

ASIAN SKY

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QUARTERLY

3RD
QUARTER
2026

COVER STAR

FALCON 7X



MARKET SPOTLIGHT

DASSAULT FALCON 7X/8X

ASIAN SKY STUDIES

MARKET DYNAMICS
MARKET SUMMARY
MOOD & INTENTIONS

FEATURES

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EDITOR'S NOTE



Alud Davies
Director of Business
Operations & Analytics

Roy Sullivan might not be a name that you're familiar with, but if you did know him he would want you to know that lightning can indeed strike twice. Or, in his specific, unlucky case, seven times.

The unlucky chap was hit a total of seven times by lightning between 1942 and 1977, fortunately surviving each time, despite being knocked unconscious on two of the occasions. Whilst we definitely feel sorry for Mr. Sullivan, the fact that he was struck by lightning seven times has little to do with anything much, apart from to disprove the old adage that lightning never strikes twice.

All of which is a roundabout way for me to that for the second time in a row Asian Sky Group proudly won three awards during the Asian Business Aviation Association's annual Icons of Aviation gala dinner.

This is no small feat, and we are extremely grateful to everybody who voted for us. It really is a testament to the passion, expertise, and relentless dedication of the Asian Sky Group team.

Overall, we won awards as the 'Best Aircraft Sales Broker', 'Best Business Service Provider: Legal / Financial / Professional Services', and 'Best Media, PR, Marketing and Market-Related Analytics Company'.

The latter category, newly expanded to include several other types of companies, is largely due to the success of the publication you're now reading, along with the huge successes of the Asian Sky Forum, which we just announced to be held in Manila, Philippines, June 2027.

SPECIAL THANKS TO OUR CONTRIBUTORS AND SPONSORS



Why Manila? Well, it was one of the top choice's delegates picked during the previous Asian Sky Forum. It's also one of the most interesting and dynamic countries in the region, with a business jet fleet to match.

All of which means that next year is the perfect time to hold the Asian Sky Forum in the country's capital city Manila.

So, expect the usual format, two days of insightful panel sessions and presentations, with an opening night cocktail on the first night, and an offsite party on the second.

We are still in the process of nailing down the finer details but expect to launch ticket sales early next year. Our Bangkok and Ho Chi Minh City events sold out in advance, so I'd urge you to keep an eye on our announcements and socials so that you can secure your tickets before they do all go.

The other main reason for us winning the Best Media award is of course our publications, the latest of which you are reading now. This edition, whilst packed full of all of the usual data and intel that you have comes to rely on, also includes several special features.

These include a Market Spotlight focusing in the Falcon 7X, as well as a feature on Jet Aviation, which is celebrating its 25th anniversary of jet services in Asia-Pacific.

As always, the final words are reserved to say thank you to everybody that has contributed to this edition of Asian Sky Quarterly.



Sincerely,
Alud Davies
Director of Business Operations & Analytics
Asian Sky Group

PUBLISHER



EDITORIAL & MARKET RESEARCH

Alud Davies
Bowen Zhang
Cynthia Ning
Dennis Lau
Jerry Ho
Justin Yeung
Manuel Silva
Winny Cheng

DATA & RESEARCH COORDINATION

Iris Lian

DESIGN

Amy Liu-Lhuissier
Luna Huang

ADVERTISING/ENQUIRIES:

Jerry Ho
media@asianskygroup.com
+852 9199 7751
www.asianskygroup.com

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FALCON 7X

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Q3 BUSINESS AVIATION NEWS

Phenix Jet Cayman Adds First Bombardier Global 8000 to Regional Fleet



Phenix Jet Cayman (Hong Kong) has added a Bombardier Global 8000 to its managed fleet. The flagship aircraft was inducted and re-registered with the Cayman Islands Civil Aviation Authority (CAACI) in under five business days. The Phenix Jet Group, Asia-Pacific's largest Global 7500/8000 operator, expects another Global 8000 delivery in Q1 2027.

Phenix Jet Cayman's fleet averages 6.7 years old, compared with nearly 20 years for the region's legacy fleet. Its safety credentials include IS-BAO Stage 3, ARGUS Platinum, Wyvern Wingman and Air Charter Safety Foundation accreditation.

The company pairs international safety standards with Japanese Omotenashi hospitality, serving the needs of high-net-worth aircraft owners. Its integrated services span charter operations, aircraft maintenance and tailored asset-value protection.

Phenix Jet Cayman's growing infrastructure and modern fleet are attracting Asia-Pacific owners seeking to optimise dispatch and protect their aircraft's residual value.



