviation service provider with 20 years of experience and 6 offices and bases throughout China.

Asian Sky Group provides its clients with the following aviation consulting services:

- 1) AIRCRAFT SALES, such as acquisition or remarketing; selection of aircraft, asset financing, ownership structuring, registration and operator selection; inspections and appraisals; contractual support;
- 2) COMPLETION MANAGEMENT, such as cabin definition; facility selection; completion oversight; delivery and regulatory compliance; contractual support;
- 3) OPERATION OVERSIGHT, such as invoice analysis and owner representation;
- 4) LUXURY CHARTER SERVICES;
- 5) SPECIAL PROJECTS and
- 6) TRANSACTIONAL ADVISORY.

INTRODUCTION

ASIAN SKY GROUP (ASG) is proud to present its “Greater China Business Jet Fleet Report” for year-end 2013. This unique report provides complete coverage of the business jet market in the Greater China region, which includes Mainland China, Hong Kong, Macau and Taiwan. The report is the second edition of the Greater China Business Jet Fleet Report following its first publication in March, 2013.

For copies of Asian Sky Group’s business aviation industry reports, please visit www.asianskygroup.com.

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	2
KEY FINDINGS.....	5
FLEET BREAKDOWN BY:	
ORIGINAL EQUIPMENT MANUFACTURER (OEM).....	6
SIZE CATEGORY.....	20
OPERATOR.....	24
AIRCRAFT REGISTRATION	32
AIRCRAFT AGE DISTRIBUTION.....	40
SUPPORT INFRASTRUCTURE.....	46
AVIATION FINANCE INSTITUTIONS.....	56
2013 AND MARKET TRENDS.....	57

Asian Sky Group would like to graciously acknowledge the contributions made by numerous operators, OEMs and organizations to this report, without which a reasonable level of accuracy could not have been achieved.

The report is nevertheless the second edition of its type and undoubtedly there will be perceived errors. Asian Sky Group welcomes your comments, questions and general thoughts and looks forward to producing an even better version of the report in the future.

Should you wish to reproduce or distribute any portion of this report, in part or in full, you may do so by mentioning the source as: “Asian Sky Group, a Hong Kong based business aviation consulting group”.

Thank you for your interest in this report and we hope you find the information useful. If you would like to receive further information about our services, please contact us at info@asianskygroup.com or visit us at www.asianskygroup.com.

EXECUTIVE SUMMARY

The Greater China business jet fleet grew rapidly over the last two years, rising from 203 business jets in 2011, to 371 aircraft as of year-end 2013. From 2007 to 2013 the Greater China business jet fleet has grown at a Compound Annual Growth Rate of 34%, which is significantly higher than the global rate of 5%.

Of the 371 aircraft, 248 are based in Mainland China, 97 in Hong Kong, 15 in Taiwan and 11 are in Macau.

Demand for business jets is largely driven by robust economic growth, the rising number of high net worth individuals, increasing corporate profits, successful listing of public companies (IPOs) and government support. More and more companies are also increasingly using business jets as a tool to support corporate international growth and integration.

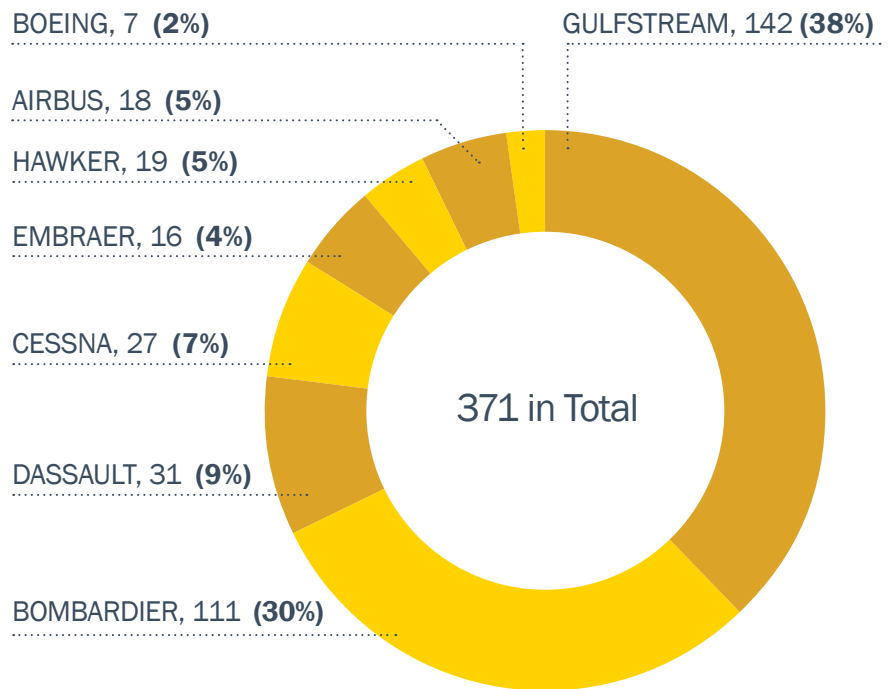
Despite the high growth rate, there have been several factors hampering the growth of business aviation in Greater China. These factors include airspace restrictions; limited regional aviation support infrastructure; a shortage of locally licensed private pilots; plus the difficulty and duration required to qualifying for an Air Operator Certificate (AOC) due to strict regulatory requirements. Other aspects affecting the pace of growth are taxation policies imposed on China-registered aircraft (import duty and Value Added Tax); the expenditure sentiment currently emanating from Beijing as dictated by the Chinese Central Government; and for foreign registered aircraft, operational challenges and costs in Mainland China.

Government support is a key factor in generating continued growth in the China business aviation industry. Some regulations and taxation policies in China are strict, but viewed as necessary by the Civil Aviation Administration of China (CAAC) as a means to control the growth rate and ensure it is matched with sufficient infrastructure such as number of airports, Fixed Base Operations (FBO) facilities, Maintenance Repair and Overhaul (MRO) centers, air traffic control and other qualified aviation personnel. It is expected though that China will further ease some of the current barriers and allow the industry and its supporting infrastructure to grow in levels matching demand. China has 193 civil airports in service, of which 10 were completed in 2013. According to the CAAC, plans are to have 244 airports in service by 2020.

As China continues to ease its airspace flight regulations, more opportunity for smaller-sized business aircraft mainly used for domestic flights should appear in the future. However, the current preference to large cabin is expected to remain strong in the short term. As of year-end 2013, the Greater China fleet was strongly dominated by large cabin and long range aircraft.

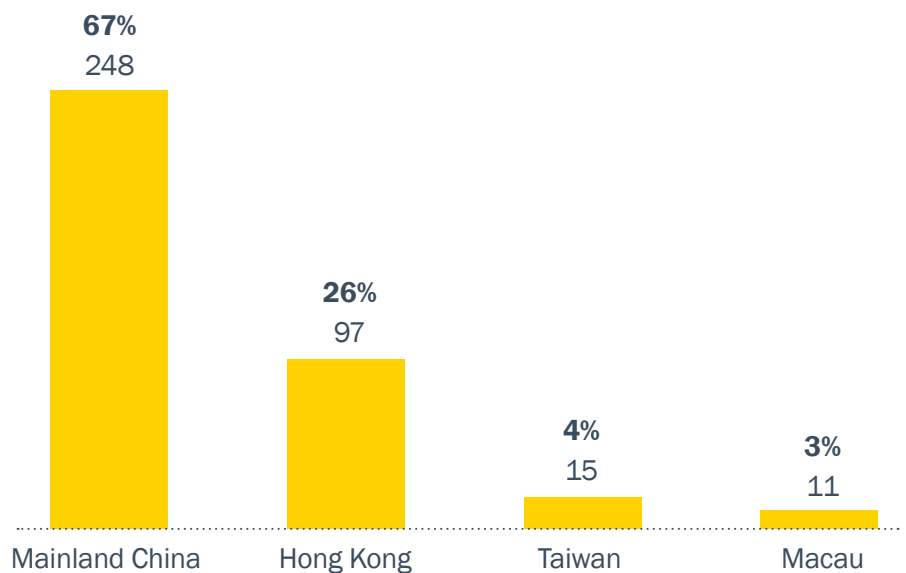
China has the second largest economy in the world. It holds nearly 20% of the world's population, 7% of the world's billionaires and a 13% wealth annual growth rate, yet it holds less than 2% of the world's business jets. The business aviation industry however is developing rapidly and signs of a maturing market are evident. Consequently, Asian Sky Group expects high growth to continue in 2014 as the business jet market in Greater China continues to develop and mature.

Greater China Fleet – by OEM



Greater China Fleet - by Aircraft Base*

371 in Total



* In this report, aircraft distribution was done according to the aircraft's base of operation and not by operator location. Some operators may be headquartered in a certain location but their aircraft are based according to the preferences of the aircraft owners themselves.



KEY FINDINGS

The Greater China business jet fleet grew by 21% during 2013 with the total number of aircraft reaching 371 at year-end 2013.

The Original Equipment Manufacturer (OEM) market leader by number of aircraft based and operated in Greater China continues to be Gulfstream with a 38% market share, followed by Bombardier with a 30% market share.

Both Gulfstream and Bombardier's market share remained unchanged compared with year-end 2012.

The largest market share changes in 2013 were registered by Embraer, Falcon and Hawker.

- Embraer's fleet doubled in 2013 rising from 8 to 16 aircraft based in Greater China.
- Dassault Falcon's number of aircraft rose by over 60% with 15 additional aircraft entering into service.
- The Hawker market share in Greater China decreased from 9% to 5%.

The Gulfstream G-550 and G-450 remain the most prevalent models in Greater China with 64 and 46 aircraft respectively representing 30% of the total fleet in numbers.

The model with the highest number of new aircraft delivered in 2013 was the G-450 with 13 new deliveries followed by the Falcon 7X with 11 new aircraft delivered.

Of significant importance, the proportion of pre-owned aircraft delivered in 2013 rose to 47%, clearly demonstrating the increasing acceptance of purchasing pre-owned aircraft. The remaining 53% were new aircraft deliveries.

The 5 largest operators (HNA Group, BAA, TAG Aviation, Metrojet and Jet Aviation) make up 55% of the total number of business jets based and operating in the Greater China region.

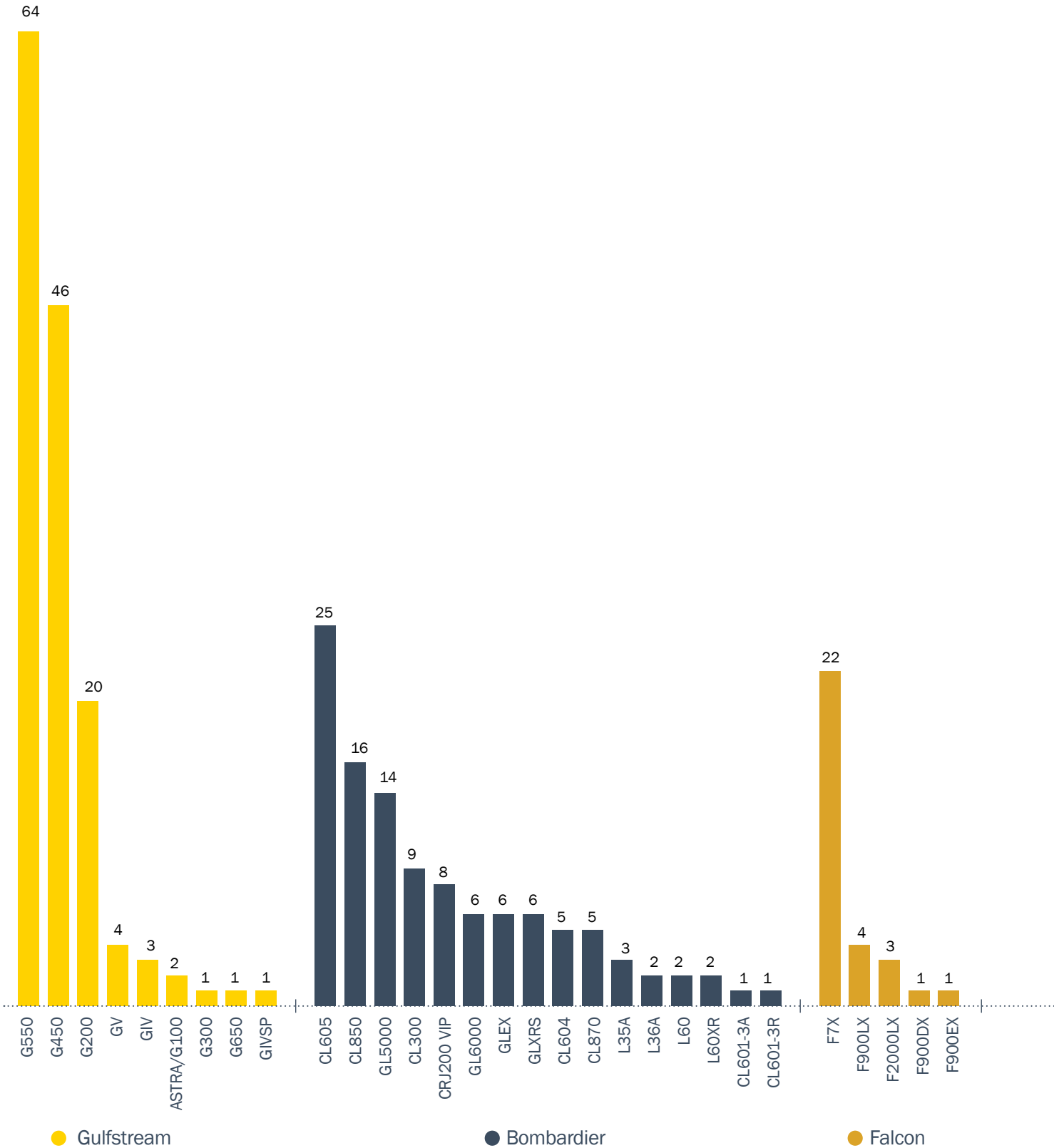
Of the 371 aircraft in operation, 73% are under the local registrations of China, Hong Kong, Macau and Taiwan. The remaining 27% are operated under a foreign registry.

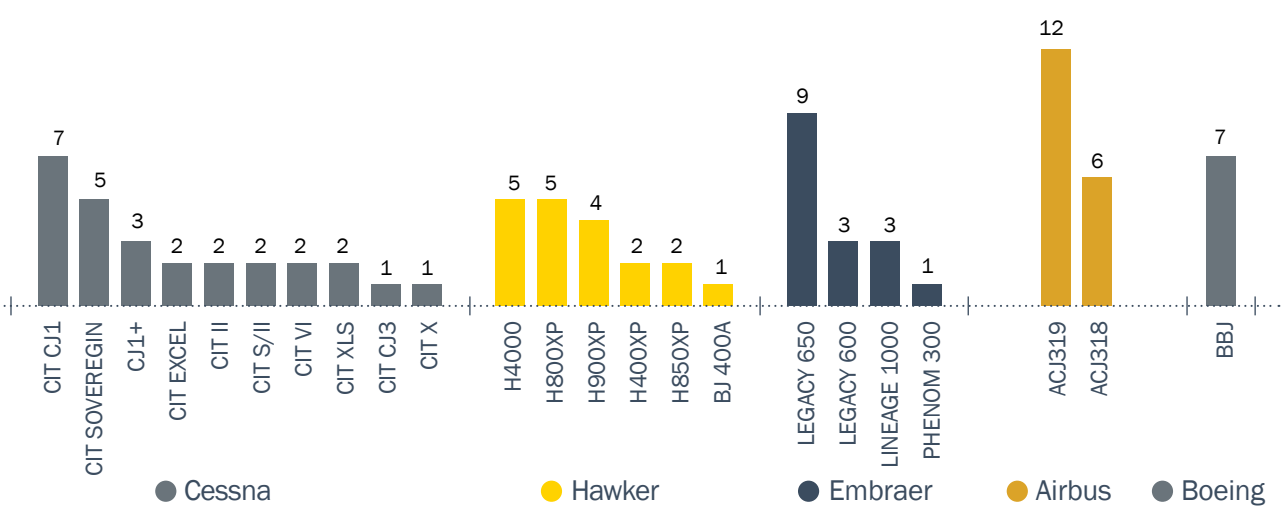
Aircraft 5 years old or younger, make up 62% of the fleet and another 20% are between 5 and 10 years old (based on year of manufacture).

While China's business aviation market experienced robust growth in recent years, its preference for large cabin remained unchanged in 2013. Over 75% of the fleet in Greater China is in the large aircraft size category or above.