Dassault Falcon 10X Makes Maiden Flight

Dassault Aviation's Falcon 10X completed its maiden flight on 19 June 2026.

Eric Trappier, Chairman and CEO of Dassault Aviation, said the flight marked a major achievement, recognising the commitment and expertise of the company's engineering, production and flight teams, as well as its global partners. He added that the milestone begins a new phase for the 10X programme.

A second test aircraft, now nearing completion, is expected to join the flight campaign soon. A third aircraft is being fitted with a full interior and will primarily support testing of cabin systems, functionality and reliability.

Aruba and San Marino Agree New Regulatory Oversight Framework

The Department of Civil Aviation Aruba (DCA-A) and the San Marino Civil Aviation Authority (SM-CAA) have agreed a new regulatory oversight framework for San Marino-registered aircraft operating commercially under an air operator certificate (AOC) issued by Aruba.

The agreement, signed on September 7th, 2026, defines how the two authorities will coordinate regulatory oversight functions, with San Marino acting as the state of registry and Aruba as the state of operator.

"This strengthens the relationship between our two jurisdictions while creating a clear framework for aircraft owners and operators whose registration and commercial operating requirements span San Marino and Aruba," said Sir Jorge Colindres, Executive Chairman and Founder of The Registry of Aruba.



Bombardier Adds Global 8000 to Its EPD-Certified Fleet

Bombardier has secured an Environmental Product Declaration (EPD) for its Global 8000 business jet, joining the Challenger 650, Challenger 3500, Global 5500, Global 6500 and Global 7500 among the company's certified models.

Bombardier says it is the only business jet OEM to publish EPDs disclosing scientifically assessed environmental impacts for its in-production aircraft. Available on Bombardier's website, the declarations detail factors including CO₂ emissions across each stage of the value chain, from raw-material extraction to end of life.

The manufacturer says environmental sustainability is integral to aircraft design and product development, with a full life-cycle perspective at the heart of its product responsibility strategy.



Sino Jet and China Aviation Fuel Pioneer A New Green Service Model for Business Aviation

Mainland China's first SAF (Sustainable Aviation Fuel) compliance service for foreign-registered business jets has launched at Beijing Capital International Airport. Sino Jet and China National Aviation Fuel Co., Ltd. introduced the service, making Sino Jet the first business aviation provider in mainland China to adopt this model.

The initiative fills a gap in compliant SAF use for international business jets in mainland China and sets a new benchmark for reducing aviation emissions. It is also the first time China Aviation Fuel's established SAF service model has been applied to international business aviation.

Building on routine SAF services for passenger and cargo flights, this milestone extends China Aviation Fuel's green fuel supply network into business aviation. It strengthens the company's portfolio of sustainable aviation services and supports the sector's broader low-carbon transition.

Textron Aviation Receives Australian Regulatory Approval

Textron Aviation has secured CASA Part 145 approval for its Australian maintenance organisation, covering service centres in Melbourne, Perth and the Gold Coast. The company says the certification establishes one of Australia's most extensive OEM-owned maintenance networks.

The approval confirms that Textron's personnel, systems and processes meet Australian standards for performing and certifying aircraft maintenance. It covers maintenance, modifications, overhauls and aircraft-on-ground support at all three sites.

The certification supports more than 1,400 Cessna, Beechcraft and Hawker aircraft operating in Australia, giving local operators access to factory-direct services. It follows the opening of Textron's Melbourne service centre earlier this year and forms part of the company's broader effort to grow its global service network across the Asia-Pacific region.



Gogo Signs A Multi-Million USD Communications Contract with Overseas Sovereign Customer

Gogo has signed a sovereign communications lease worth more than USD \$15 million to provide geostationary (GEO) satellite connectivity for a government customer.

Gogo's GEO solution provides global coverage, including regions such as Russia, Mainland China and India, where LEO satellite services are restricted.

"This renewal reflects the confidence built through years of reliable performance and responsive support," said Christopher Moore, CEO of Gogo. He added that the service combines high-performance connectivity with expertise tailored to sovereign customers.

Gogo's global support team provides multilingual monitoring and assistance 24 hours a day, year-round. If required, the company can also dispatch a specialised technician to the aircraft within 24 hours.

Asian Sky Group (ASG) has achieved another milestone, with the unprecedented achievement of winning three meaningful awards at the Asian Business Aviation Association (AsBAA) Icons of Aviation Awards this year.

Held on Friday, October 16, 2026, at the Grand Hyatt Hong Kong, the awards brought together more than 300 business aviation professionals from across the region. Guests embraced the evening's "Back to Old Hong Kong" theme while celebrating excellence, innovation and leadership in business aviation throughout Asia-Pacific.

ASG's recognition encompasses 'Best Aircraft Sales Broker', 'Best Business Service Provider: Legal / Financial / Professional Services', and 'Best Media, PR, Marketing and Market-Related Analytics Company'. Taken together, these categories bring several different disciplines into view, and signify the dedication, commitment and achievement of the whole Asian Sky Group team.



THE PREMIER EVENT IN BUSINESS AVIATION



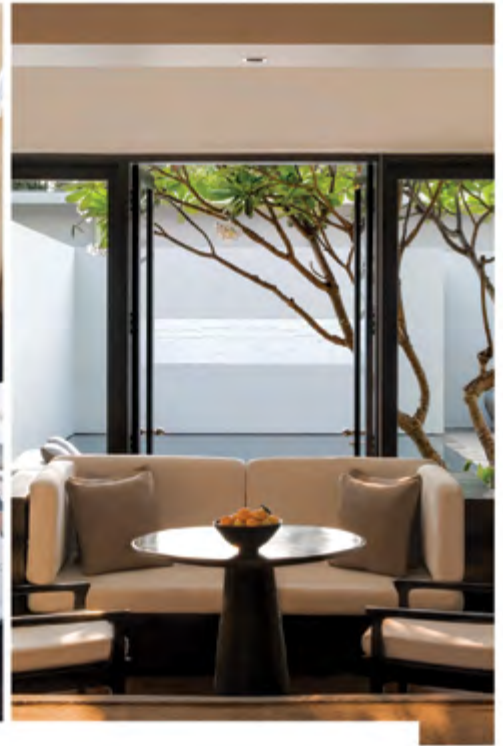
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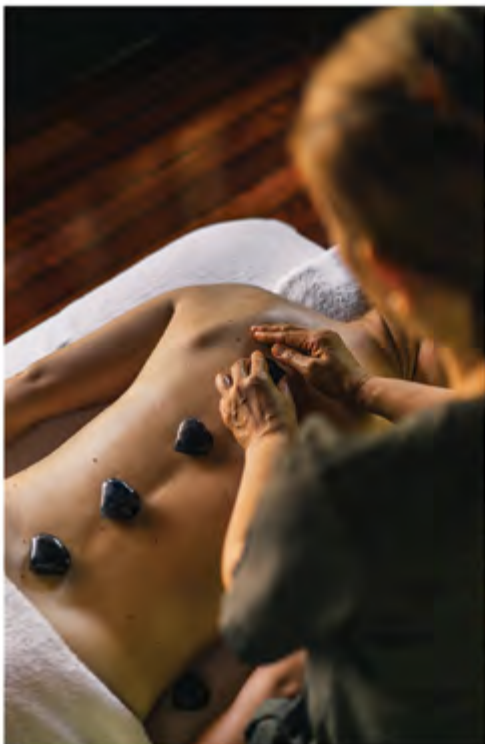


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JET AVIATION CELEBRATES 25 YEARS OF FLIGHT SERVICES IN ASIA-PACIFIC

“Over the years, Jet Aviation has grown into a trusted aircraft management partner, guided by a commitment to making aircraft ownership and operations as seamless as possible.”

For 25 years, Jet Aviation’s Asia-Pacific (APAC) Flight Services team is making aircraft ownership and operations feel effortless. From flight planning and technical oversight to onboard hospitality and safety, the company’s team of aviation experts work behind the scenes to ensure every detail of the journey is planned with care.

Jet Aviation established its presence in Hong Kong in 2001, initially providing dispatch services for managed clients across Asia-Pacific. Today, the APAC Flight Services team operates from Hong Kong, Singapore and San Marino. Over the years, Jet Aviation has grown into a trusted aircraft management partner,

guided by a commitment to making aircraft ownership and operations as seamless as possible.

In its early days, the Flight Support Services team coordinated flight requests for clients across the region as a private, non-commercial operator. Its responsibilities have since expanded to cover all aspects of flight planning and support, whether they are securing permits, arranging fuel and coordinating ground handling, or connecting the flight crew with the support needed on the ground.

That work continues as a flight progresses. The team monitors flights and stays in close contact



with pilots as schedules, routes and weather change. A revised itinerary can require time-critical permits, highlighting the importance of the relationship between the cockpit and the ground support team.

Similarly, the team's Maintenance capabilities developed alongside their operational support. This was recognized by the Hong Kong Civil Aviation Department (CAD) when it granted approval for line maintenance at the Hong Kong Business Aviation Centre (HKBAC) facility, in addition to aircraft-on-ground (AOG) support. In Singapore, line maintenance is performed at the repair station, while dedicated AOG experts respond to requests across the region.