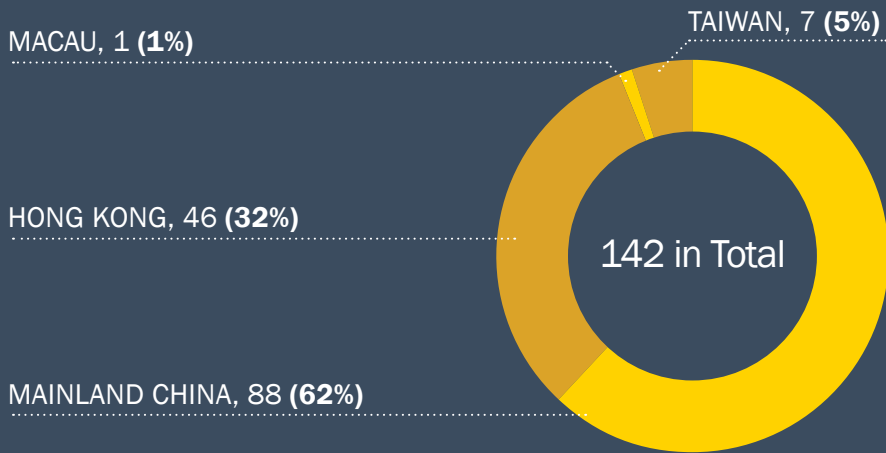
FLEET BREAKDOWN BY OEM

371 in Total

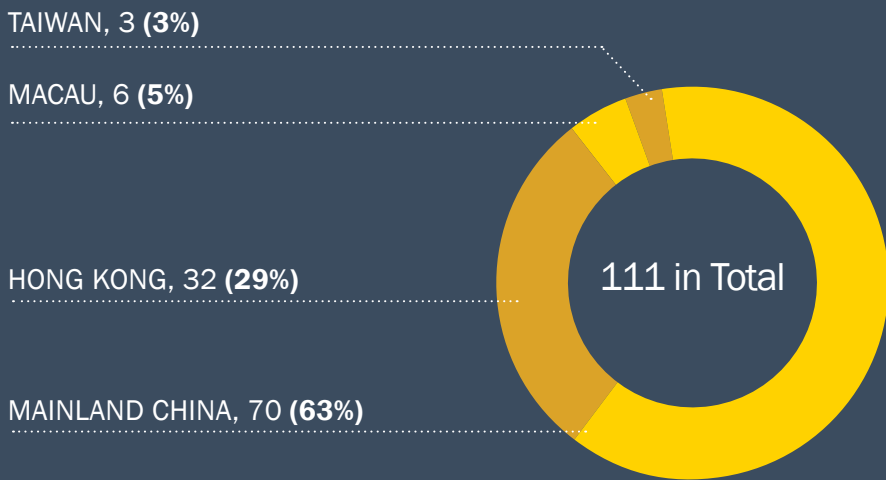




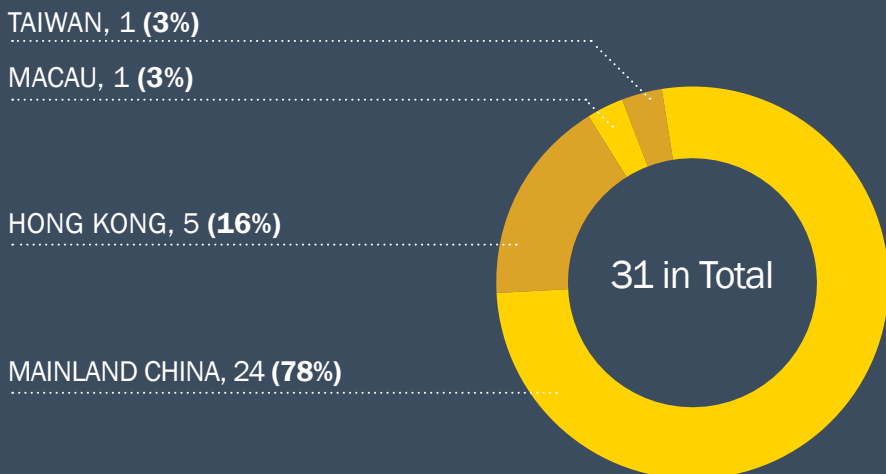
Gulfstream Fleet by Region



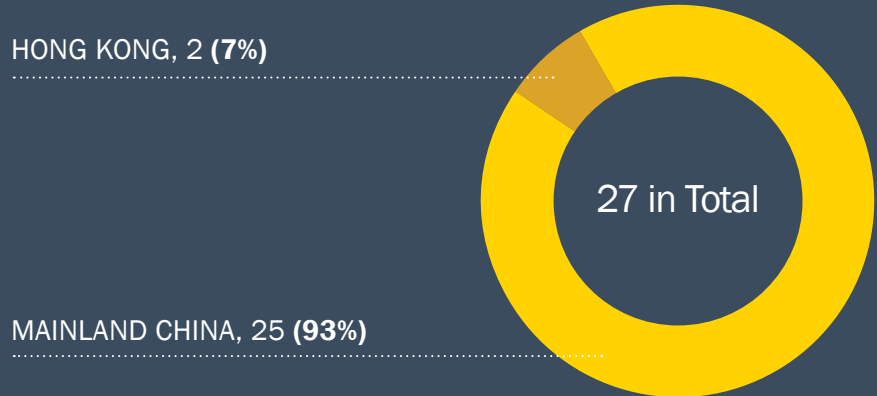
Bombardier Fleet by Region



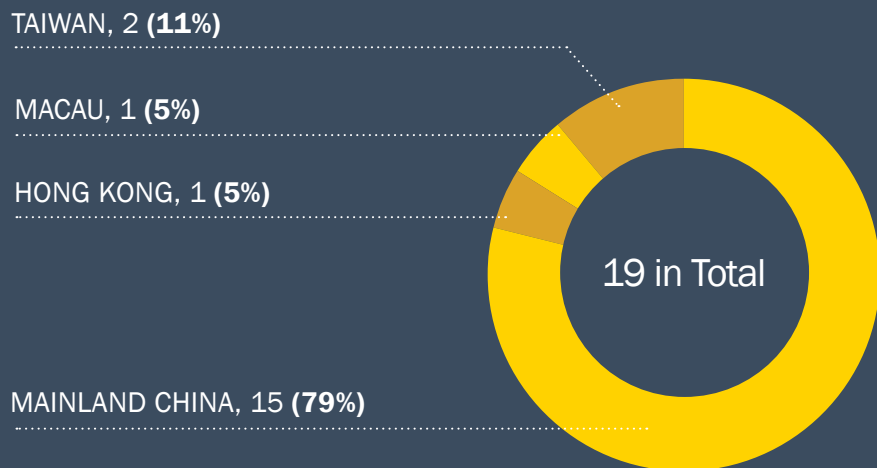
Dassault Fleet by Region



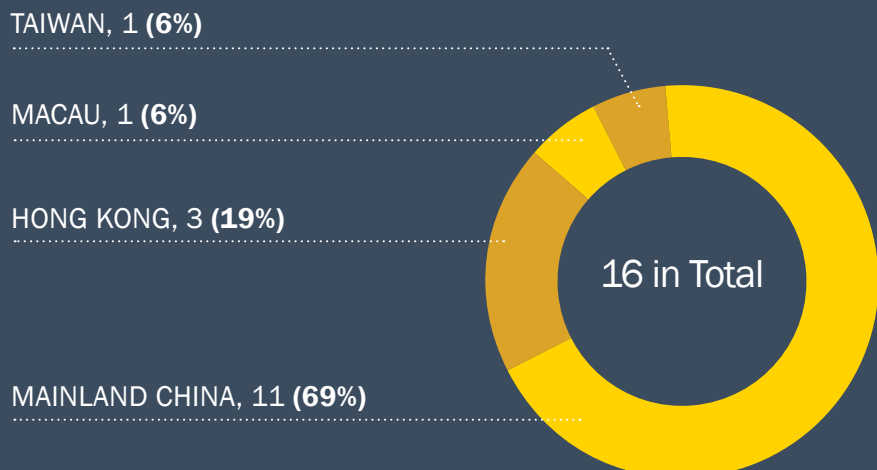
Cessna Fleet by Region



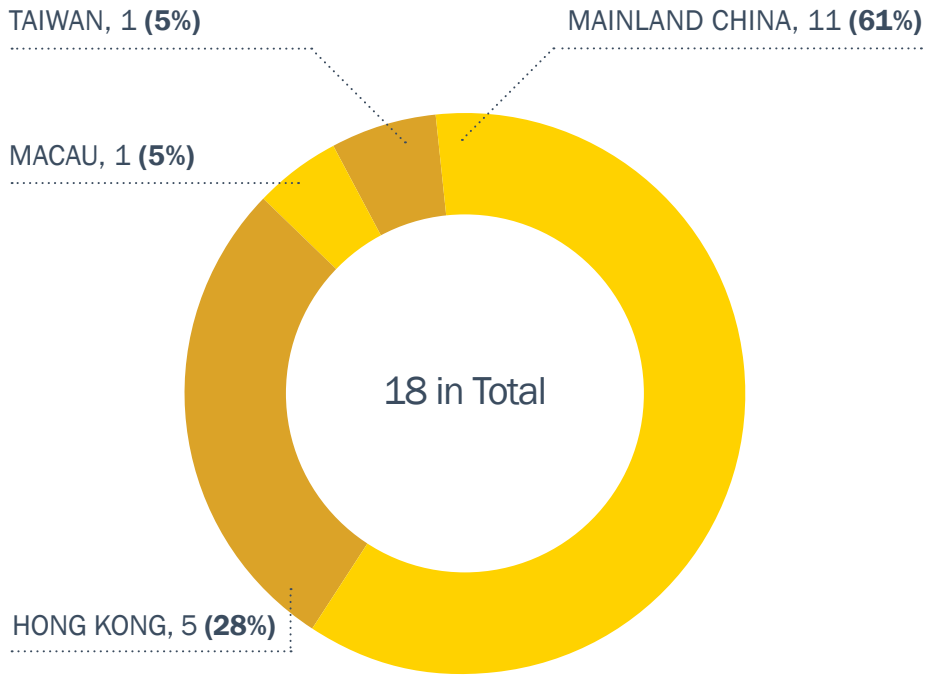
Hawker Fleet by Region



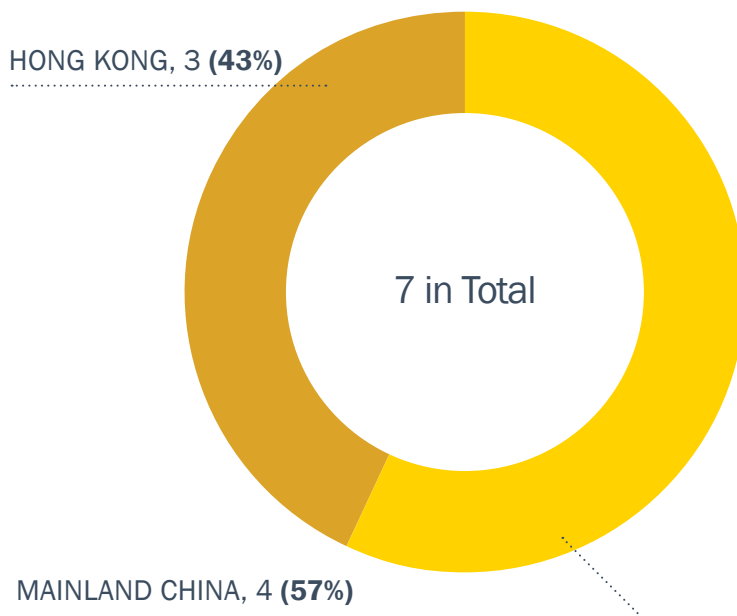
Embraer Fleet by Region



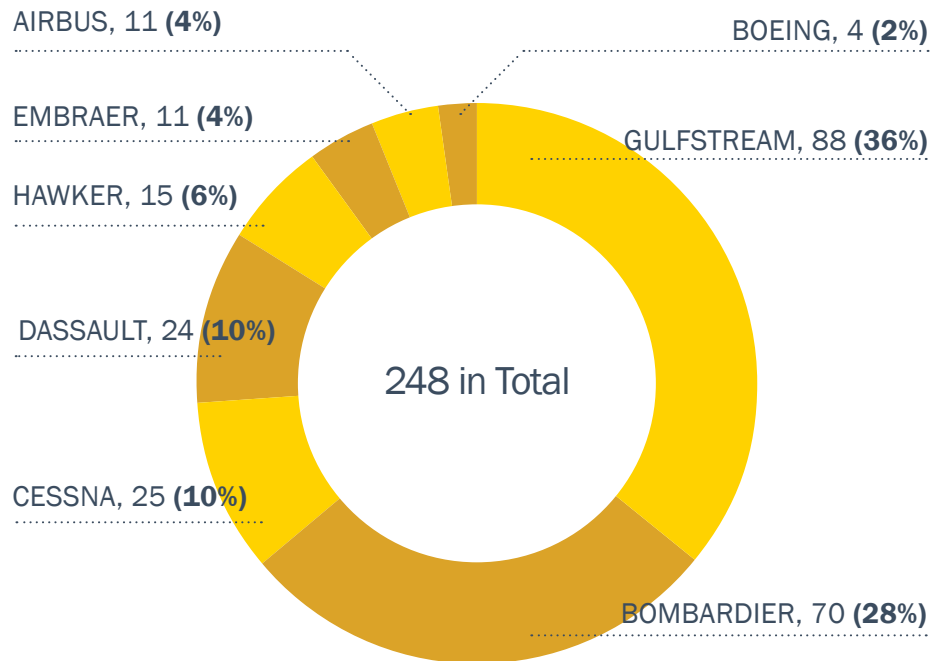
Airbus Fleet by Region



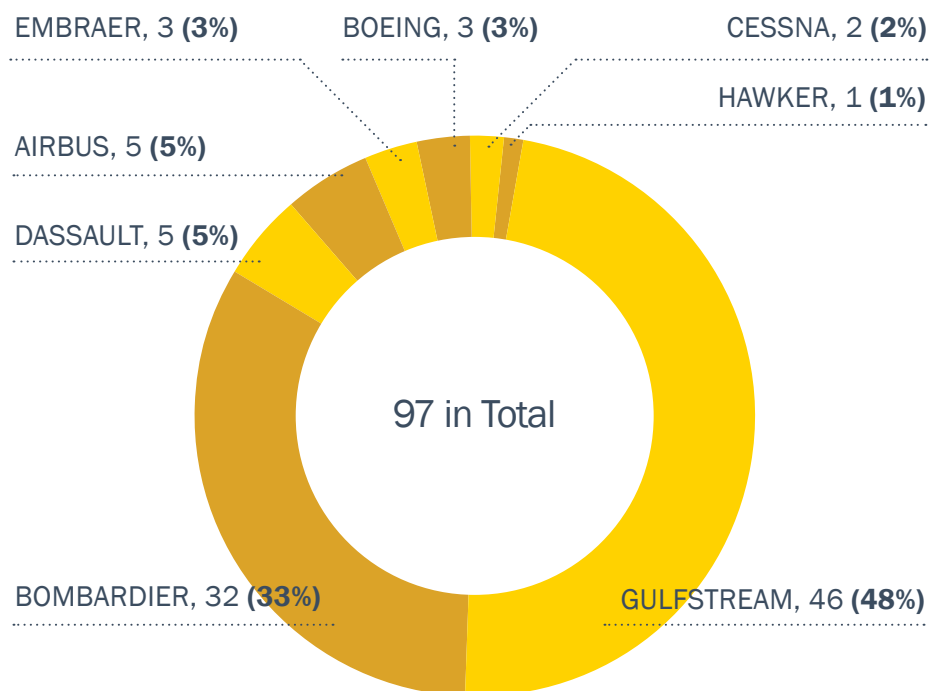
Boeing Fleet by Region



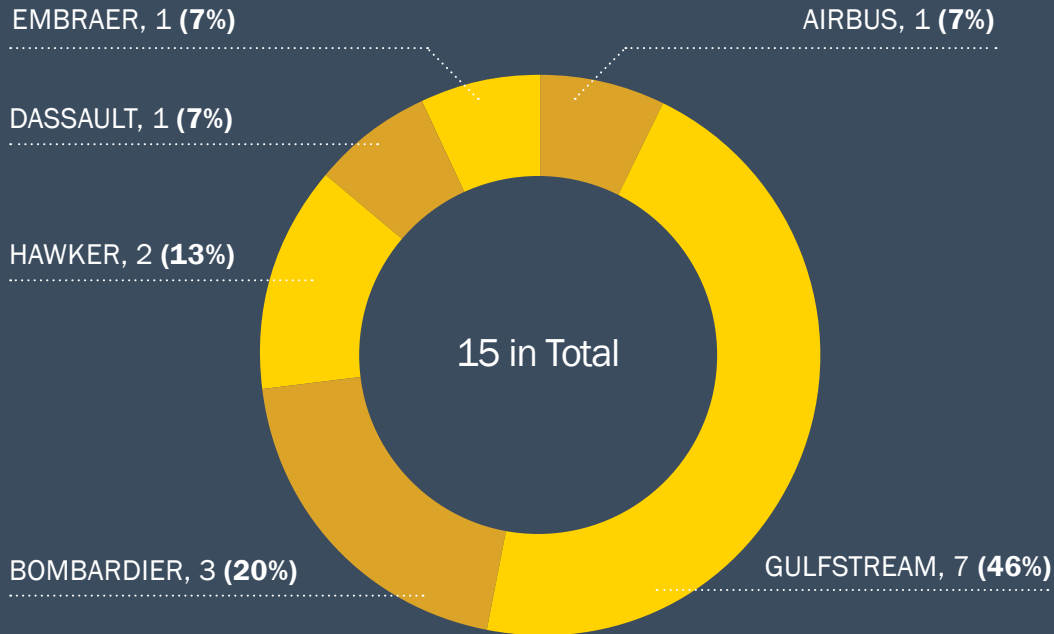
OEM Market Share - Mainland China



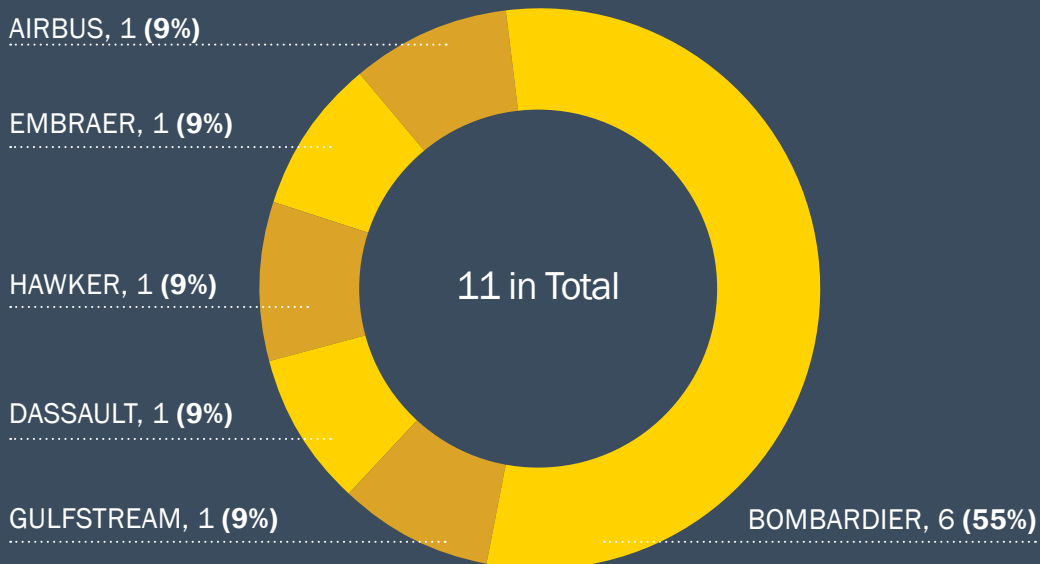
OEM Market Share - Hong Kong



OEM Market Share - Taiwan



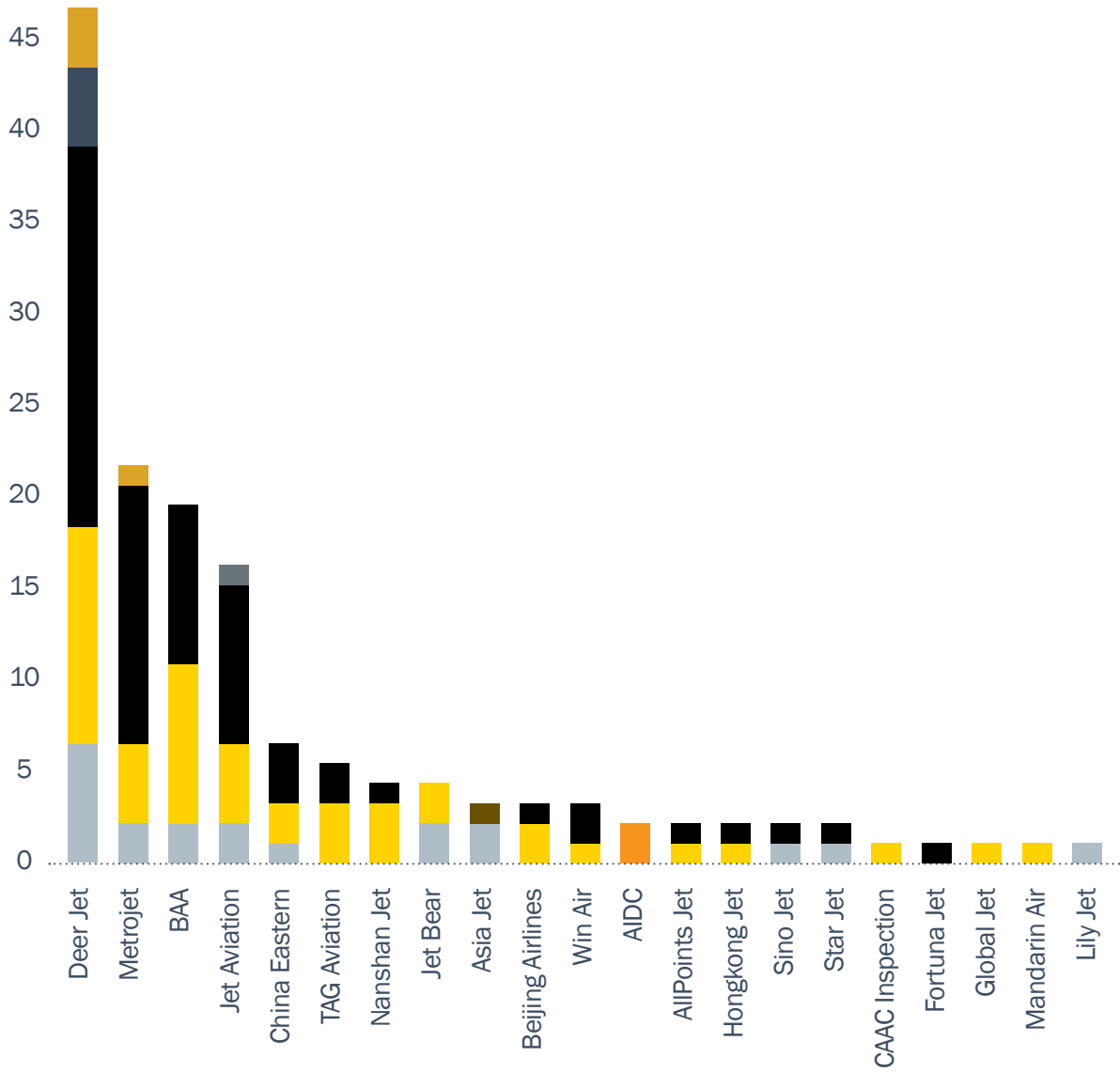
OEM Market Share - Macau





Gulfstream Fleet Breakdown by Operator

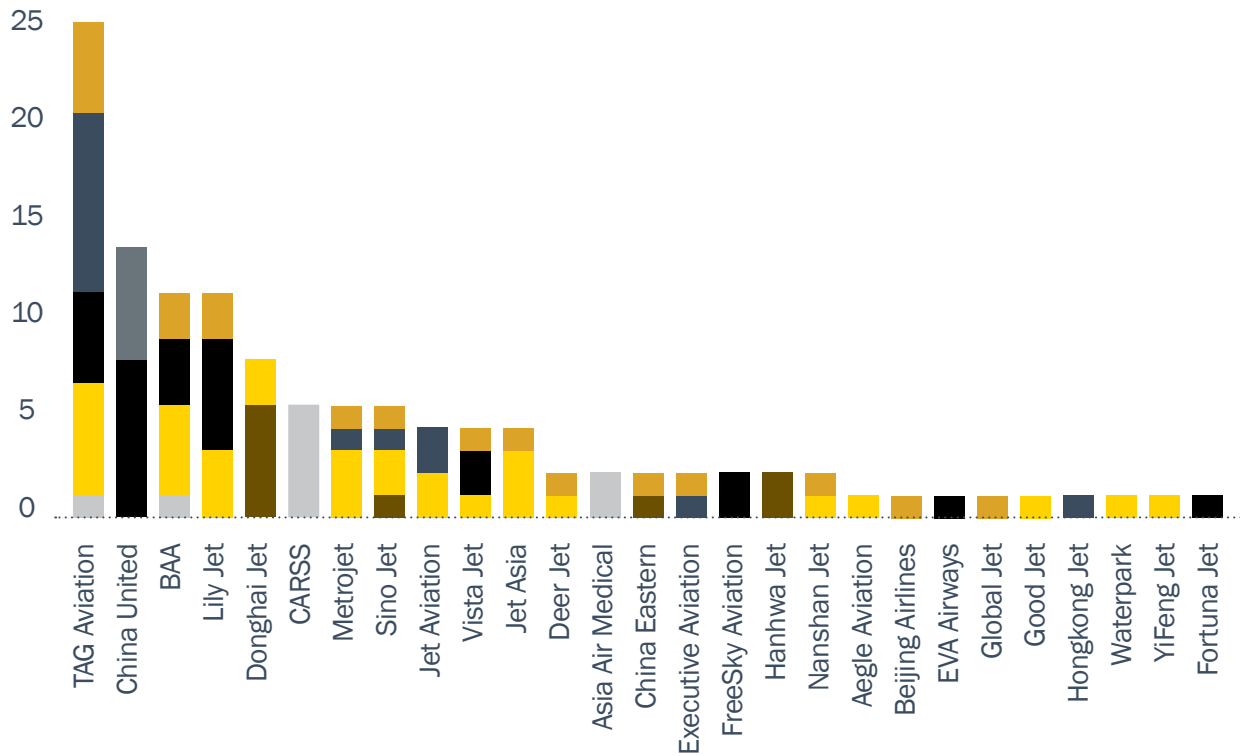
142 in Total



	Deer Jet	Metrojet	BAA	Jet Aviation	China Eastern	TAG Aviation	Nanshan Jet	Jet Bear	Asia Jet	Beijing Airlines	Win Air	AIDC	AllPoints Jet	Hongkong Jet	Sino Jet	Star Jet	CAAC Inspection	Fortuna Jet	Global Jet	Mandarin Air	Lily Jet	Total	
GV	3	1																					4
GIV	4																						4
G650				1																			1
G550	21	13	8	8	3	2	1			1	2		1	1	1	1		1					64
G450	12	4	8	4	2	3	3	2		2	1		1	1			1		1	1			46
G300									1														1
G200	6	2	2	2	1			2	2						1	1					1		20
G100												2											2
Total	46	20	18	15	6	5	4	4	3	3	3	2	2	2	2	2	1	1	1	1	1	142	