Further milestones extended the operation's scope, such as when Jet Aviation obtained an Air Operator Certificate (AOC) from San Marino. This authorisation enabled the company to offer charter services on managed aircraft, giving clients greater flexibility to use their assets for the purpose they were designed for: flight. In 2025, the team became a signatory carrier under the U.S. Visa Waiver Program. This allowed the company to support passenger flight requests from eligible countries into the United States without first having to secure passenger visas.

These developments sit alongside a less visible aspect of aircraft management: maintaining oversight of an aircraft's operating condition throughout its lifecycle. During the early development of business aviation in APAC, when official guidance was limited,

the team established a number of processes that ultimately formalised a Technical Services function to oversee airworthiness.

At that time, early maintenance planning and tracking relied largely on email and Excel spreadsheets. The Jet Aviation team worked to establish timely regulatory standards and respond to mandatory maintenance directives. It now manages aircraft under seven regulatory frameworks, supported by its own manuals, compliance matrices and technical expertise.

"Clients want peace of mind when they fly. They want an effortless experience. Our highest duty is to ensure their aircraft are safe and always ready to fly," said Fabien Rousse, Director of Technical Services, Jet Aviation.

The staff aboard the aircraft form another part of that coordinated service. Pilots maintain close contact with Flight Support Services as operating conditions change, while cabin crew create a welcoming environment for passengers. Their contributions bring together the practical requirements of the flight and the personal expectations of the client.

Loretta Lin, Jet Aviation's Senior Manager of Inflight Service, leads personalised onboard service delivery and crew training. That training covers safety, fine dining, cultural etiquette, and understanding client preferences. Hospitality therefore sits within the wider operating framework, coupling attention to the cabin experience with preparation for the crew's safety responsibilities.



Jet Aviation also offers a dedicated Client Aviation Services team to give owners a single point of contact. Its remit covers flight scheduling, insurance, billing and maintenance, bringing the different elements of aircraft management into one client relationship.

The breadth of that coordination is illustrated by an aircraft delivery for a customer in Seattle, as recalled by Dany Helfenstein, Client Aviation Services Director. The project involved the completions teams in Basel, technical services in Zurich and the APAC teams. Delivering the aircraft across locations and disciplines required considerable effort by the Client Aviation Services team to coordinate everything on behalf of the client.

A single point of contact gives those relationships a practical foundation, easing the coordination of scheduling, administrative and maintenance matters that accompany flight planning and aircraft ownership.

Safety and Quality Assurance adds oversight as operations expand through the San Marino AOC and wider non-commercial

activity. The company takes a proactive, risk-based approach to safety standards and regulatory requirements, working with Flight Operations, Crew Training, Flight Support Services and Maintenance to ensure the highest standards.

That cross-team work connects safety oversight with the people planning, operating and maintaining the aircraft. It also fosters continuous improvement and innovation across the company - key pillars of its customer promise.

Twenty-five years after first venturing into the region, Jet Aviation's APAC Flight Services operation brings together the people, expertise and attention to detail required for seamless flight. The commitment is constant, even as the responsibilities evolve: supporting crews, protecting airworthiness, anticipating passenger needs and coordinating the many aspects of complex operations to ensure effortless journeys.

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25 years of *effortless*¹ aircraft ownership and operations

¹*Effortless* — Behind every effortless aircraft operation is an experienced team planning every detail of the journey, from route planning or dispatch, to maintenance and valued-added services.

For 25 years, Jet Aviation has made aircraft ownership effortless across APAC, delivering the highest standards of safety, operational excellence, and personalized service. Thank you to our clients, partners and employees for your ongoing trust and support.

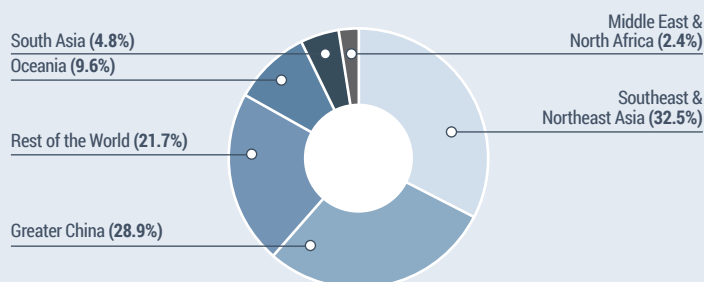
We look forward to continuing our journey, together.



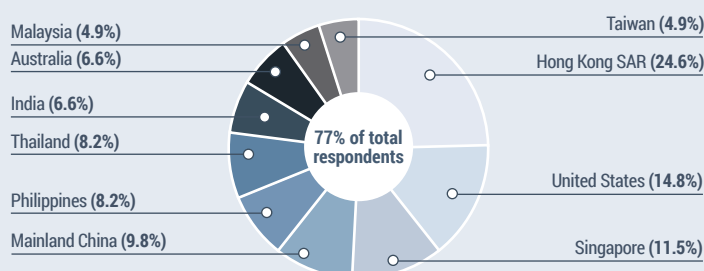
ASIA-PACIFIC MOOD & INTENTIONS QUARTERLY SURVEY

RESPONDENT BREAKDOWN

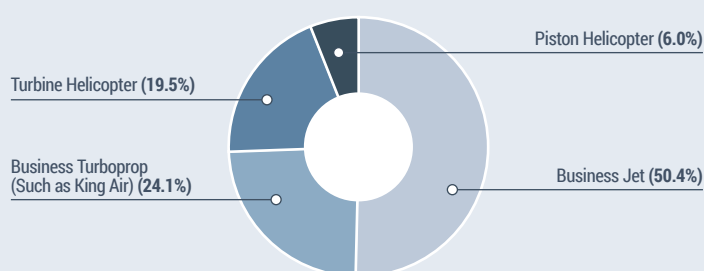
Respondent's Business Location



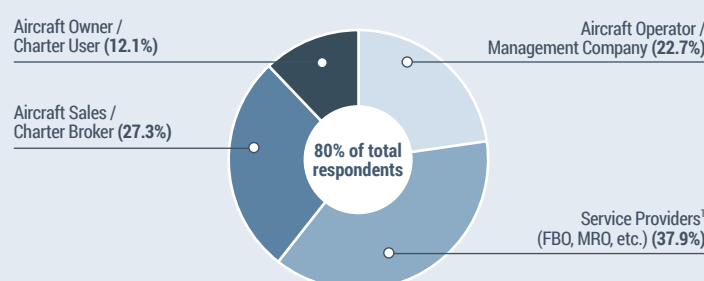
Top Business Operation Locations



Respondent's Related Aircraft Type



Respondent's Category



Q3 2026 Survey Highlights

1. In Q3 2026, economic optimism across the surveyed regions continued to strengthen, with the overall optimism level rising from 86.4% in Q2 to 90.7%. Greater China recorded a notable increase to 95.7%, while Southeast & Northeast Asia experienced a slight decline.
2. 50.9% of respondents reported an increase in aircraft utilization, while 20.7% observed a decline.
3. 72.1% of respondents expressed an intention to purchase aircraft. Of all respondents, 39.7% preferred pre-owned aircraft, while 32.4% intended to purchase new aircraft.
4. 44.4% of respondents considered the pre-owned aircraft market a seller's market, continuing the upward trend from the previous quarter. Meanwhile, 38.9% considered the market balanced, while only 11.1% viewed it as a buyer's market.
5. The share of respondents intending to charter an aircraft within the next three months fell from 55.2% in Q2 to 48.1% in Q3.

In Asian Sky Group's Q3 2026 survey on the industry's mood and intentions, we received more than 100 responses from business aviation professionals.

The regions with the most respondents included:

1. Southeast & Northeast Asia (32.5%)
2. Greater China, mainly covering mainland China and Hong Kong SAR (28.9%)
3. Oceania (9.6%)
4. South Asia (4.8%)
5. Middle East & North Africa (2.4%)

50.4% of respondents were from business jet-related companies, while 24.1% were associated with business turboprops and 19.5% with turbine helicopters.

Service providers accounted for 37.9% of respondents. Aircraft sales and charter brokerages represented 27.3%, while aircraft operators and management companies accounted for 22.7%.

Economic Outlook in the Region

Economic optimism across Asia-Pacific strengthened further in Q3 2026, with the overall optimism level rising to 90.7% from 86.4% in the previous quarter. The region's deep integration into global supply chains, together with the global AI boom and rising high-tech production and exports, helped the economy perform better than expected in 2026. Greater China recorded a strong improvement, with its optimism level rising from 81.8% in Q2 to 95.7% in Q3, the highest level in the past three years. The temporary easing of US-China trade tensions also contributed to stronger expectations for economic recovery. In addition, Southeast & Northeast Asia recorded a slight decline in optimism, with the proportion of optimistic respondents falling from 87.9% in Q2 to 85.0% in Q3.