Bombardier Fleet Breakdown by Operator

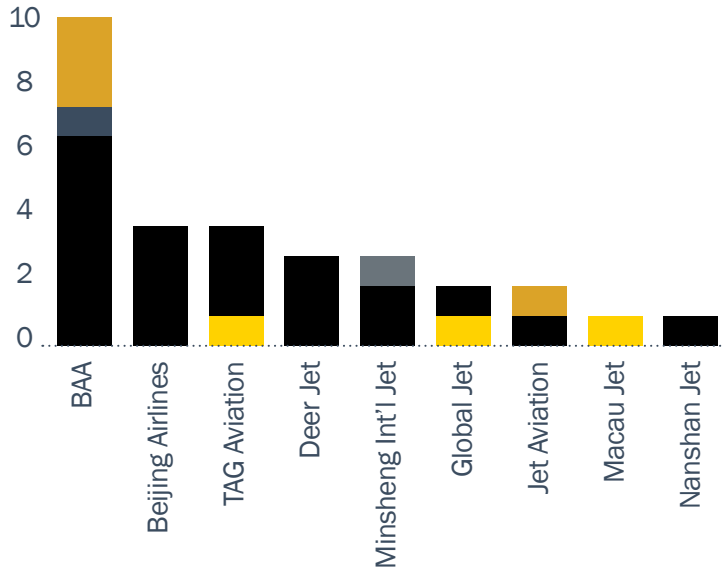
111 in Total



	TAG Aviation	China United	BAA	Lily Jet	Donghai Jet	CARSS	Metrojet	Sino Jet	Jet Aviation	Vista Jet	Jet Asia	Deer Jet	Asia Air Medical	China Eastern	Executive Aviation	FreeSky Aviation	Hanhwa Jet	Nanshan Jet	Aegle Aviation	Beijing Airlines	EVA Airways	Global Jet	Good Jet	Hongkong Jet	Waterpark	YiFeng Jet	Fortuna Jet	Total
● GLEX/XRS/6000	4		2	2			1	1		1	1	1		1	1			1	1		1							18
● GL5000	8						1	1	2						1								1					14
● CL870		5																										5
● CL850/CRJ200	4	7	3	5						2						2					1					1		25
● CL604/605	5		4	3	2		3	2	2	1	3	1						1	1				1	1	1	1		31
● CL300					5			1						1			2											9
● LJ35/36/60	1		1			5							2															9
Total	22	12	10	10	7	5	5	5	4	4	4	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	111

Dassault Fleet Breakdown by Operator

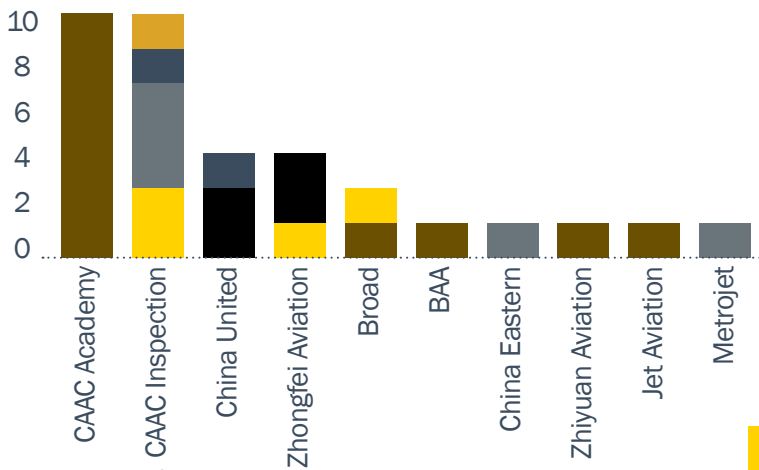
31 in Total



	BAA	Beijing Airlines	TAG Aviation	Deer Jet	Minsheng Int'l Jet	Global Jet	Jet Aviation	Macau Jet	Nanshan Jet	Total
FALCON 900LX	3						1			4
FALCON 900EX	1									1
FALCON 900DX					1					1
FALCON 7X	7	4	3	3	2	1	1		1	22
FALCON 2000LX			1			1		1		3
Total	11	4	4	3	3	2	2	1	1	31

Cessna Fleet Breakdown by Operator

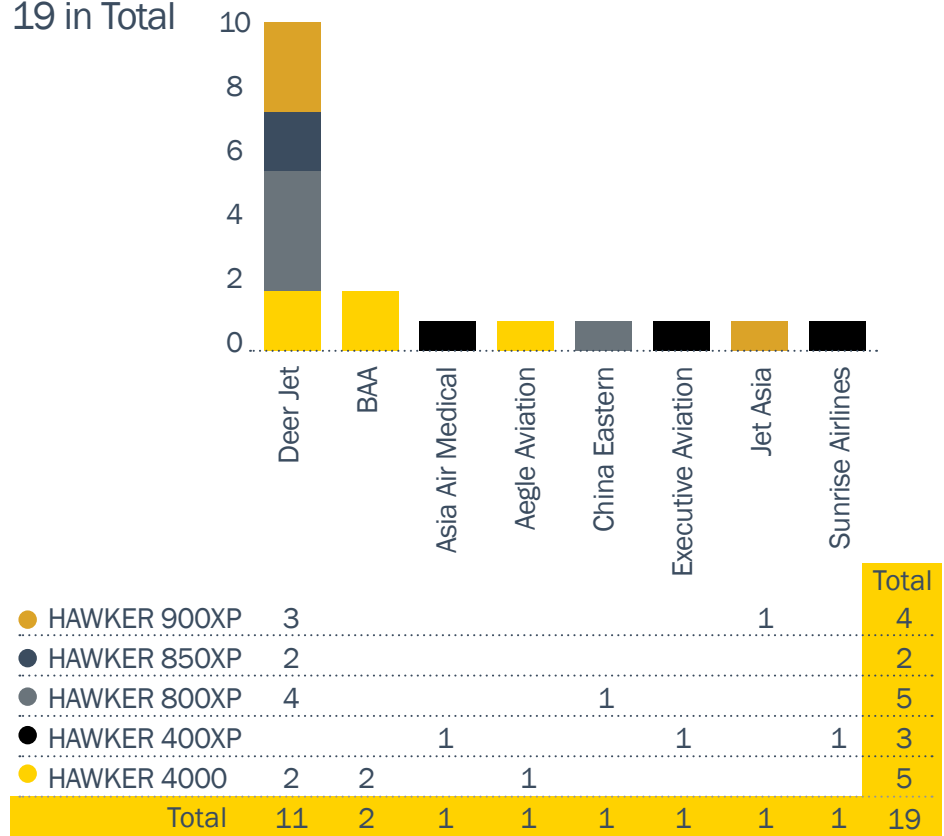
27 in Total



	CAAC Academy	CAAC Inspection	China United	Zhongfei Aviation	Broad	BAA	China Eastern	Zhiyuan Aviation	Jet Aviation	Metrojet	Total
750 X		1									1
650 VI		1	1								2
680 SOVEREIGN		3					1			1	5
550 II/SII			2	2							4
560 EXCEL/XLS		2		1	1						4
525 CJ1/2/3	7				1	1		1	1		11
Total	7	7	3	3	2	1	1	1	1	1	27

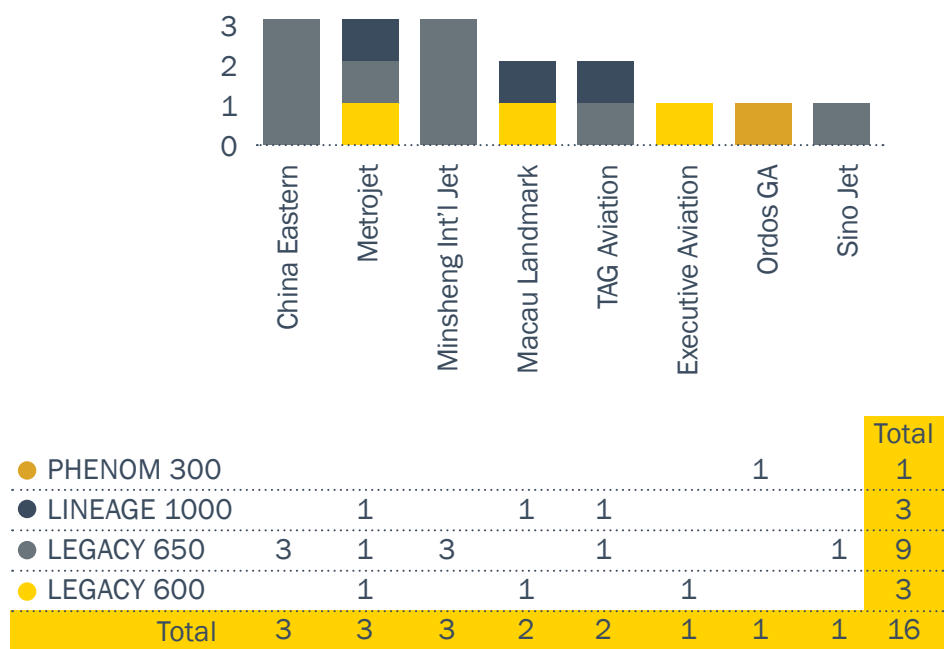
Hawker Fleet Breakdown by Operator

19 in Total



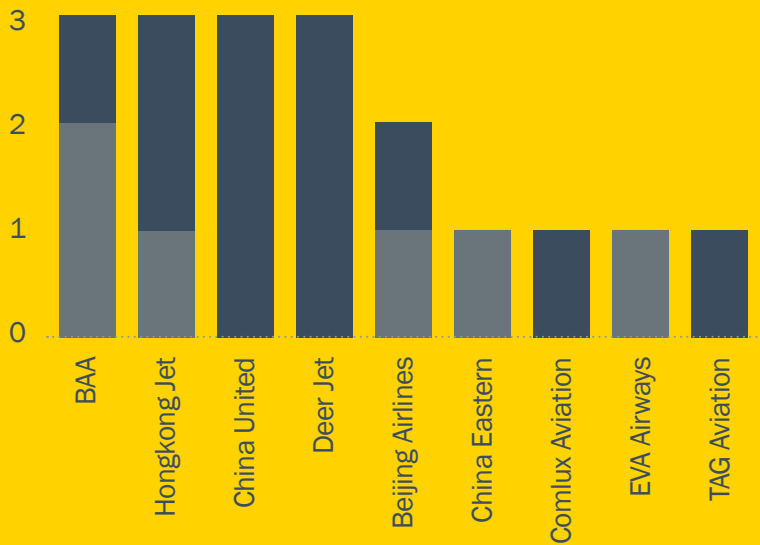
Embraer Fleet Breakdown by Operator

16 in Total



Airbus Fleet Breakdown by Operator

18 in Total



	BAA	Hongkong Jet	China United	Deer Jet	Beijing Airlines	China Eastern	Comlux Aviation	EVA Airways	TAG Aviation	Total
● ACJ319	1	2	3	3	1	0	1	0	1	12
● ACJ318	2	1	0	0	1	1	0	1	0	6
Total	3	3	3	3	2	1	1	1	1	18

Boeing Fleet Breakdown by Operator

7 in Total



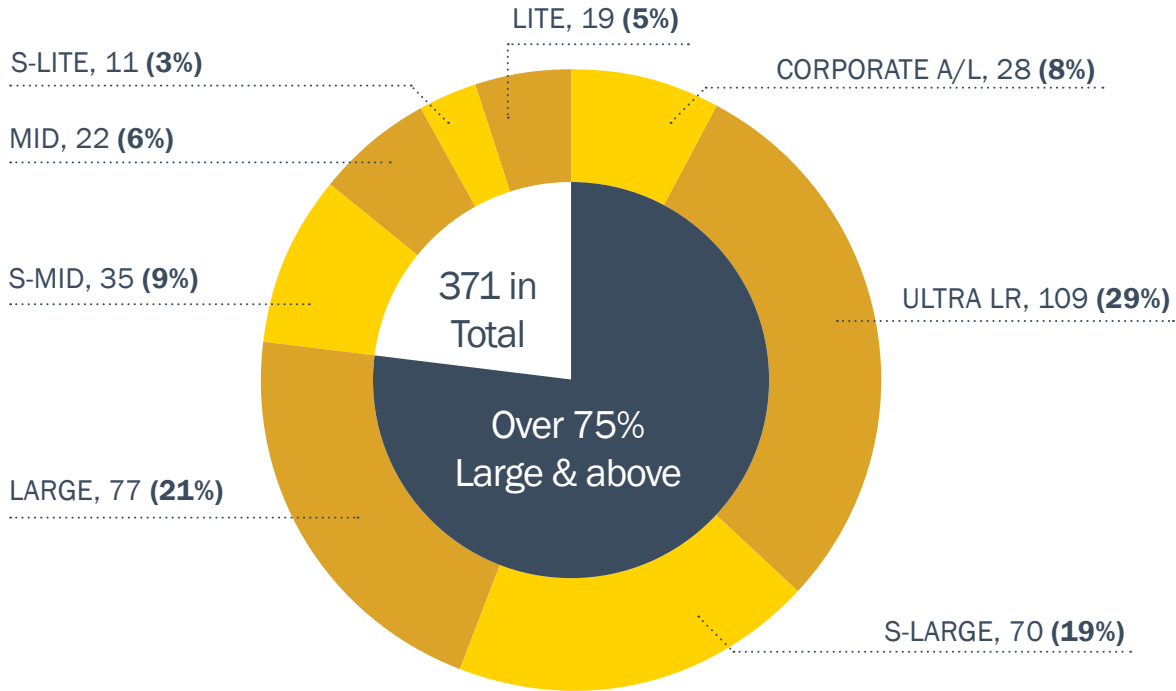
	Deer Jet	EVA Airways	Hong Kong Jet	Metrojet	Nanshan Jet	Beijing Airlines	Total
● BBJ	2	1	1	1	1	1	7



FLEET BREAKDOWN BY AIRCRAFT SIZE CATEGORY

Over 75% of the Greater China fleet is in the large size category and above. In comparison, the global market share of those categories is closer to 25%.

Aircraft Size Category Breakdown



CORPORATE AIRLINER

LINEAGE 1000
ACJ318
ACJ319/ER
BOEING BBJ

ULTRA LONG RANGE

FALCON 7X
GLOBAL 6000
GLOBAL EXPRES
GLOBAL EXPRES XRS
GV
G550
G650

SUPER-LARGE

GIV
GIV SP
G450
GLOBAL 5000
FALCON 900EX
FALCON 900DX
FALCON 900LX

LARGE

CHALLENGER 601
CHALLENGER 604
CHALLENGER 605
CRJ200 VIP
CHALLENGER 850
CHALLENGER 870
LEGACY 600
LEGACY 650
FALCON 2000LX
G300

SUPER-MID SIZE

BEECHJET 400A
G200
CHALLENGER 300
HAWKER 4000
CITATION X

MID SIZE

ASTRA/G100
CITATION SOVEREIGN
HAWKER 800XP
HAWKER 850XP
HAWKER 900XP
LEARJET 60/XR

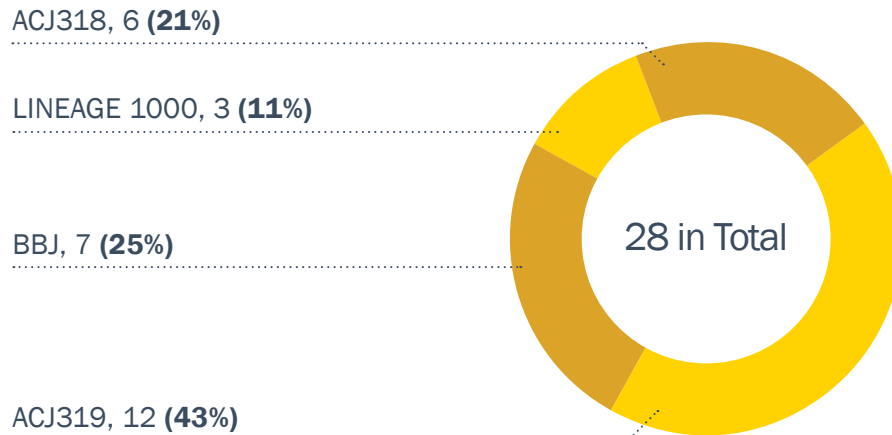
SUPER-LITE

CITATION EXCEL
CITATION VI
CITATION XLS
LEARJET 35A
LEARJET 36A

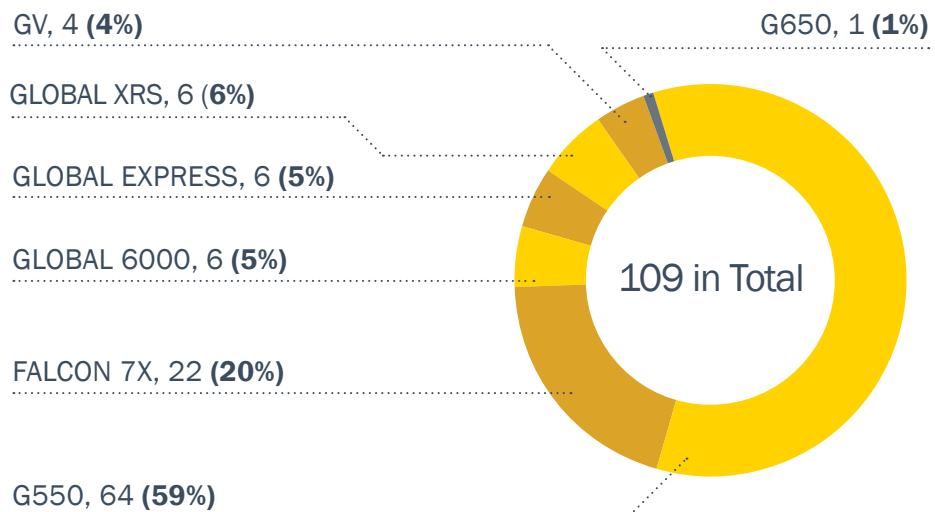
LITE

CITATION CJ1/+
CITATION CJ3
CITATION II/SII
PHENOM 300
HAWKER 400XP

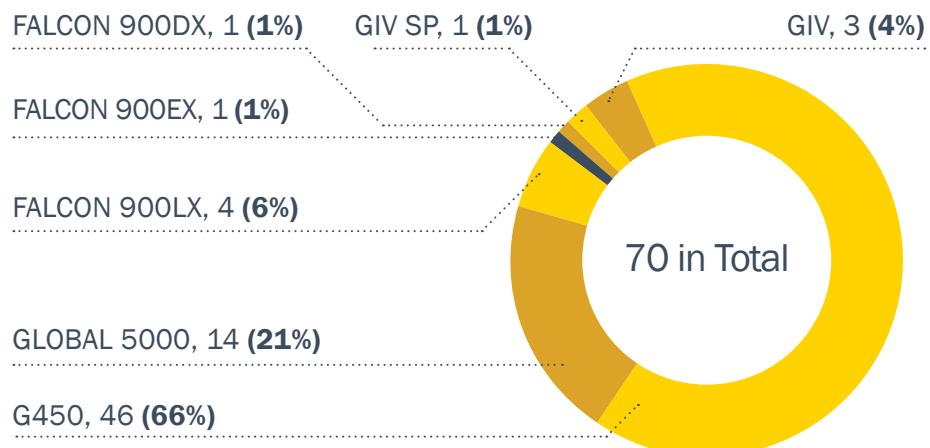
Corporate Airliner Category Breakdown by Model



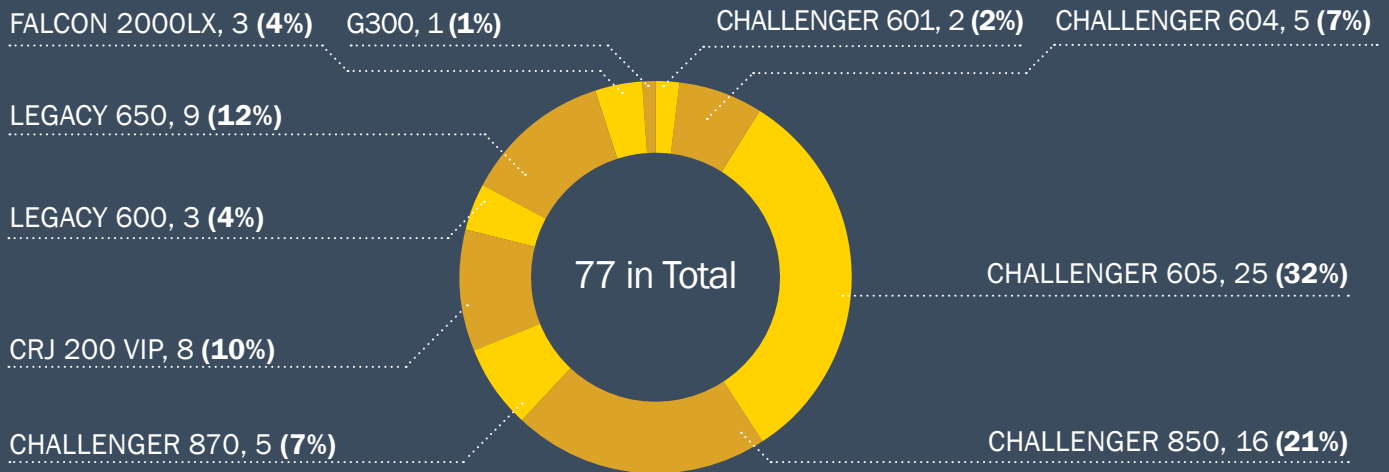
Ultra Long-Range Category Breakdown by Model