Aircraft Utilization in the Region

Aircraft utilization was relatively stable in Q3 2026 compared with Q2. Overall, 50.9% of respondents reported an increase in utilization, with 41.5% observing growth of less than 20% and 9.4% reporting an increase of 20% or more. 20.7% of respondents indicated a decline in aircraft utilization, while the remaining 28.4% stated no change of utilization.

Purchase and Charter Intentions

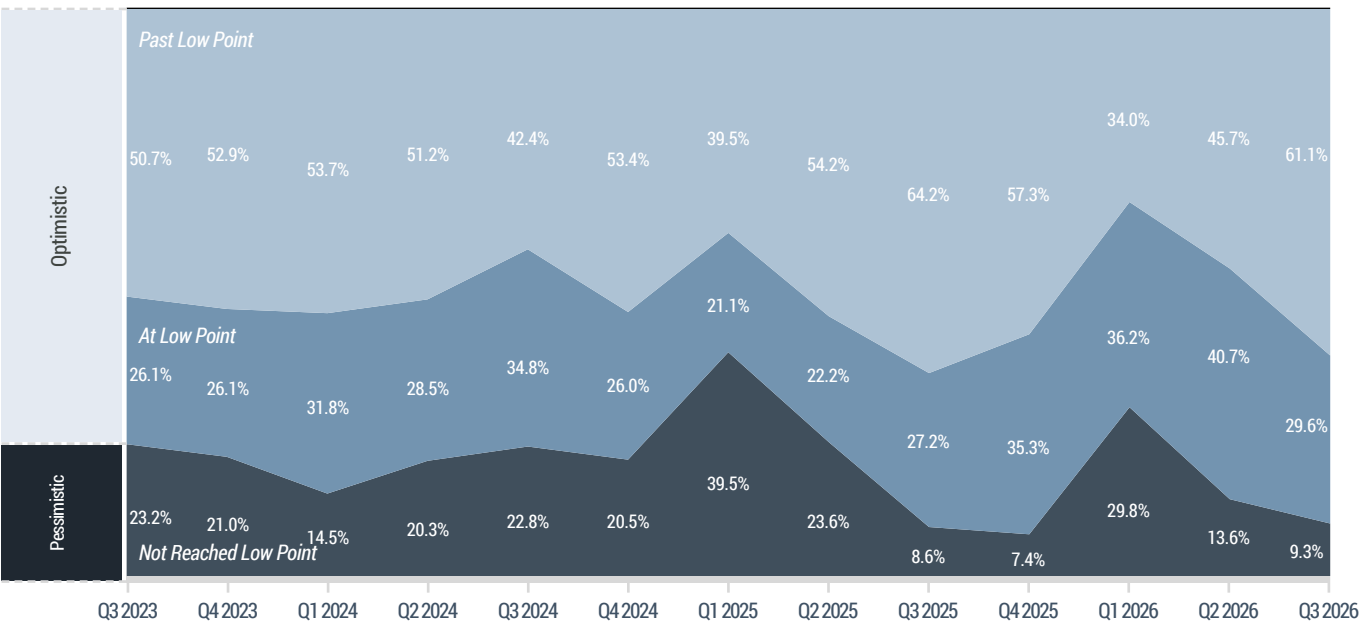
The willingness to purchase aircraft declined slightly in Q3 2026 following a peak in Q2, with 72.1% of respondents indicating plans to buy an aircraft. Interest in pre-owned aircraft was 39.7% in Q3, while 32.4% of respondents expressed an intention to purchase new aircraft. Long-range jets were the most preferred aircraft category in both Greater China and Southeast & Northeast Asia. In Oceania, turboprop and piston fixed-wing aircraft were the most popular choice, accounting for more than 30% of purchase intentions.

The percentage of respondents that viewed the pre-owned aircraft market as a seller's market rose from 42.9% in Q2 to 44.4% in Q3. The share who considered the market is balanced increased from 28.6% to 38.9%, while the share who viewed it as a buyer's market fell from 19.0% to 11.1%. The remaining 5.6% were unsure.

Charter intentions also declined in Q3. Overall, 48.1% of respondents expressed an intention to charter an aircraft within the next three months, down from 55.2% in Q2.