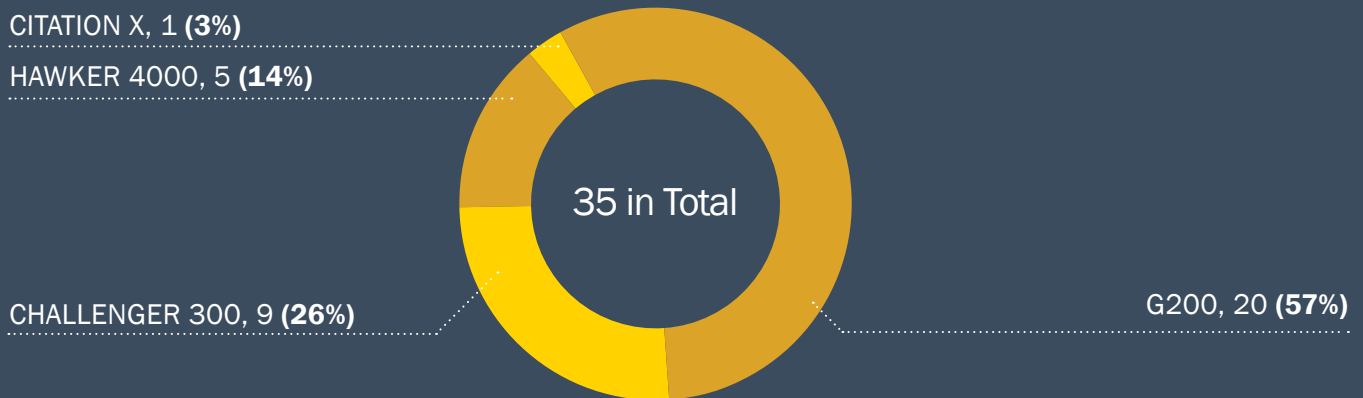
Super-Large Category Breakdown by Model



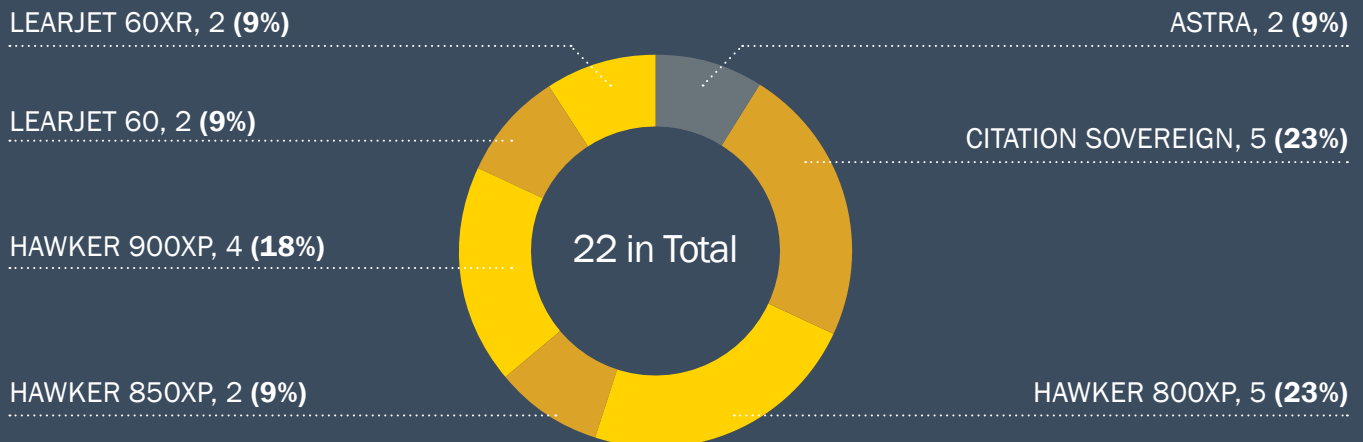
Large Category Breakdown by Model



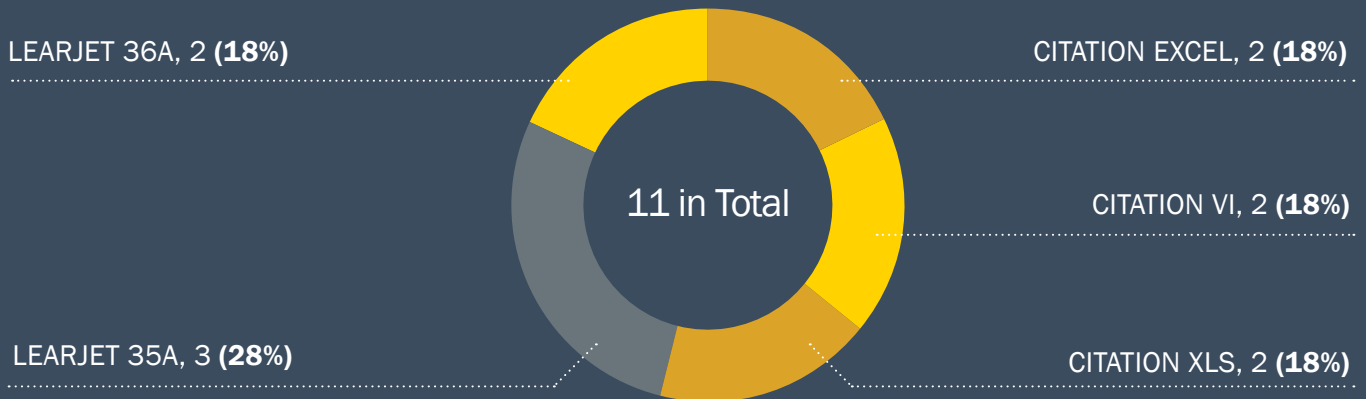
Super Mid-Size Category Breakdown by Model



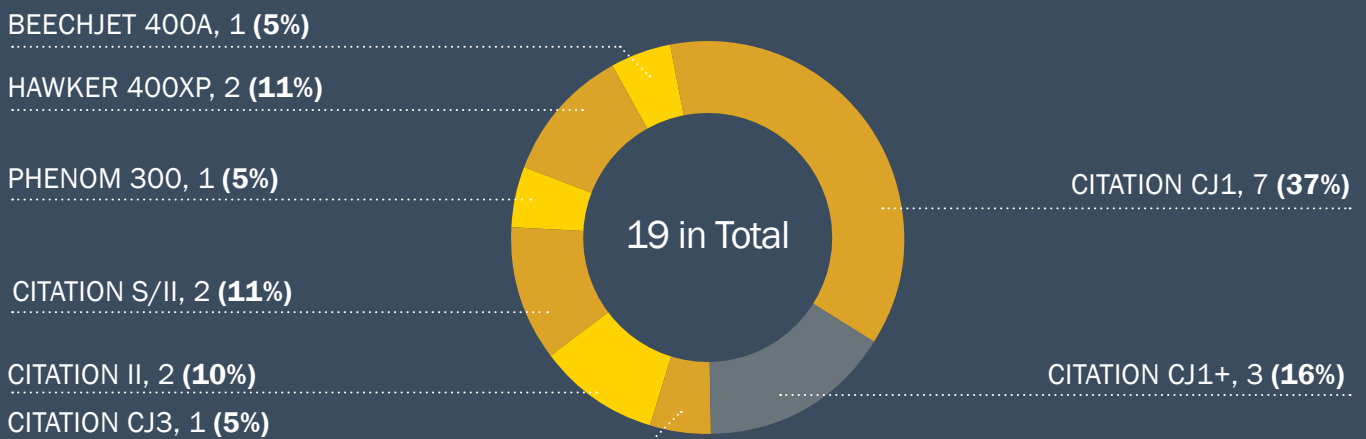
Mid-Size Category Breakdown by Model



Super-Lite Category Breakdown by Model



Lite Category Breakdown by Model



FLEET BREAKDOWN BY OPERATOR

There are 45 operators in Greater China, with 26 of them based in Mainland China, 9 in Hong Kong, 6 in Taiwan and 4 in Macau. The 5 largest operators make up 55% of the total number of business jets in Greater China.

In order to operate a locally-registered aircraft in Mainland China, one must first obtain an Aircraft Operator Certificate (AOC) or use the services of an established aircraft management company which has already obtained an AOC.

Total Fleet Breakdown by Operator 45 operators, 371 Aircraft in Total

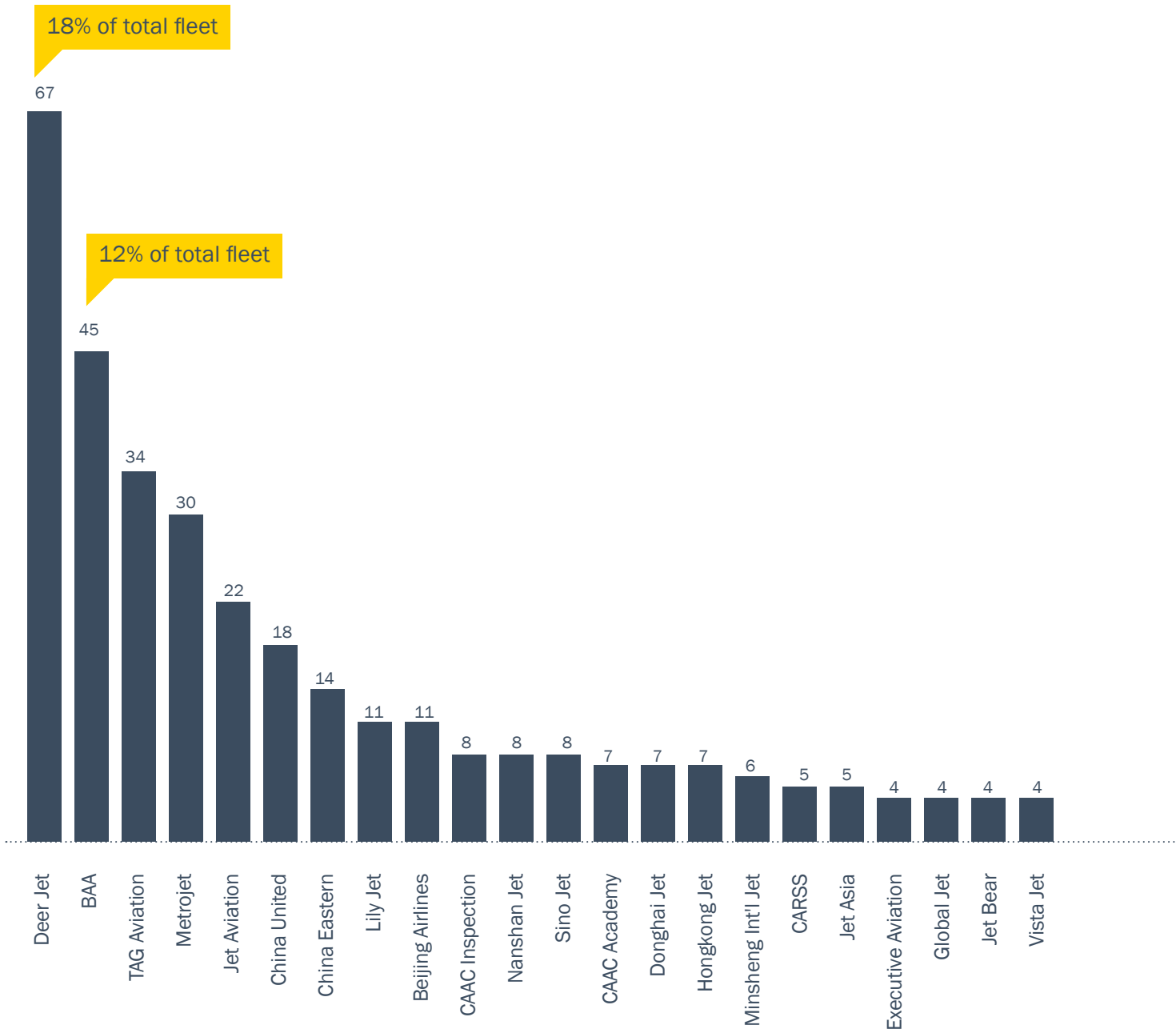
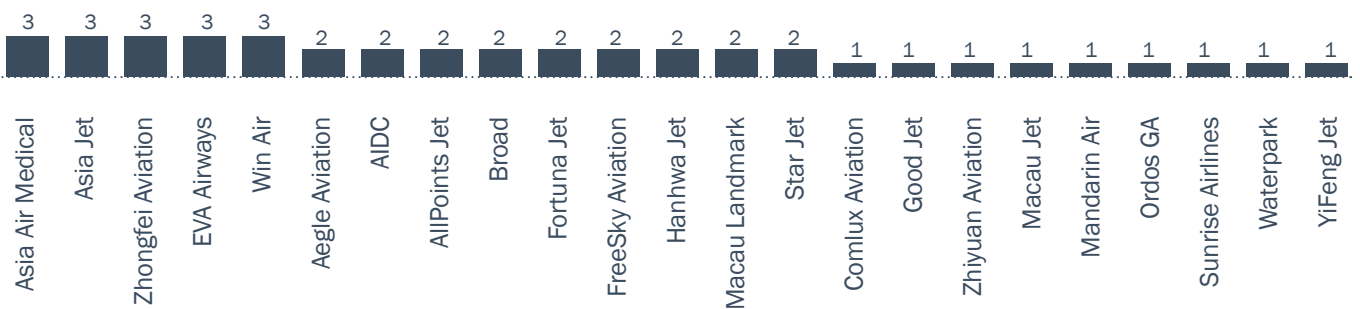




Photo courtesy of Nikita Maltsev



TOP OPERATORS OVERVIEW

Hainan Airlines Group

Hainan Airlines Group (HNA) is a large privately owned airline group headquartered in Haikou, Hainan Island, China. The company, together with its affiliates and subsidiaries, operates an extensive network of domestic and international aviation services. HNA Group's business jet operations are carried out by several of its subsidiaries, namely Deer Jet and Hongkong Jet. The company offers aircraft management services, business charter, aircraft leasing, flight support and ground handling services, and is also engaged in airport management, FBO and MRO services. Most of HNA Group's aircraft are based in Beijing, Shanghai, Tianjin, Hainan Island and Hong Kong. Its total business jet fleet numbers 74 aircraft, which makes HNA Group the largest operator of business jets in Greater China.

BAA

Business Aviation Asia Ltd. (BAA) is a business aviation services provider headquartered in Shenzhen and with bases throughout China and Hong Kong. BAA is the largest operator of privately owned business jets in Greater China. Their 45 business jets are based in various cities including Shenzhen, Hong Kong, Beijing and Taipei.

TAG Aviation Asia

TAG Aviation Asia is headquartered in Hong Kong with a fleet of 34 business jets in Greater China. It provides private aviation services including aircraft charter, aircraft management and maintenance services. TAG's aircraft are based in Hong Kong, China and Macau.

Metrojet

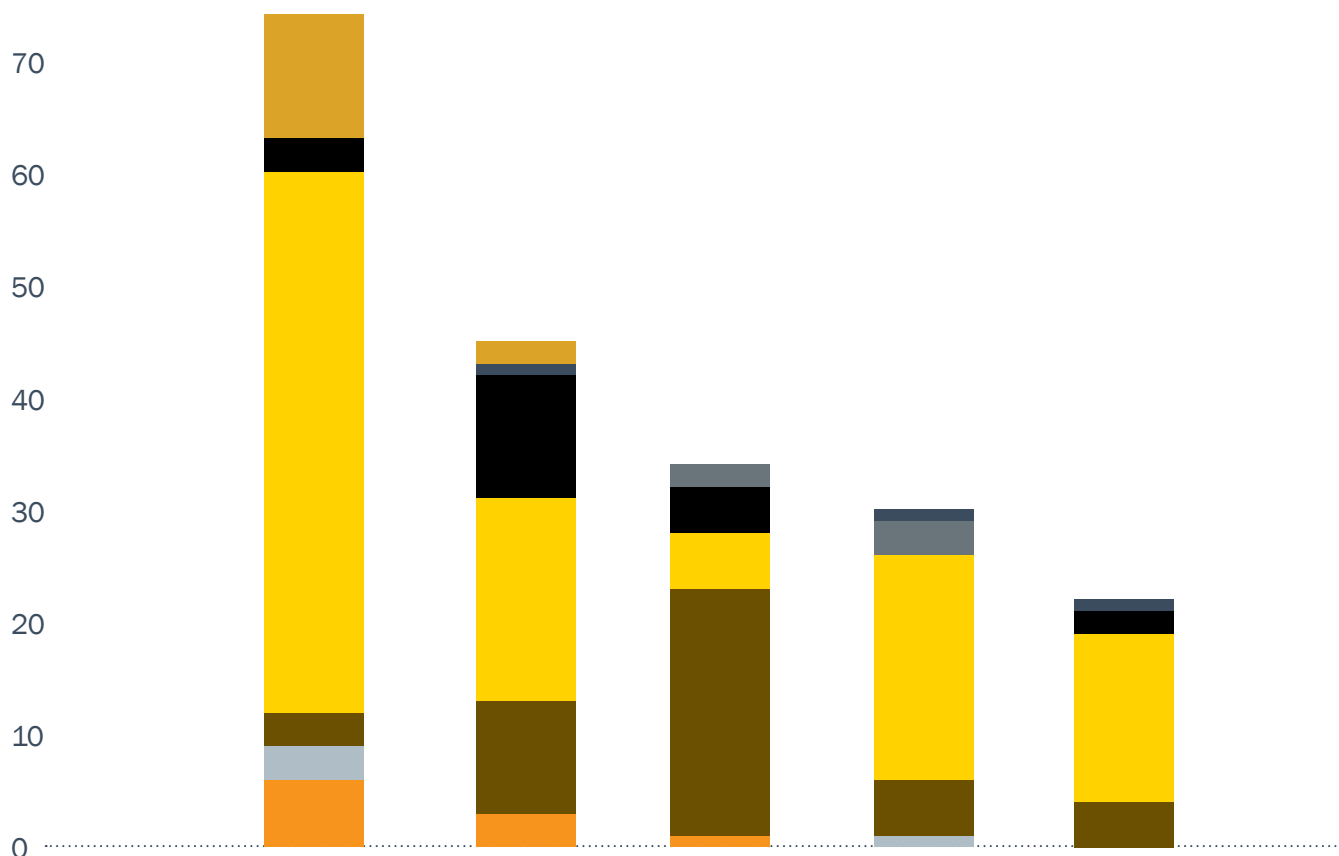
Established in 1995, Metrojet pioneered business aviation services in Hong Kong, specialising in aircraft management, maintenance, charter, and consultancy services. Metrojet currently manages a fleet of 30 mid and large sized business jets, most of which are based in Hong Kong. Of Greater China's operators, Metrojet has the largest fleet of aircraft based in Hong Kong. Over the past two years, Metrojet has expanded its footprint in Asia with the establishment of Metrojet Engineering Clark in Clark, The Philippines; Tajair Metrojet Aviation in Mumbai, India; and Metrojet Hanxing Zhuhai in Zhuhai, China.

Jet Aviation HK

The Jet Aviation HK fleet of 22 aircraft in Greater China is primarily based in Hong Kong. Jet Aviation provide aircraft management services together with maintenance and aircraft charter services.

Top 5 Operators Fleet Breakdown by OEM

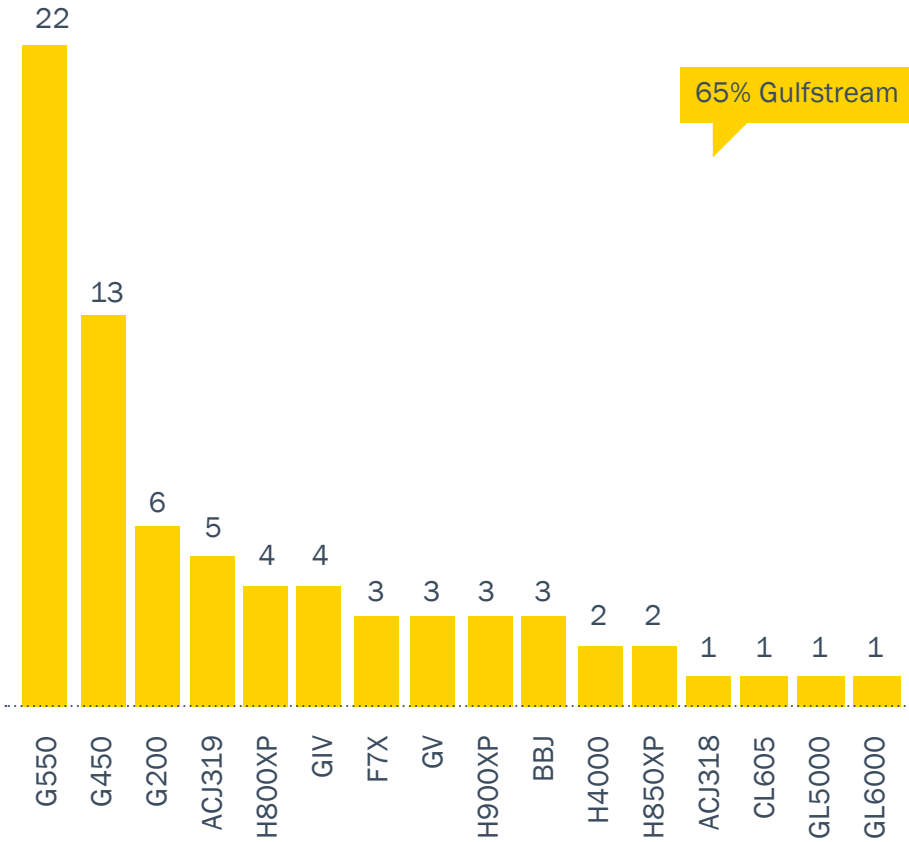
205 in Total



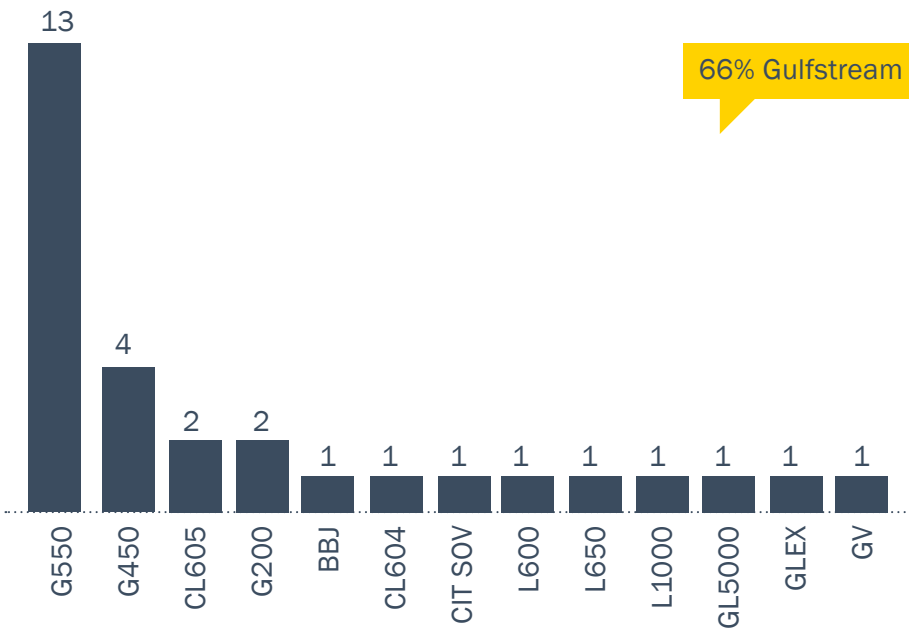
	HNA Group*	BAA	TAG Aviation	Metrojet	Jet Aviation	Total
● HAWKER	11	2				13
● CESSNA		1		1	1	3
● EMBRAER			2	3		5
● DASSAULT	3	11	4		2	20
● GULFSTREAM	48	18	5	20	15	106
● BOMBARDIER	3	10	22	5	4	44
● BOEING	3			1		4
● AIRBUS	6	3	1			10
Total	74	45	34	30	22	205

* Including Hongkong Jet and Deer Jet

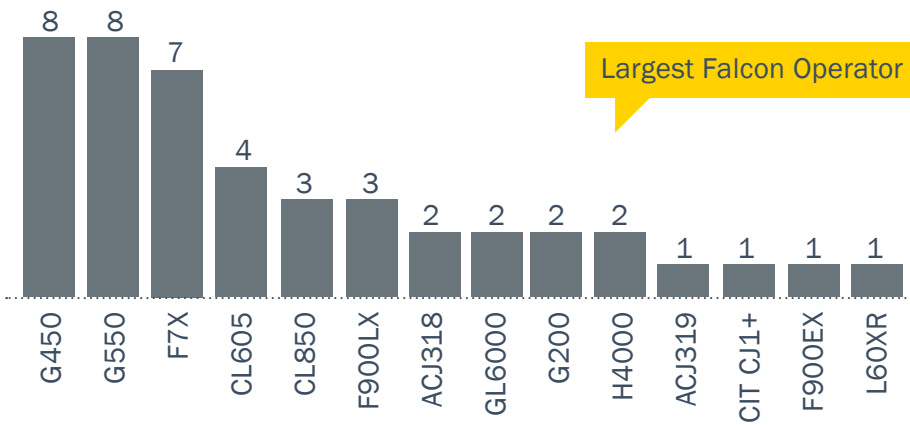
HNA Group Fleet Breakdown by Model 74 in Total



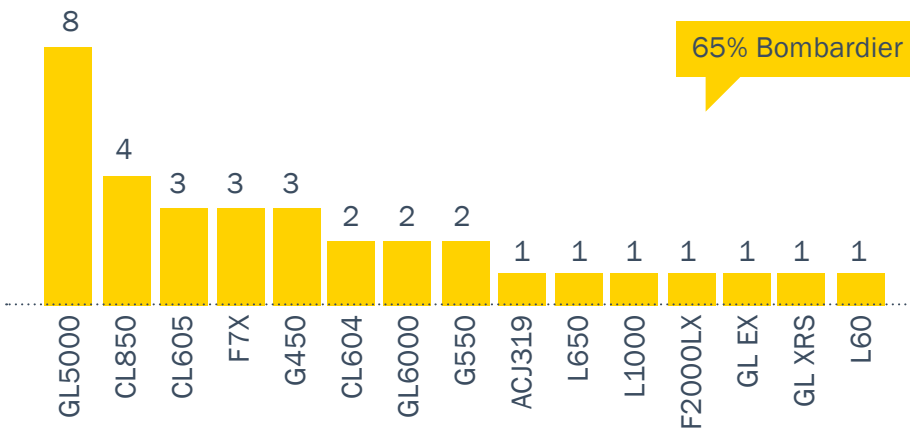
Metrojet Fleet Breakdown by Model 30 in Total



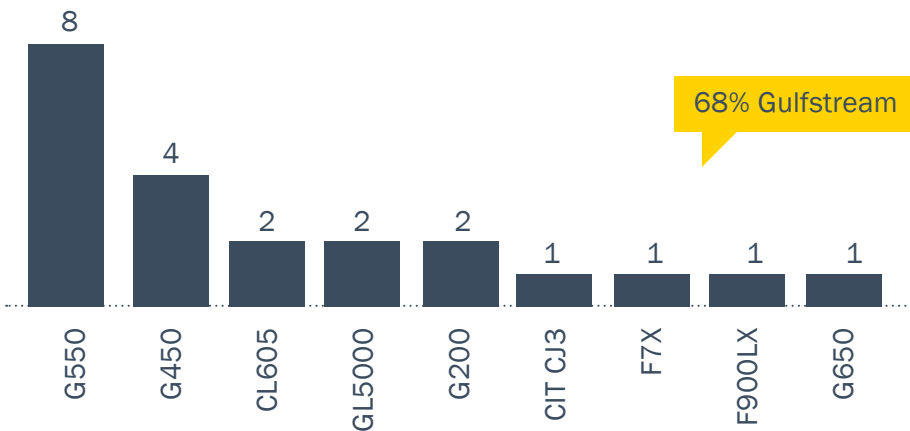
BAA Fleet Breakdown by Model 45 in Total



TAG Aviation Fleet Breakdown by Model 34 in Total



Jet Aviation Fleet Breakdown by Model 22 in Total





Other Large Operators

CHINA UNITED AIRLINES	8	NANSHAN JET	8
CRJ 200 VIP	7	G450	3
CHALLENGER 870	5	BBJ	1
CITATION S/II	2	CHALLENGER 605	1
CITATION VI	1	FALCON 7X	1
ACJ319	3	GLOBAL EXPRESS XRS	1
		G550	1
<hr/>			
CHINA EASTERN AIRLINES EXECUTIVE AIR	14	SINO JET	8
LEGACY 650	3	CHALLENGER 605	2
G550	3	CHALLENGER 300	1
G450	2	LEGACY 650	1
ACJ318	1	GLOBAL 5000	1
CHALLENGER 300	1	GLOBAL EXPRESS	1
CITATION SOVEREIGN	1	G200	1
GLOBAL EXPRESS XRS	1	G550	1
G-200	1		
HAWKER 800XP	1		
<hr/>			
LILY JET	11	CHINA FLIGHT INSPECTION CENTRE OF CAAC	8
CHALLENGER 850	5	CITATION SOVEREIGN	3
CHALLENGER 604	2	CITATION XLS	2
CHALLENGER 605	1	CITATION VI	1
GLOBAL EXPRESS	1	CITATION X	1
GLOBAL EXPRESS XRS	1	G450	1
G200	1		
<hr/>			
BEIJING AIRLINES	11		
FALCON 7X	4		
G450	2		
ACJ318	1		
ACJ319	1		
GLOBAL EXPRESS	1		
G550	1		
BBJ	1		

FLEET BREAKDOWN BY AIRCRAFT REGISTRATION

When considering the purchase of a business aircraft to be based in Greater China, selection of the country of aircraft registration can be a key decision.

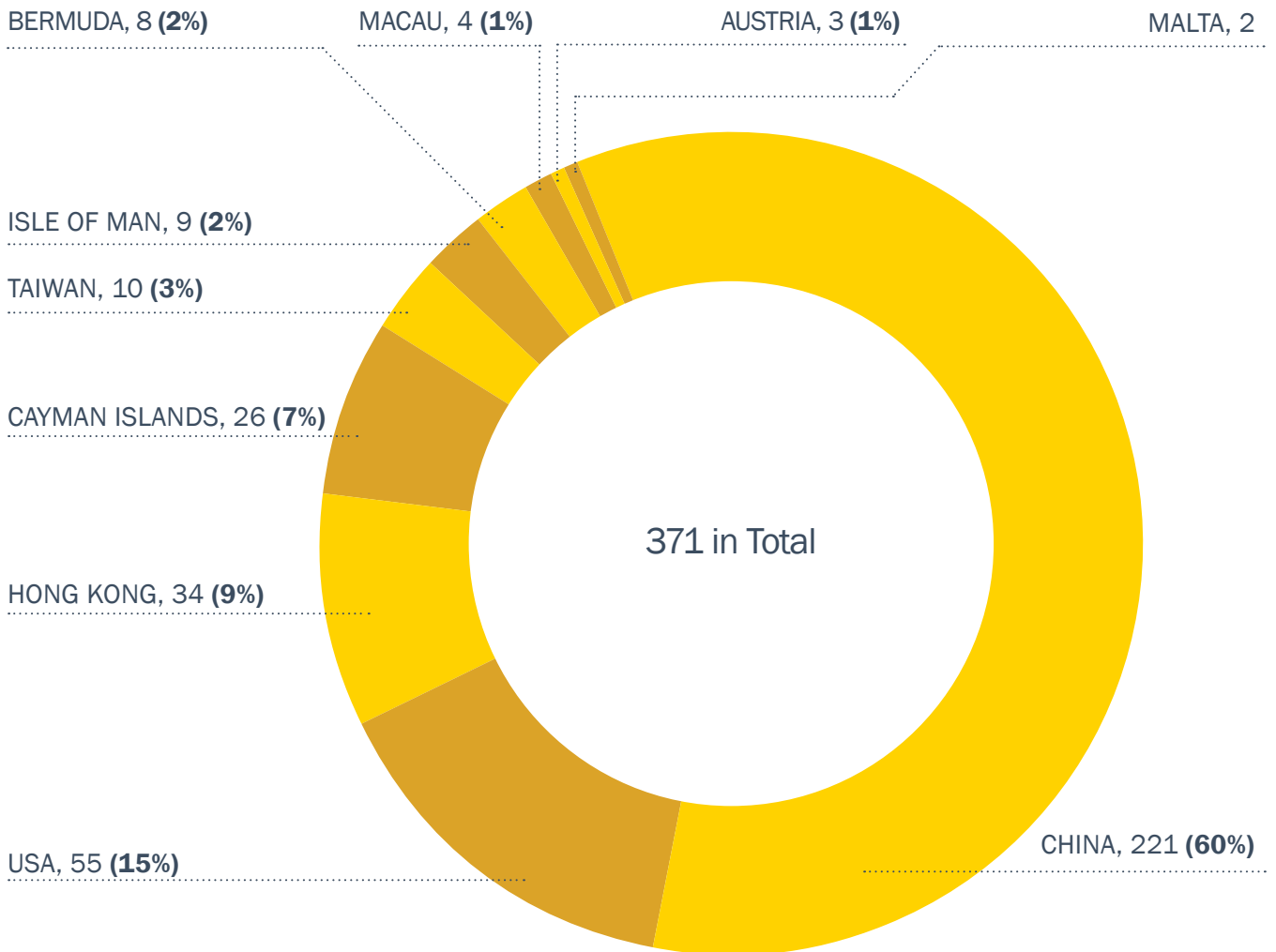
Depending on the owner's specific needs, there are many factors to be considered which may significantly affect the choice of registration, such as the primary routes the aircraft is intended to fly; the location of the aircraft's base, the intended ownership period; operational and maintenance requirements; the desired operator; import tax and VAT aspects; aircraft residual values; variable costs and fees; financing requirements; and training requirements.

The operation of foreign-registered aircraft is subject to limitations in Mainland China under China's 'Rules Governing Foreign Civil Aircraft'. Limitations include restrictive routings, flight application processing time, application processing fees, airport access restrictions, landing and takeoff slots, and higher fees for navigation, landing, parking, ground handling and fuel.

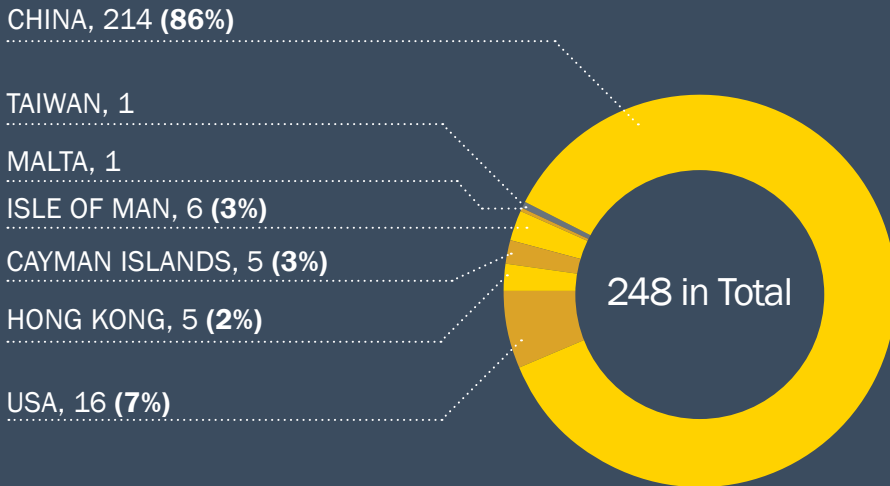
Of all the aircraft based in Mainland China, 86% are China-registered. In comparison, only 29% of the aircraft based in Hong Kong are registered in Hong Kong.

As one would expect, the majority of aircraft in the Lite size category are locally registered while in the larger categories, they are mostly registered under foreign aviation authorities.

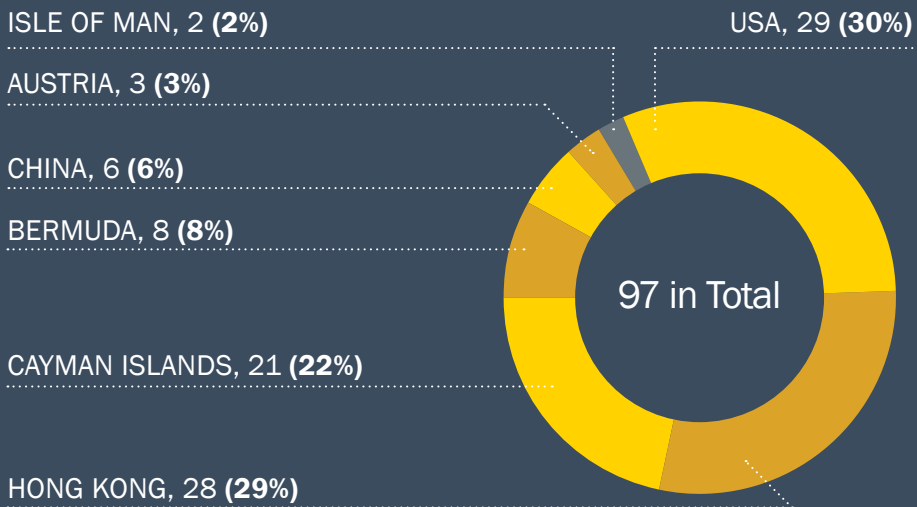
Greater China Fleet Breakdown by Registration



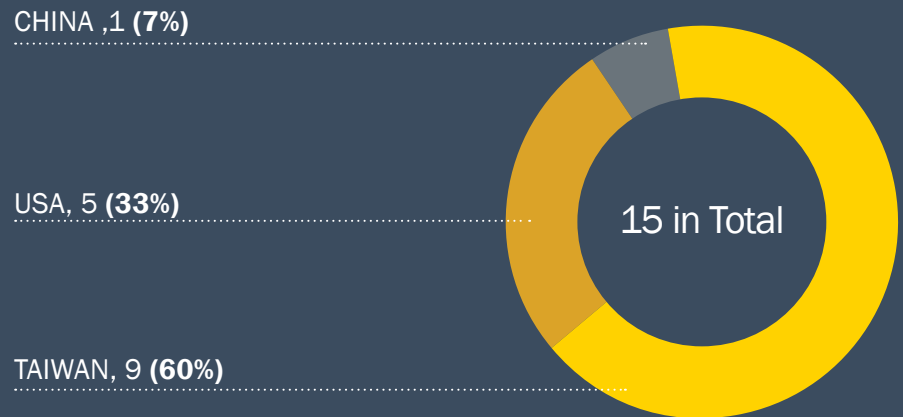
Mainland China Fleet Breakdown by Registration



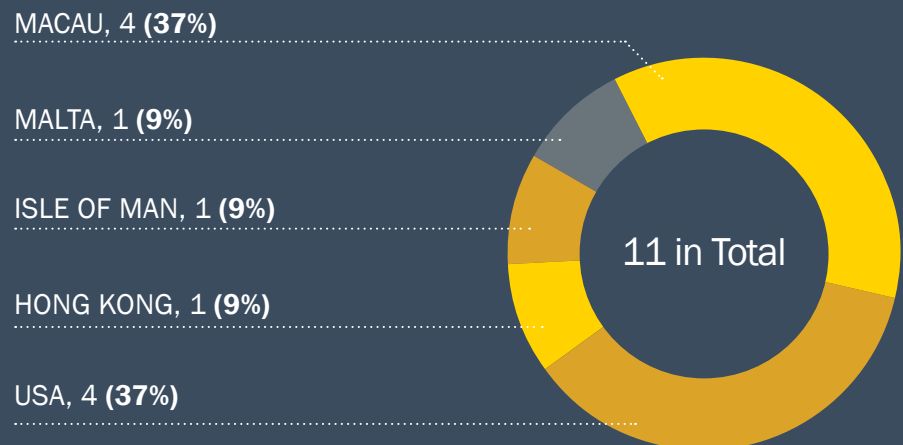
Hong Kong Fleet Breakdown by Registration



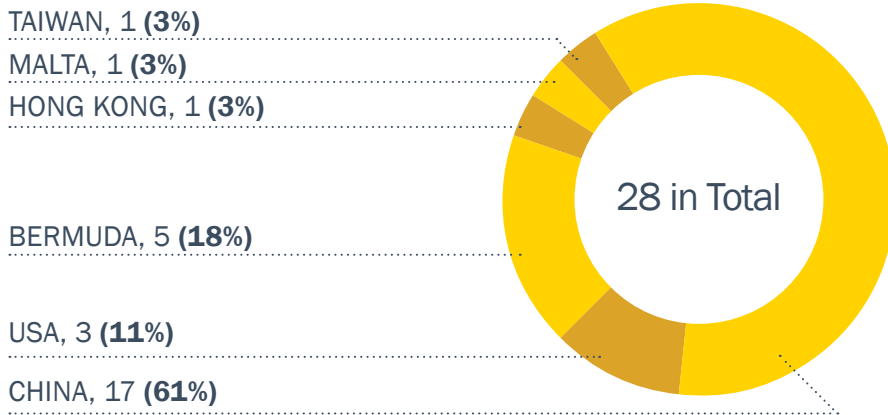
Taiwan Fleet Breakdown by Registration



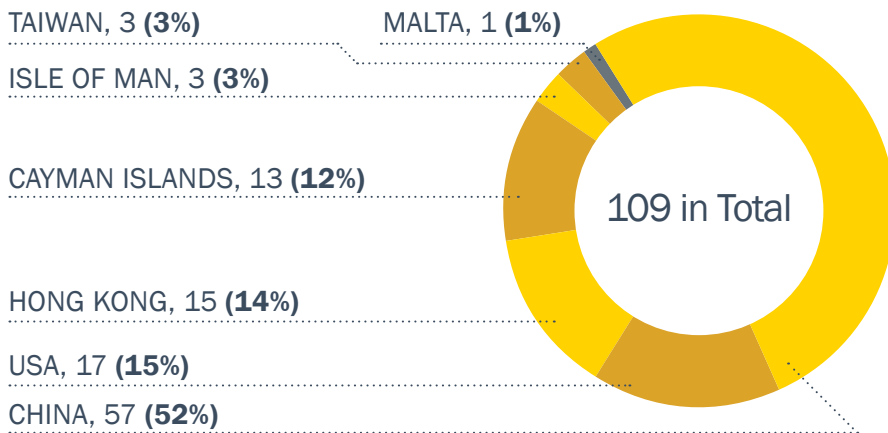
Macau Fleet Breakdown by Registration



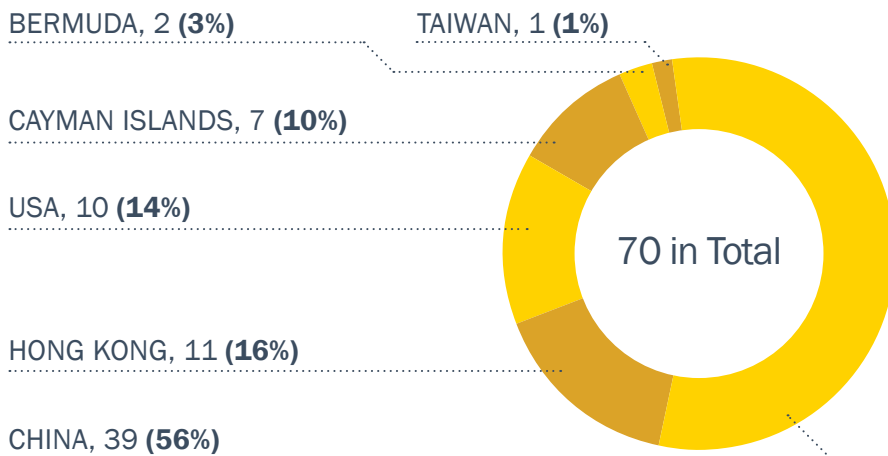
Corporate Airliner Size Category Breakdown by Registration