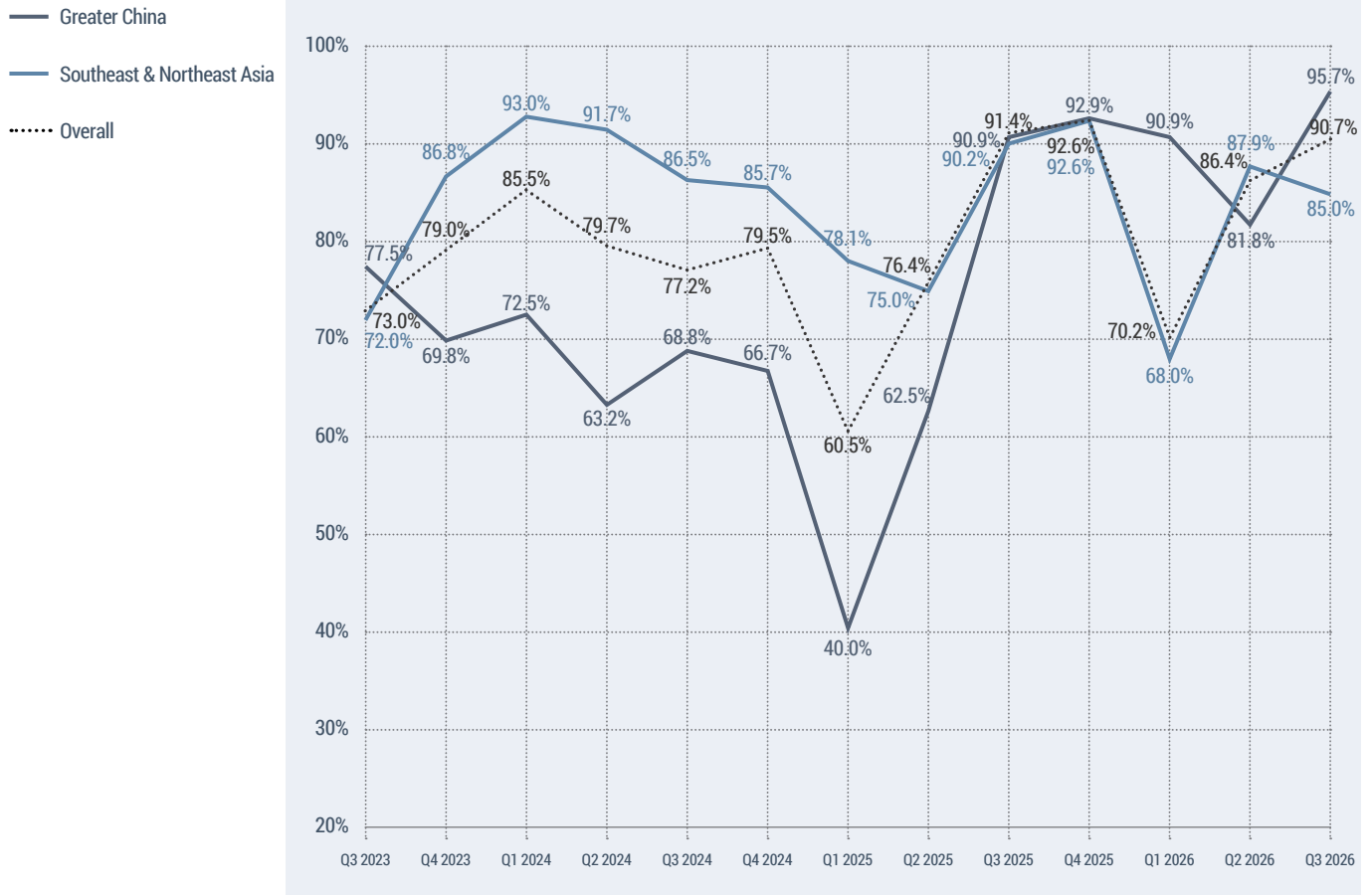
ECONOMIC STATUS

What is the Current Economic Situation where your Business Operates?