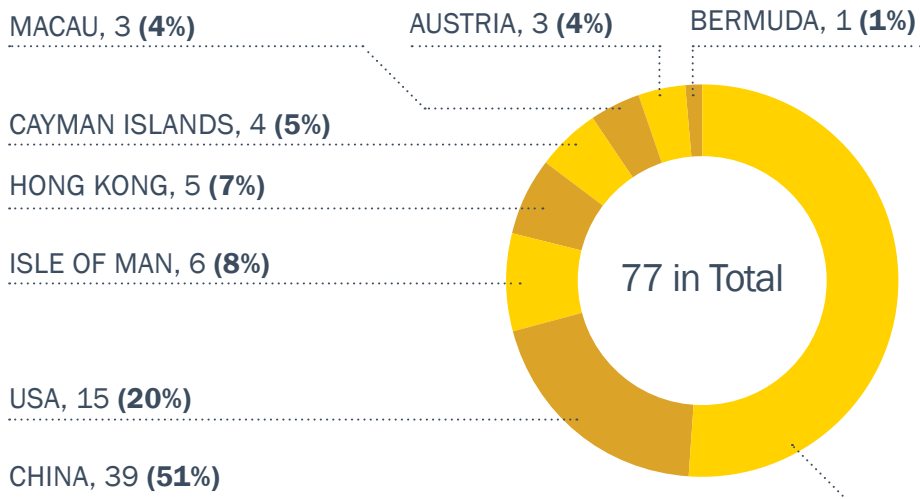
Ultra Long-Range Size Category Breakdown by Registration



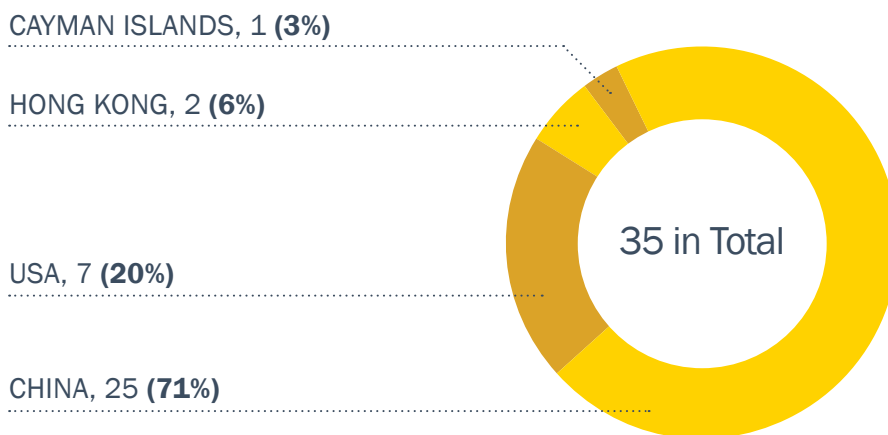
Super-Large Size Category Breakdown by Registration



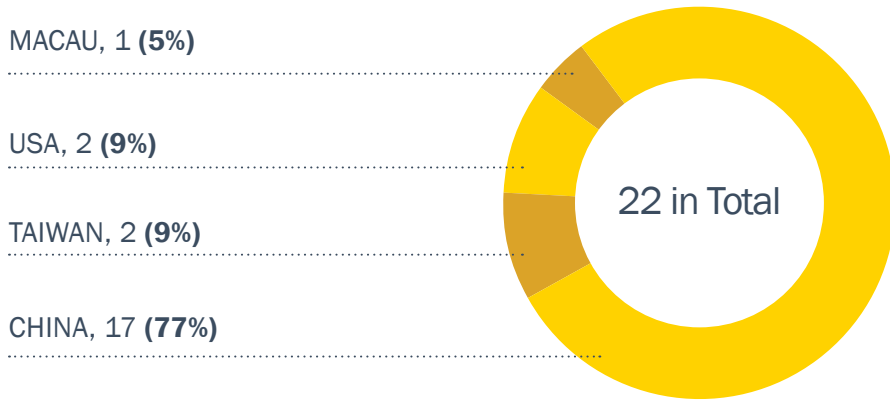
Large Size Category Breakdown by Registration



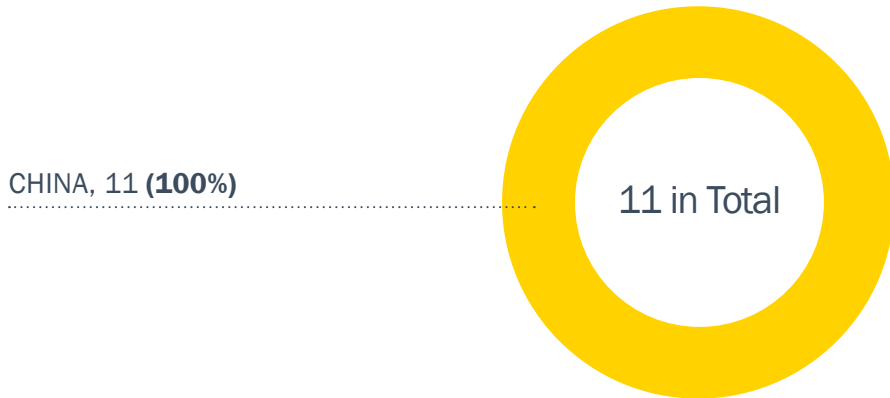
Super Mid-Size Category Breakdown by Registration



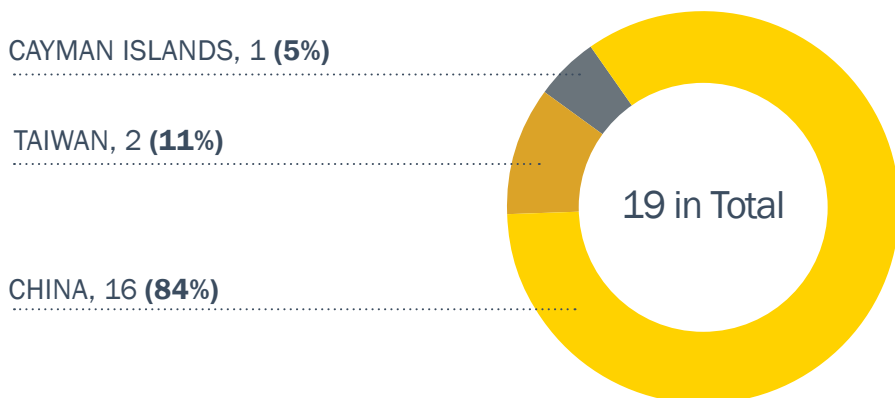
Mid-Size Category Breakdown by Registration



Super-Lite Size Category Breakdown by Registration



Lite Size Category Breakdown by Registration





FLEET BREAKDOWN BY AIRCRAFT AGE DISTRIBUTION

Not too surprisingly, the Greater China business jet fleet is a young fleet. Over 60% of the fleet is under 5 years old, with the majority of these aircraft being long-range and large cabin aircraft.

The Greater China business jet fleet only started to grow significantly from 2003. The market initially belonged to the Mid-Size and Super Mid-Size category of aircraft. From 2010 onwards however, the Large category and up began their dominance.

Also of note is that Bombardier was one of the early pioneers in the Greater China market. In more recent years however, it has had to cede this advantage and see Gulfstream's market share surpass its own. Other early pioneers like Cessna and Hawker have also suffered throughout the years, in this case due to a lack of products in the Large category and up.

The aircraft age distributions shown in the following charts are based on the aircraft's year of manufacture (YOM) and therefore do not reflect the time of delivery and entry into service of pre-owned aircraft.

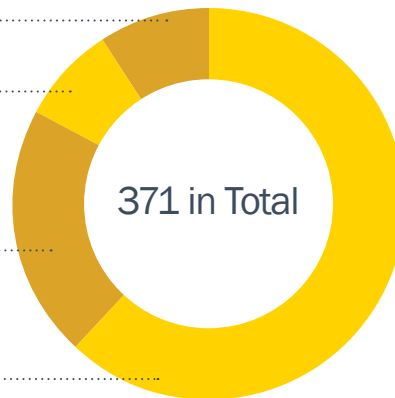
Total Fleet Age Distribution

OVER 15 YEARS (9%)

11-15 YEARS (9%)

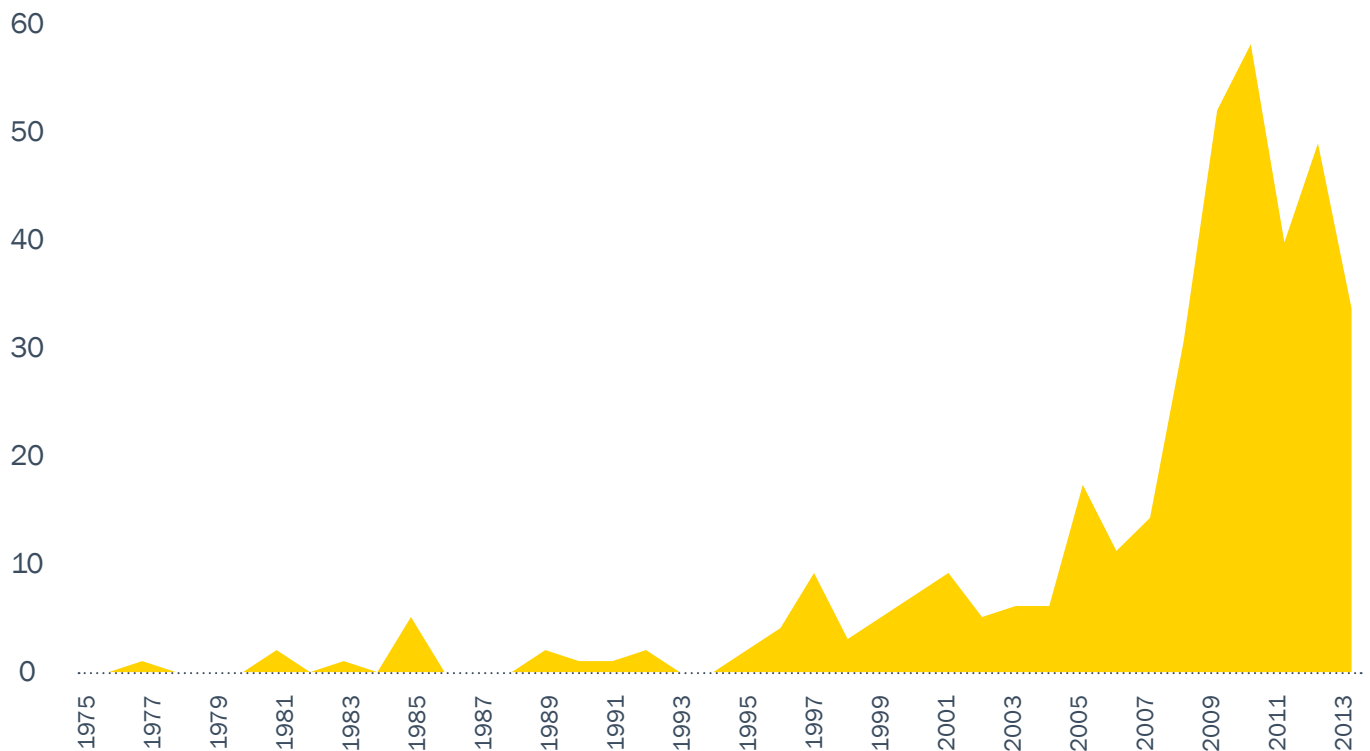
6-10 YEARS (20%)

UNDER 5 YEARS (62%)



Total Fleet Age Distribution

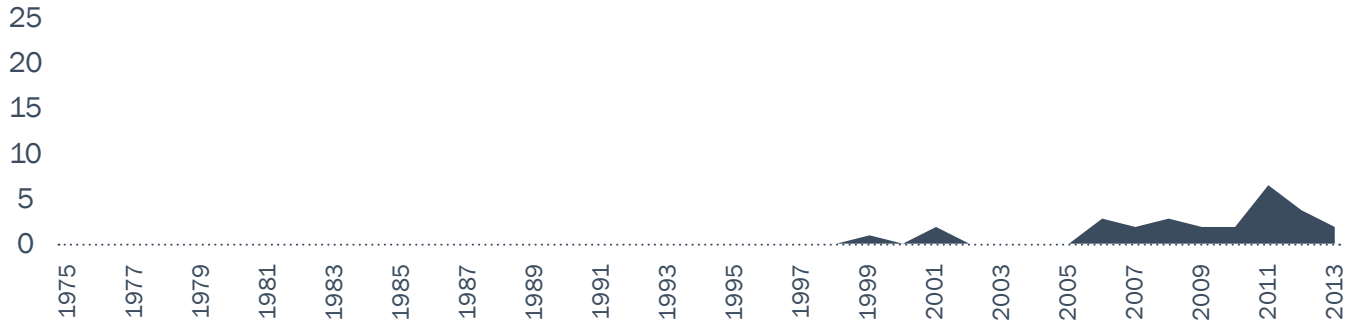
371 in Total



AGE DISTRIBUTION BY CATEGORY

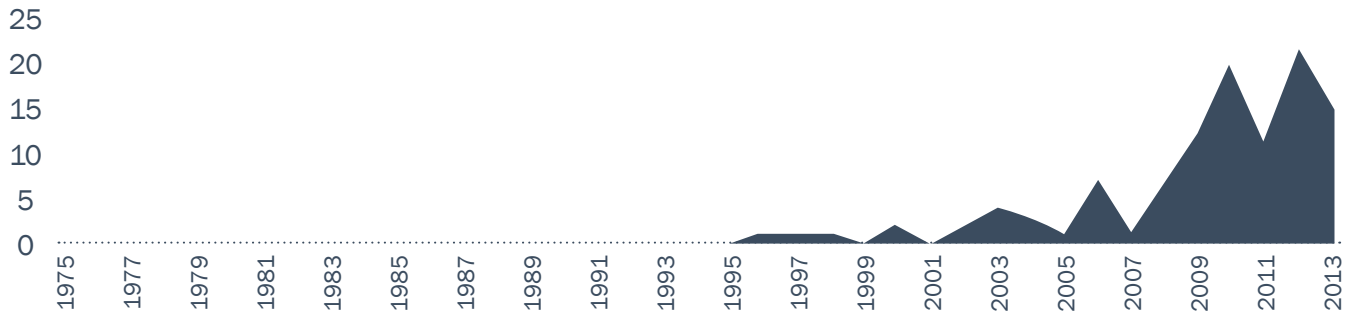
Corporate Airliner - Age Distribution

28 in Total



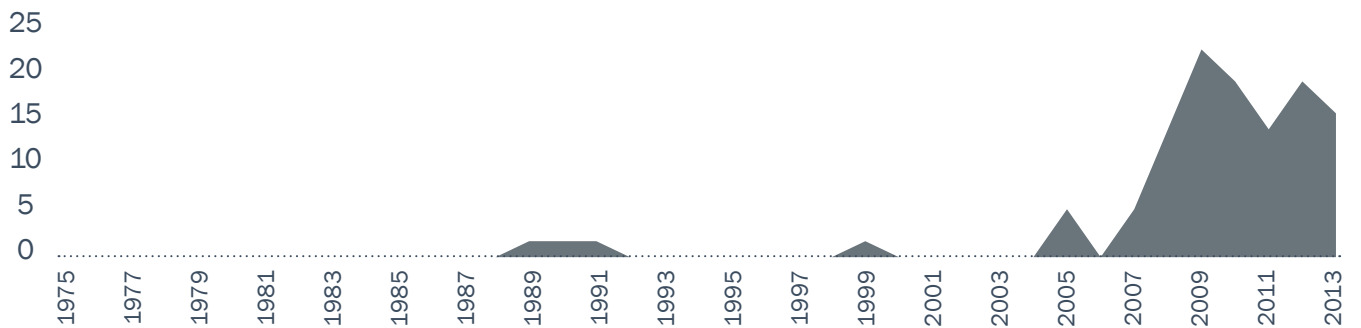
Ultra Long-Range - Age Distribution

109 in Total



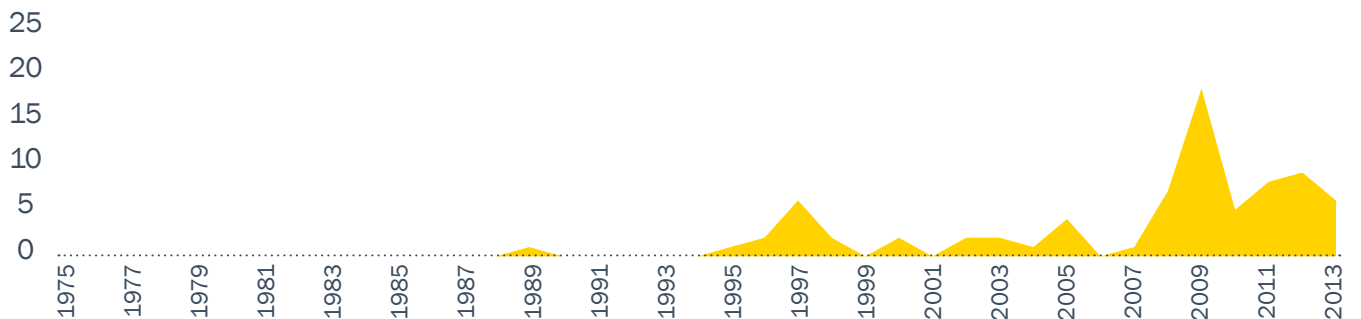
Super-Large - Age Distribution

70 in Total



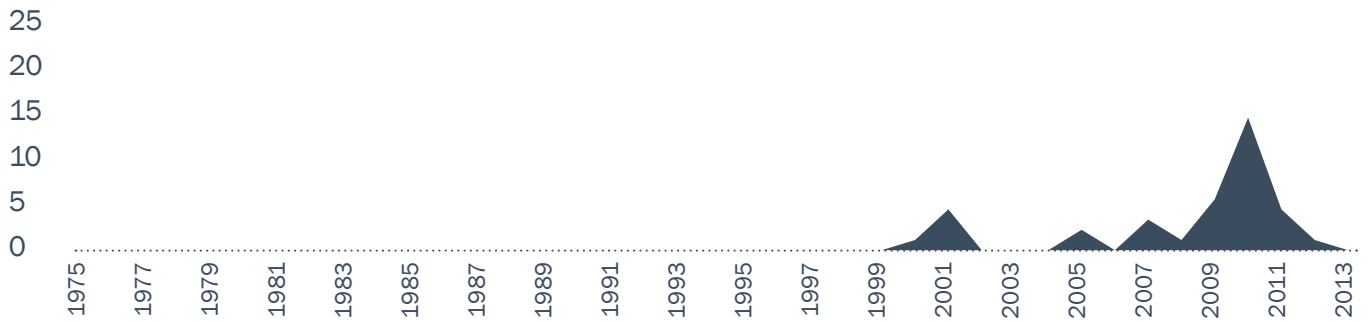
Large - Age Distribution

77 in Total



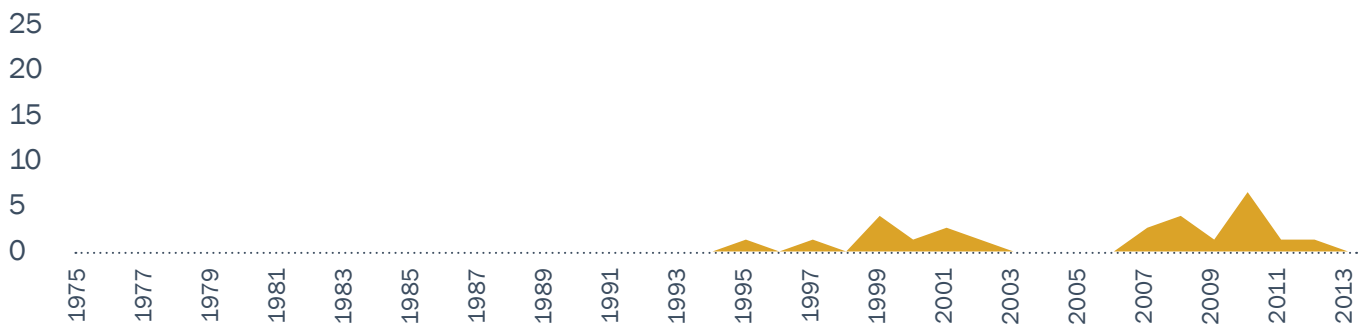
Super Mid-Size - Age Distribution

35 in Total



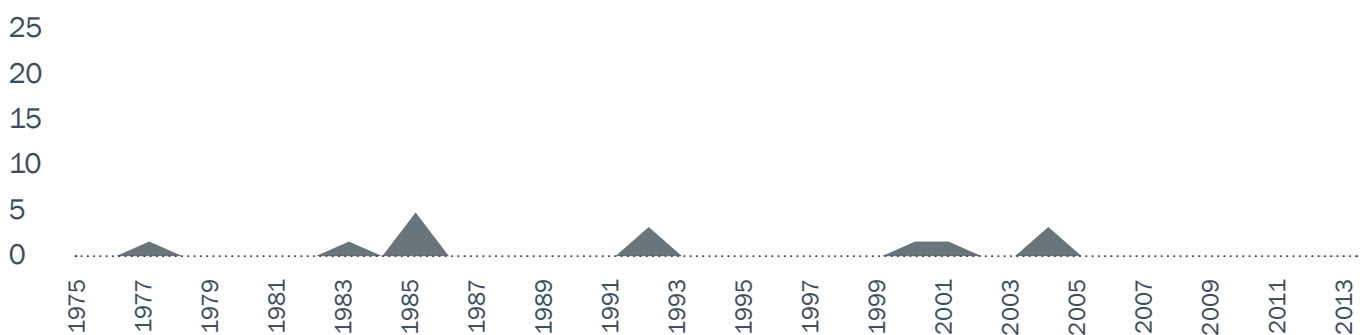
Mid-Size - Age Distribution

22 in Total



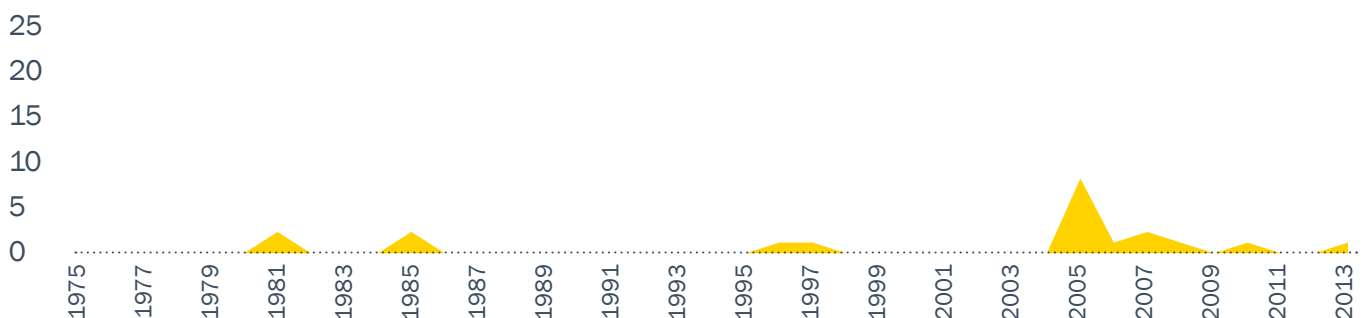
Super-Lite - Age Distribution

11 in Total



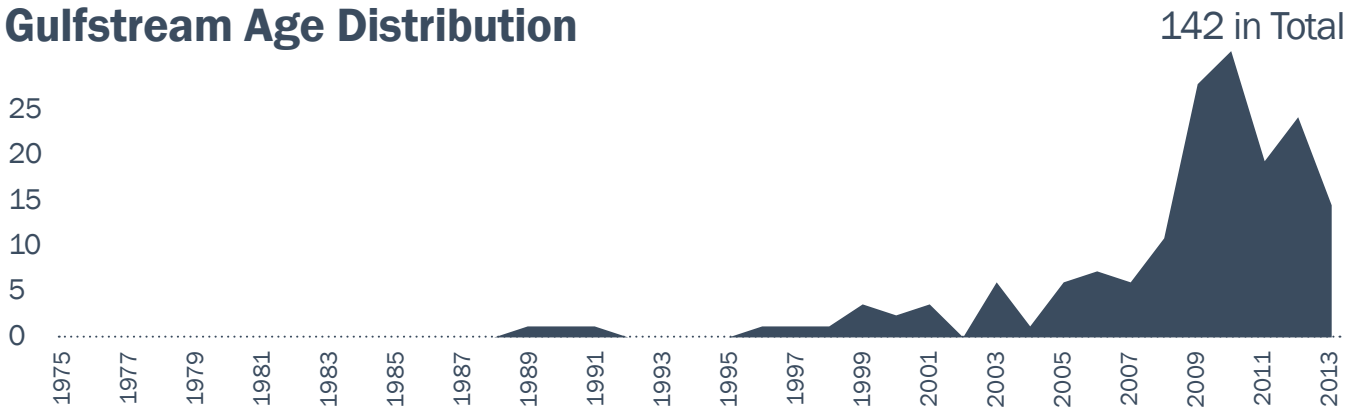
Lite - Age Distribution

19 in Total

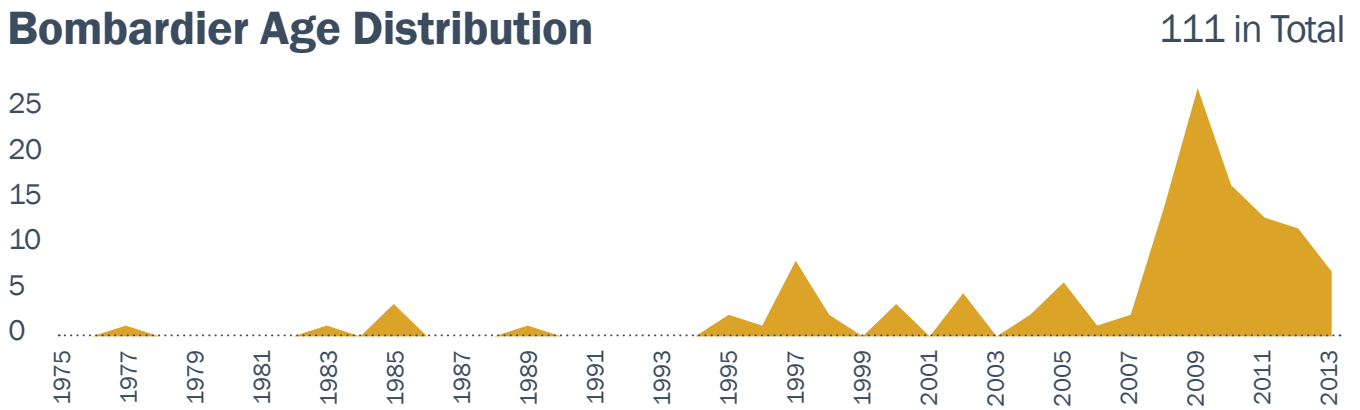


AGE DISTRIBUTION BY OEM

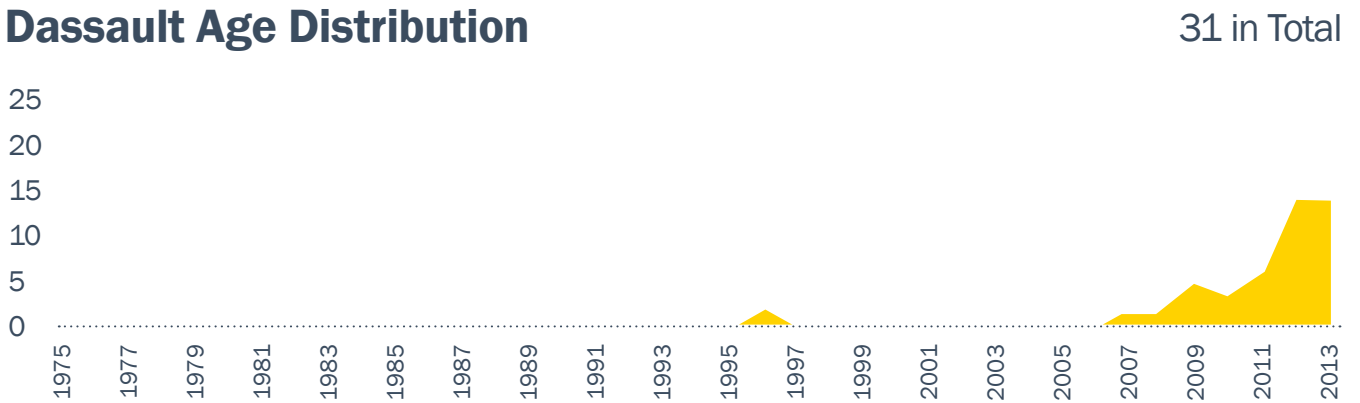
Gulfstream Age Distribution



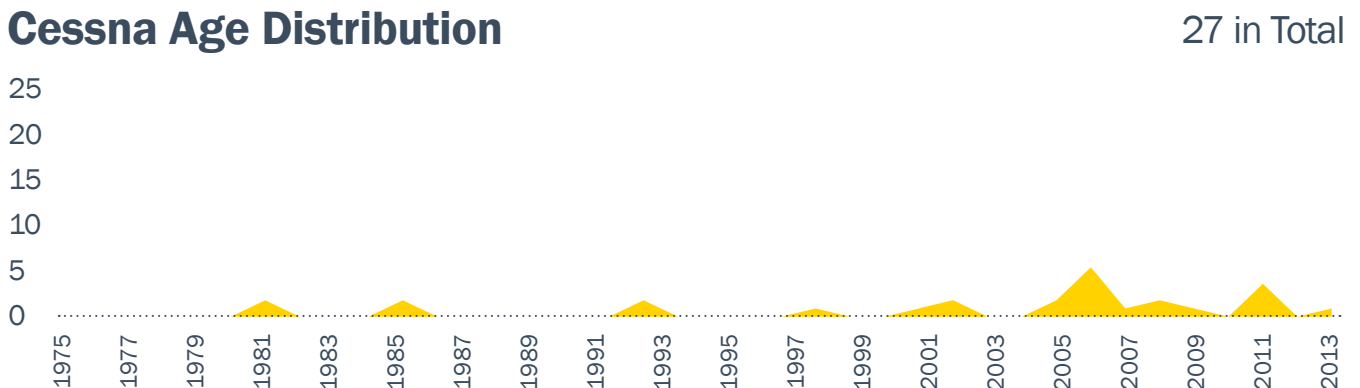
Bombardier Age Distribution



Dassault Age Distribution

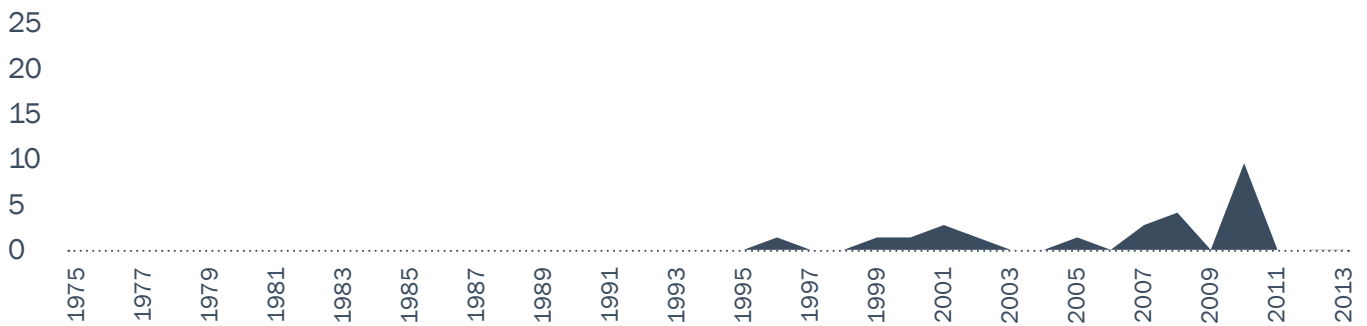


Cessna Age Distribution



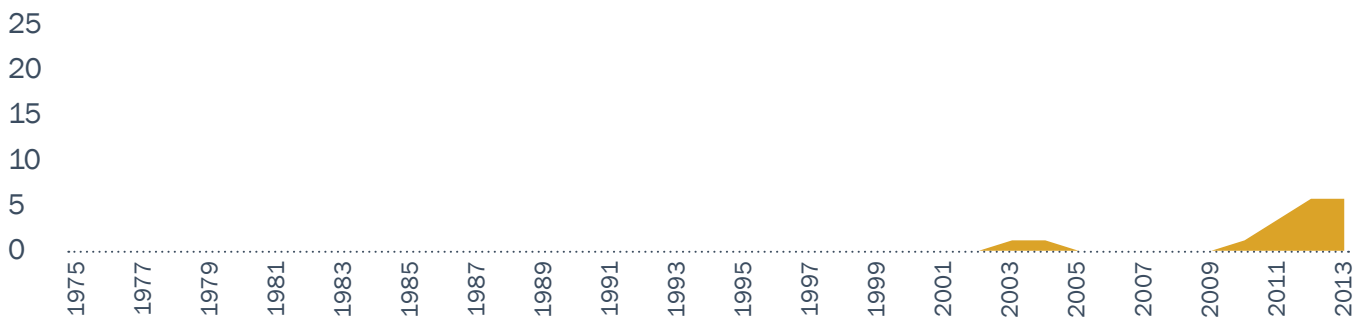
Hawker Age Distribution

19 in Total



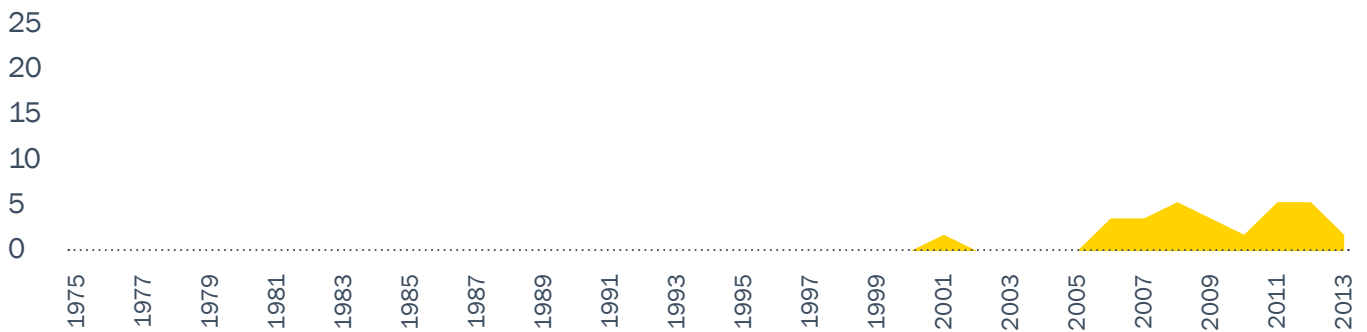
Embraer Age Distribution

16 in Total



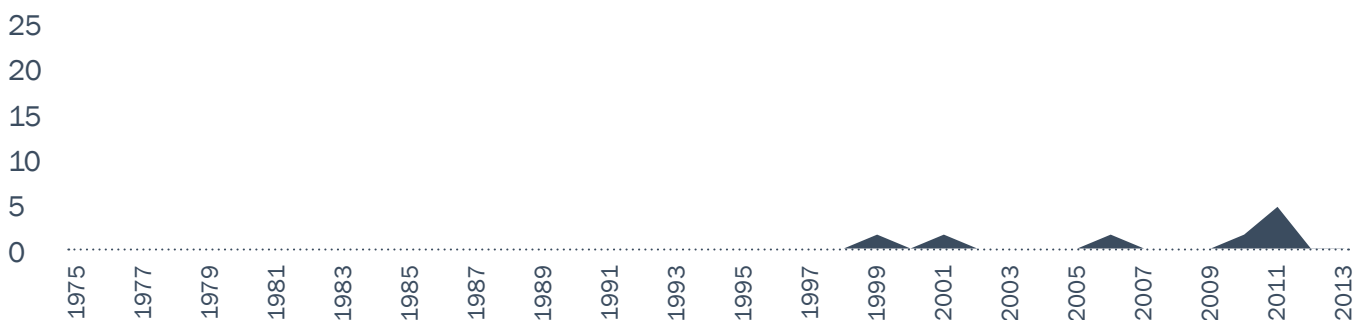
Airbus Age Distribution

18 in Total



Boeing Age Distribution

7 in Total



SUPPORT INFRASTRUCTURE

OEMs realize that a key factor in the buyers' selection of an aircraft is the OEM's local support infrastructure and regional presence. The following maps show each OEM's maintenance facilities, training centers, completion centers and their locations in Greater China.

Another important part of the business aviation support infrastructure are FBO facilities and services. Airports in major cities in China, in a bid to attract more business aviation interest, have or are setting up business aviation terminals. Some airports have put in place special channels for business aviation passengers and some others, while having no dedicated facilities, are planning such facilities to support business aircraft requirements. Hong Kong, Macau and Taipei all have fully established FBO facilities in operation. The last map shows the current FBO facilities and their locations in Greater China.

Support Facilities - Bombardier

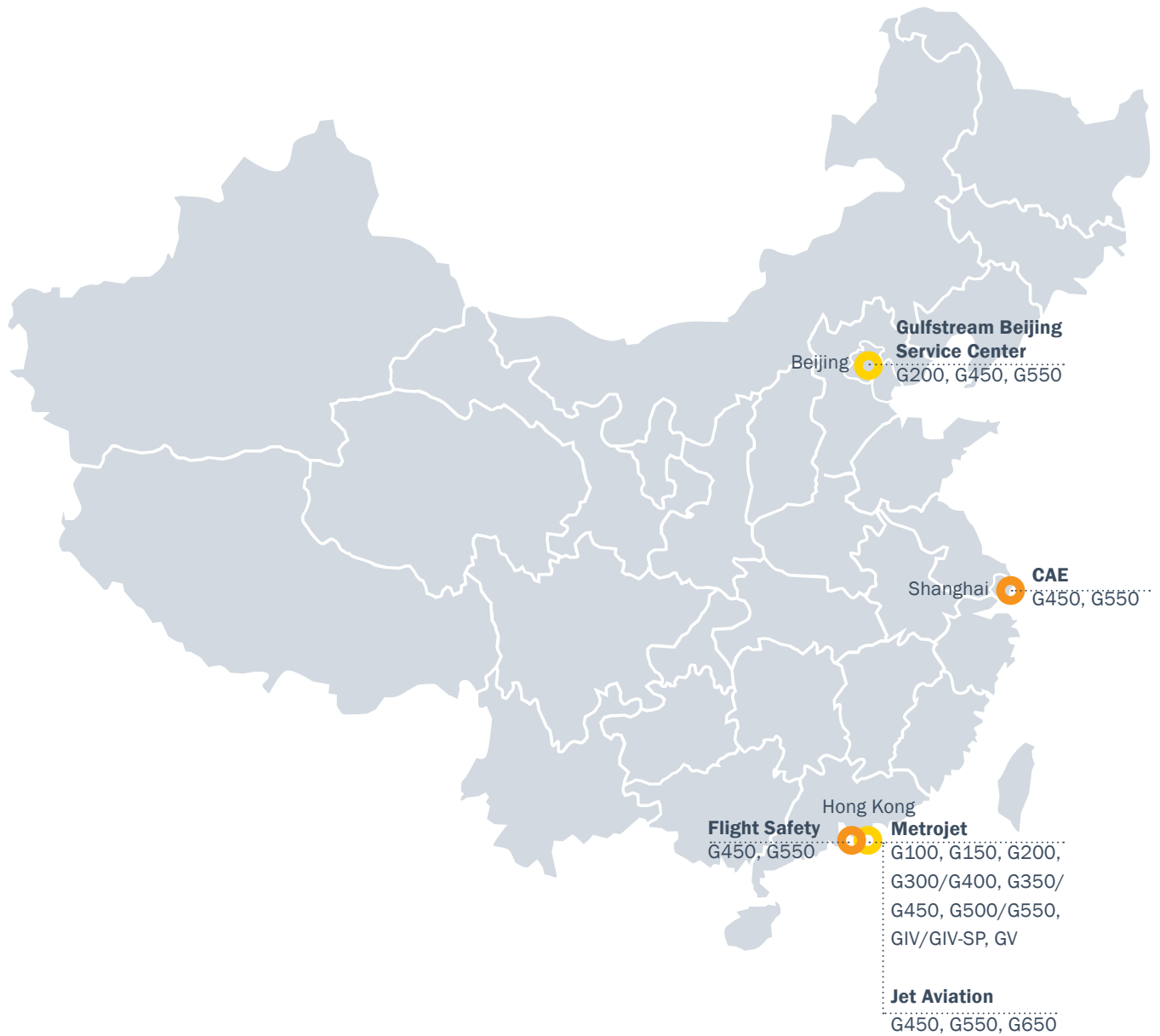




Support Facilities - Dassault Falcon



Authorized Maintenance Center

Support Facilities - Gulfstream



-  Authorized Maintenance Center
-  Training Center

Support Facilities - Cessna



 Authorized Maintenance Center

Support Facilities - Embraer



- Authorized Maintenance Center
- Training Center

Support Facilities - Airbus



- Authorized Maintenance Center
- Training Center
- Completion Center

Support Facilities - Boeing



- Authorized Maintenance Center
- Training Center
- Completion Center

Fixed Base Operations (FBO) - Greater China



● Fixed Base Operations Facility

Global Completion Facilities - OEM Completion Centers

Airbus	Toulouse, France	Airbus ACJ Family
Bombardier	Montreal, QC, Canada	Challenger & Global
	Wichita, KS, USA	Learjet
Dassault	Little Rock, AR, USA	Falcon
Embraer	Sao Paulo, Brazil	Legacy 600/650, Lineage 1000 and Phenom 100/300
	Melbourne, FL, USA	Phenom 100/300
Gulfstream	Appleton, WI, USA	Gulfstream
	Brunswick, GA, USA	Gulfstream
	Dallas, TX, USA	Gulfstream
	Long Beach, CA, USA	Gulfstream
	Savannah, GA, USA	Gulfstream
Cessna	Wichita, KS, USA	Cessna

Global Completion Facilities - Independent Completion Centres

Aeria Luxury Interiors	San Antonio, TX, USA	Boeing and Airbus
Altitude Aerospace Interiors	Auckland, New Zealand	Boeing BBJ and 787
AMAC Aerospace	Basel, Switzerland	Boeing 747/777/787, Airbus A330/340/380
BaySys Technologies	Melfa, VA, USA	Boeing BBJ, 737/757/777/787, Airbus 340 and Embraer 135
Bizjet	Tulsa, OK, USA	Boeing BBJ, 737CL, 737NG, Airbus ACJ Family and Gulfstream
Comlux Completion USA	Indianapolis, IN, USA	Boeing BBJ and Airbus ACJ Family
Duncan Aviation	Lincoln, NE, USA	Falcon, Gulfstream, Global, Challenger, Hawker, Learjet, Citation, Embraer
Gore Design Completions	San Antonio, TX, USA	Boeing BBJ, 767, 787 and Airbus ACJ, A330, A340
Greenpoint Technologies	Kirkland, WA, USA	Boeing BBJ
Innotech Aviation	Montreal, QC, Canada	Bombardier Global & Challenger
Hillaero Modification Centre	Lincoln, NE, USA	Learjet, Citation, Hawker, Beechjet, Diamond, Falcon
JCB Aero	Auch, France	Boeing BBJ (B737 series) and Airbus ACJ (A320 series)
Jet Aviation	Basel, Switzerland / St. Louis, MS, USA	Boeing BBJ, 757/767/787/747, Airbus 318/319/320/321 /330/340/350/380, Bombardier, Gulfstream, Falcon, Hawker
Kvand Aircraft Interiors	Moscow, Russia	Tu-134, TU-154B, M, YAK-40, YAK-42
L-3 Platform Integration	Waco, TX, USA	Boeing 707/737/747/757, Airbus A310/340, Gulfstream
Lufthansa Technik	Hamburg, Germany	Airbus ACJ Family, Boeing 737CL/NG, 747, 767, 777, 787
PATS Aircraft Systems	Georgetown, DE, USA	Boeing BBJ, 727, Lineage 1000 and Bombardier CRJ200
Sabena Technics	Cedex, France	Airbus, Boeing, Bombardier, and Embraer
SR Technics	Zurich, Switzerland	Airbus A320, A330, A340, A380, Boeing 737NG
ST Aerospace	Paya Lebar, Singapore	Boeing BBJ and Airbus ACJ
Standard Aero, Associated Air Centre	Dallas, TX, USA	Boeing BBJ and Airbus ACJ
TAECO Aerospace Company	Xiamen, P.R. China	Boeing BBJ and Airbus ACJ

AVIATION FINANCE SERVICE PROVIDERS IN GREATER CHINA

NAME	OFFICE LOCATION	FINANCE LEASE	OPERATING LEASE
GE Capital	International	•	•
CIT	International	•	•
BNP Paribas	International	•	•
UBS	International	•	
Citi Bank	International	•	•
Bank of America	International	•	
Credit Suisse	International	•	
Goldman Sachs	International	•	•
Minsheng Bank	China	•	•
Industrial and Commercial Bank (ICBC)	China	•	•
Bank of China (BOC Aviation)	China		•
Industrial Bank	China	•	
China Construction Bank	China	•	
China Development Bank	China	•	
China Merchants Bank	China	•	
Bank of Communication	China	•	
Agriculture Bank of China	China	•	
Changjiang Leasing	China	•	
Dragon Aviation Leasing	China		•
AVIC Leasing	China	•	•
Shanghai Guojin Leasing	China	•	
Tianjin Bangyin Leasing	China	•	
China Aircraft Leasing	China	•	•
China Huarong Financial Leasing	China	•	
China Trust	Taiwan	•	
CITIC Bank	Taiwan	•	
Chailease Finance	Taiwan	•	

2013 AND MARKET TRENDS

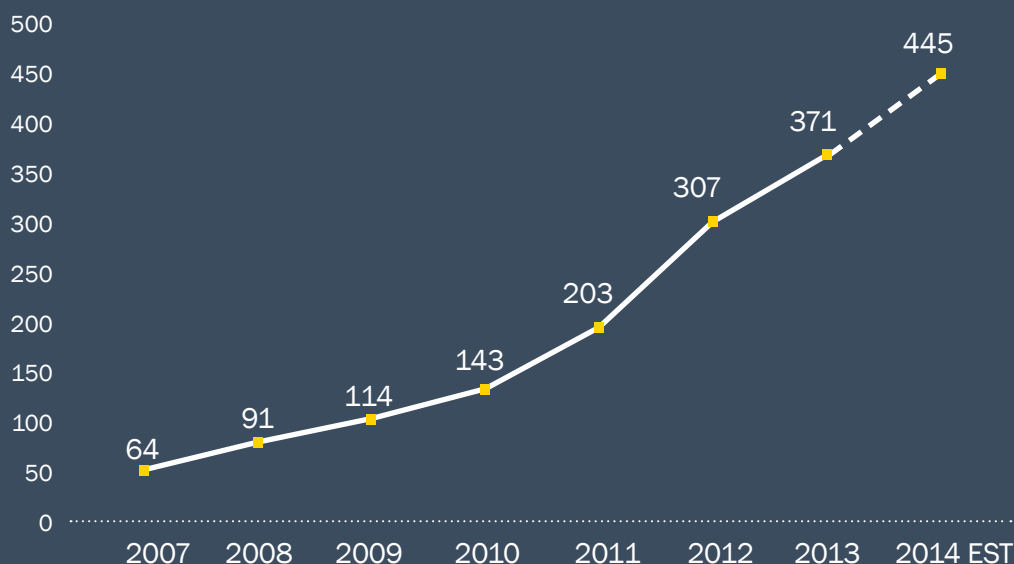
The Greater China business jet industry has been growing steadily over the past several years with 2013 achieving a 21% growth rate in terms of the number of business jets added to its installed fleet. This growth rate is significantly higher than the global business jet industry growth rate of under 5%.

Of note, 47% of aircraft delivered into Greater China during 2013 were pre-owned aircraft. This number is significantly higher than in recent years and is a sign of a maturing market plus demonstrates the growing acceptance and understanding of the value of pre-owned aircraft. Driving this pre-owned growth are concerns such as new aircraft delivery lead times, pricing and taxation.

Asian Sky Group expects 2014 to show comparable growth to previous years with expectations that the Greater China business aviation market will grow by 20% and reach around 445 aircraft by the end of 2014. This projection is based on orders placed in previous years and expected deliveries.

Hanging over the market in 2014 however, which may significantly impact the number of orders booked and therefore future deliveries, are the taxes and austerity measures put in place by the Central Government in Beijing. These measures will have a direct effect on buying sentiments. Additionally, the tax measures which introduce a more clearly defined tax structure for when business jets are imported into Mainland China, will result in more owners opting for countries of registration other than Mainland China. Given space constraints in Hong Kong and Macau, more buyers may opt for a Taiwanese registration which will still allow direct private flights between Taiwan and Mainland China.

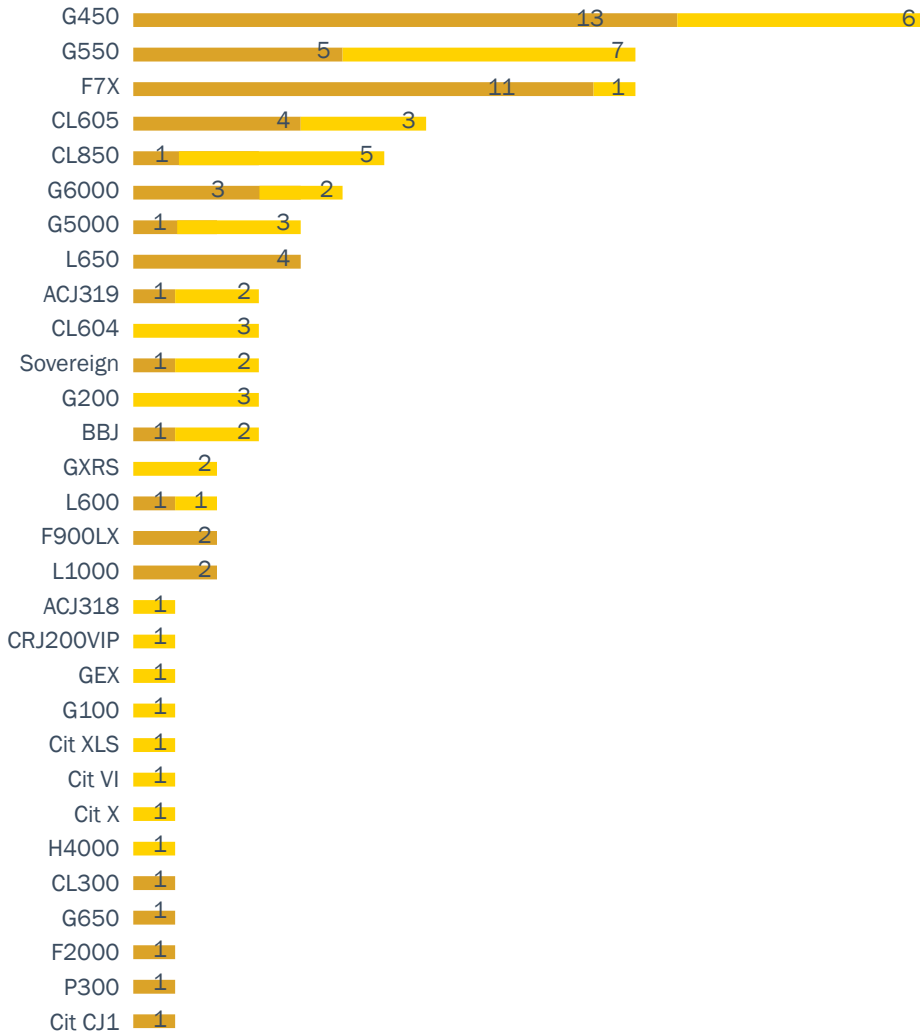
Greater China Fleet Growth 2007-2014*



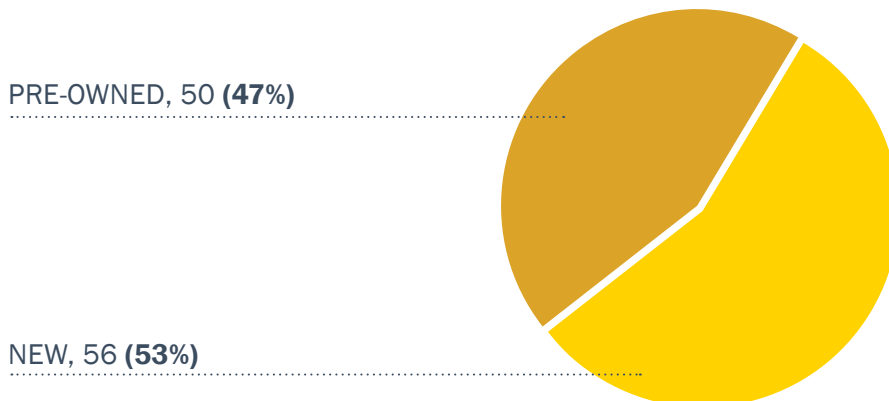
* Fleet size for year-end 2012 is based on ASG revised numbers.

Aircraft Additions in 2013 106 in Total

Pre-Owned New



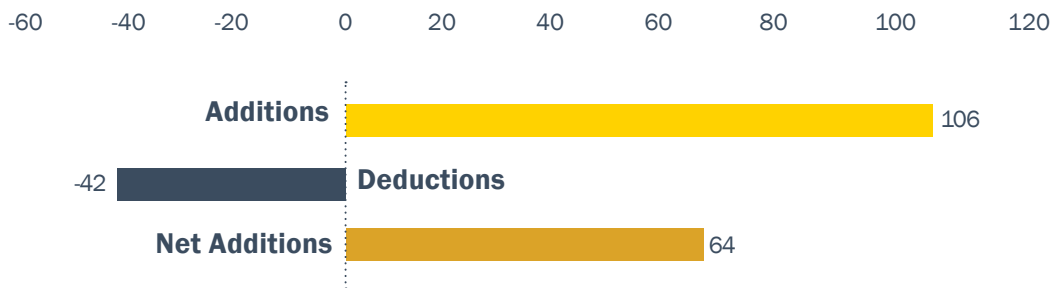
New and Pre-Owned Aircraft Additions 2013 106 in Total



* Additions are defined as an operator or owner receiving an aircraft. Deductions being an operator losing an aircraft.

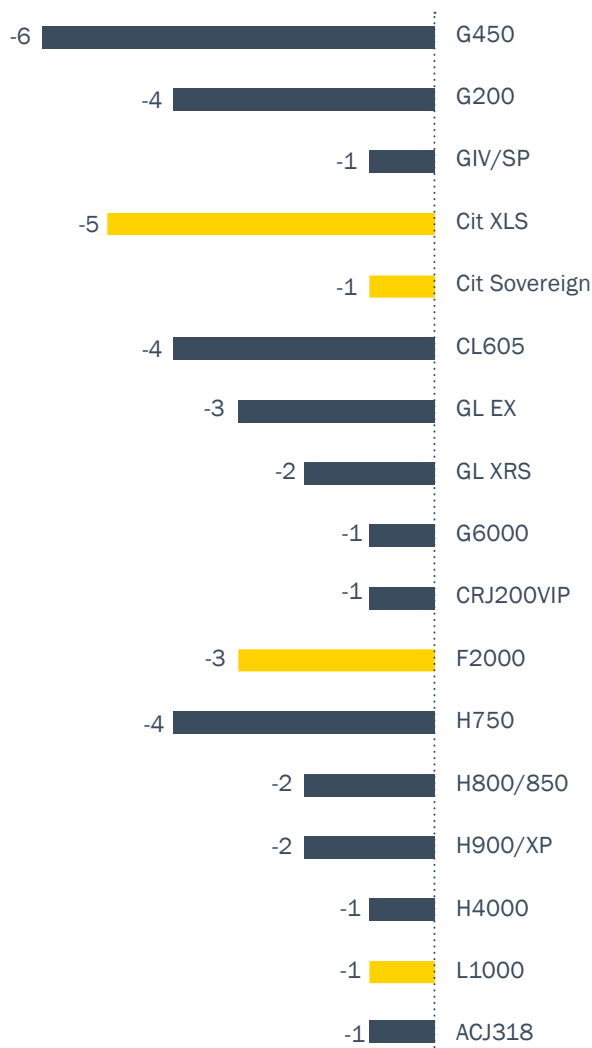
Aircraft Additions and Deductions in 2013

64 Net Additions



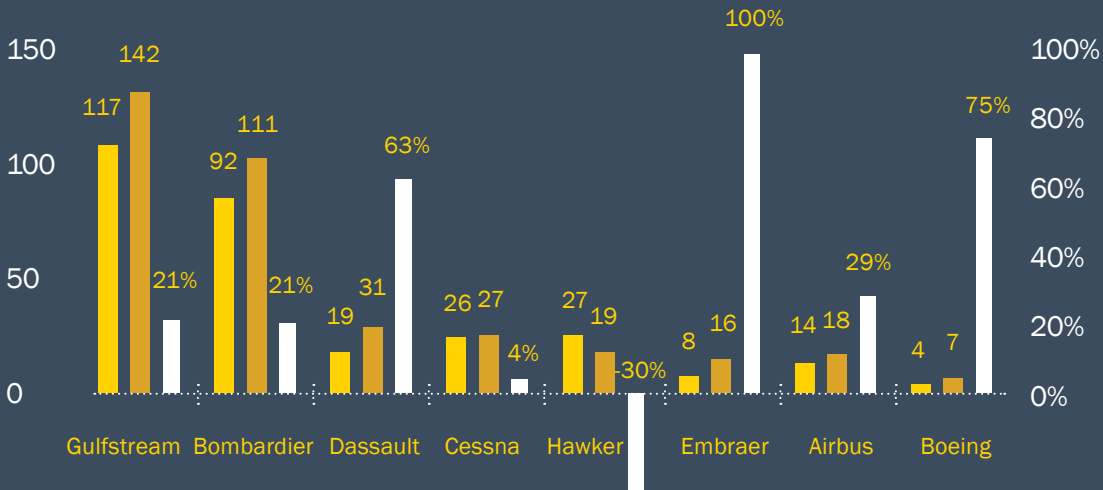
Aircraft Deductions 2013 by Type

42 in Total



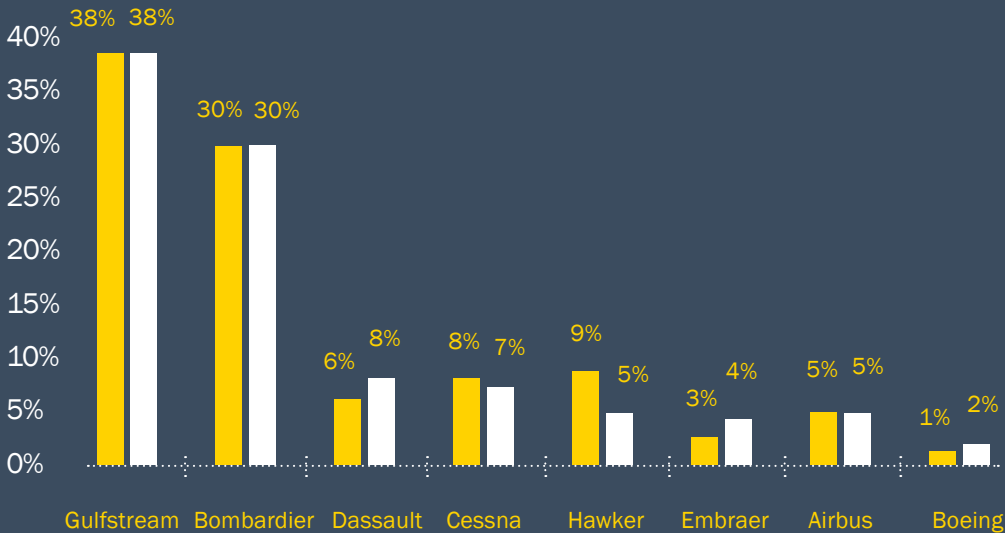
Net Fleet Growth by OEM 2012-2013 64 in Total

2012 2013 Growth



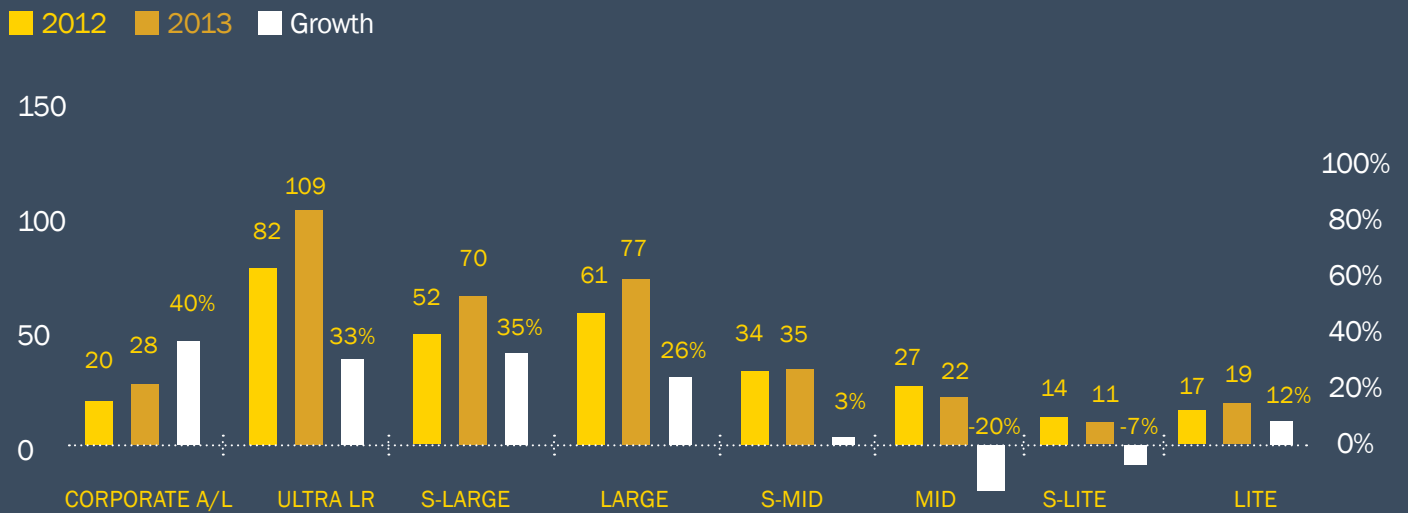
Market Share Change by OEM 2012-2013

2012 2013

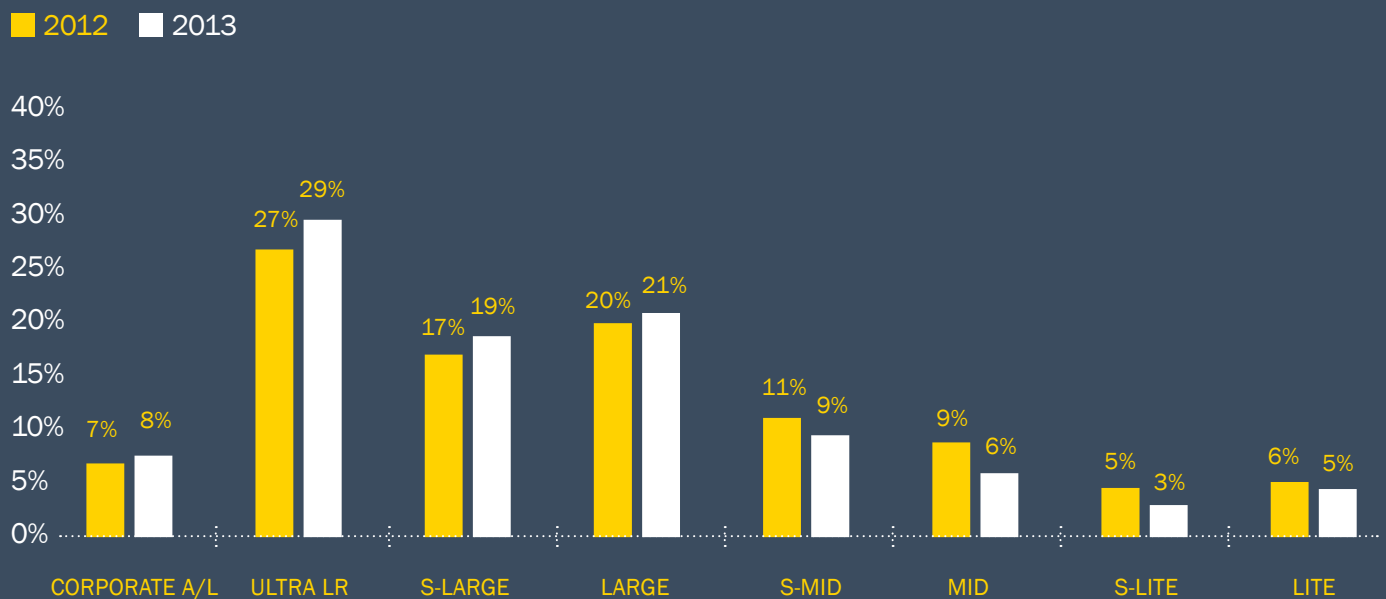


Gulfstream, Bombardier and Airbus maintained their market shares during 2013. Embraer and Dassault saw a significant rise in relative numbers, while Hawker continued to see a decrease in their market share. The Embraer fleet added 8 aircraft, doubling its Greater China fleet.

Net Fleet Growth by Size Category 2012-2013 64 in Total



Market Share Change by Size Category 2012-2013



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