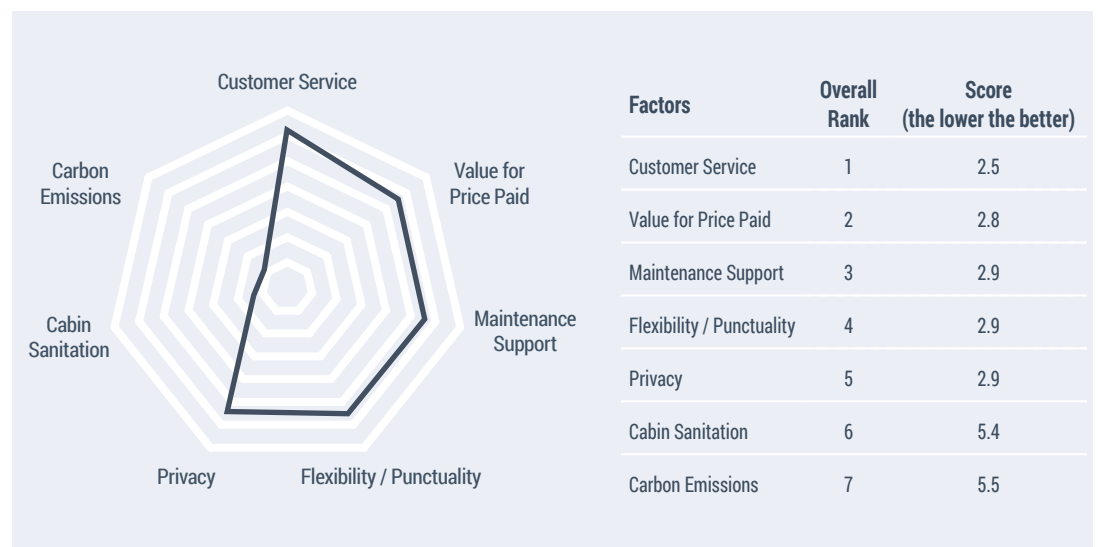


ECONOMIC STATUS

Optimism Level Since Q3 2023 Regional Difference²

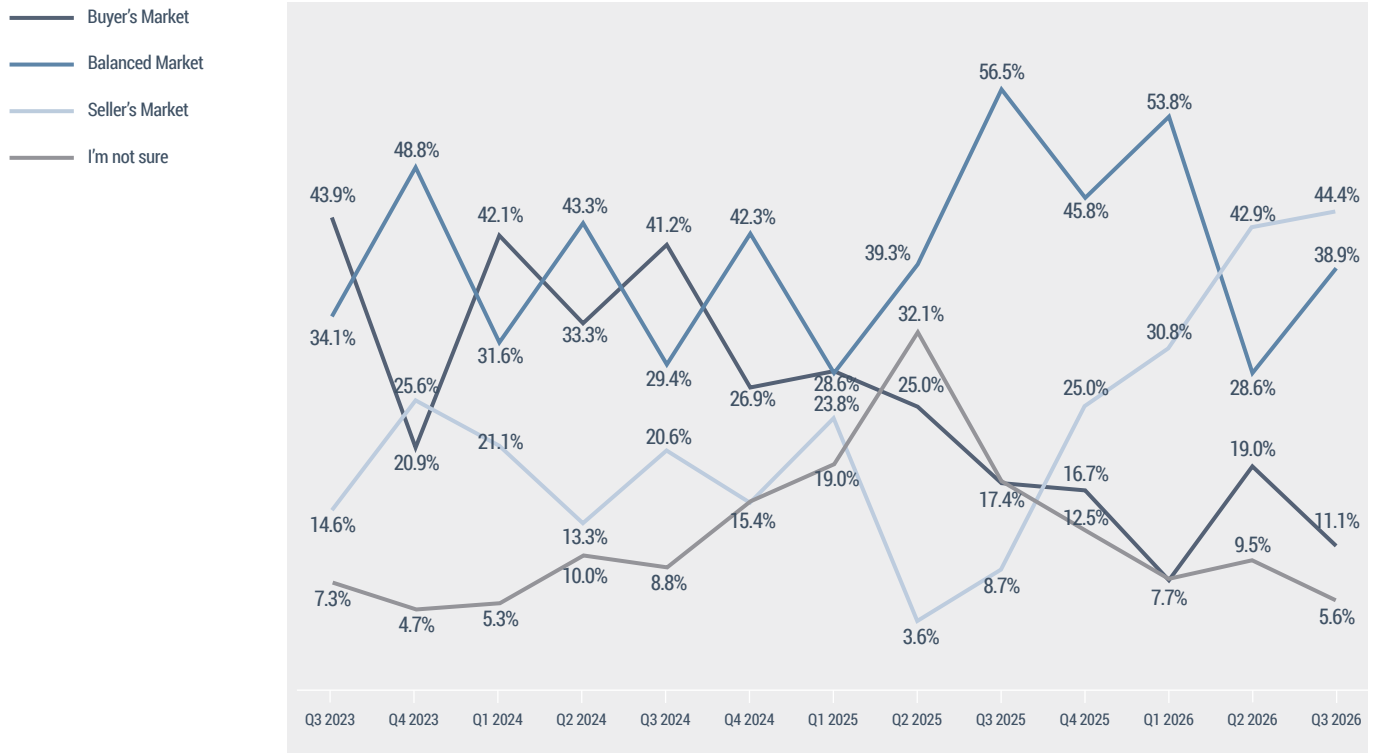


Rank the following factors that you think are critical to the future of business aviation:

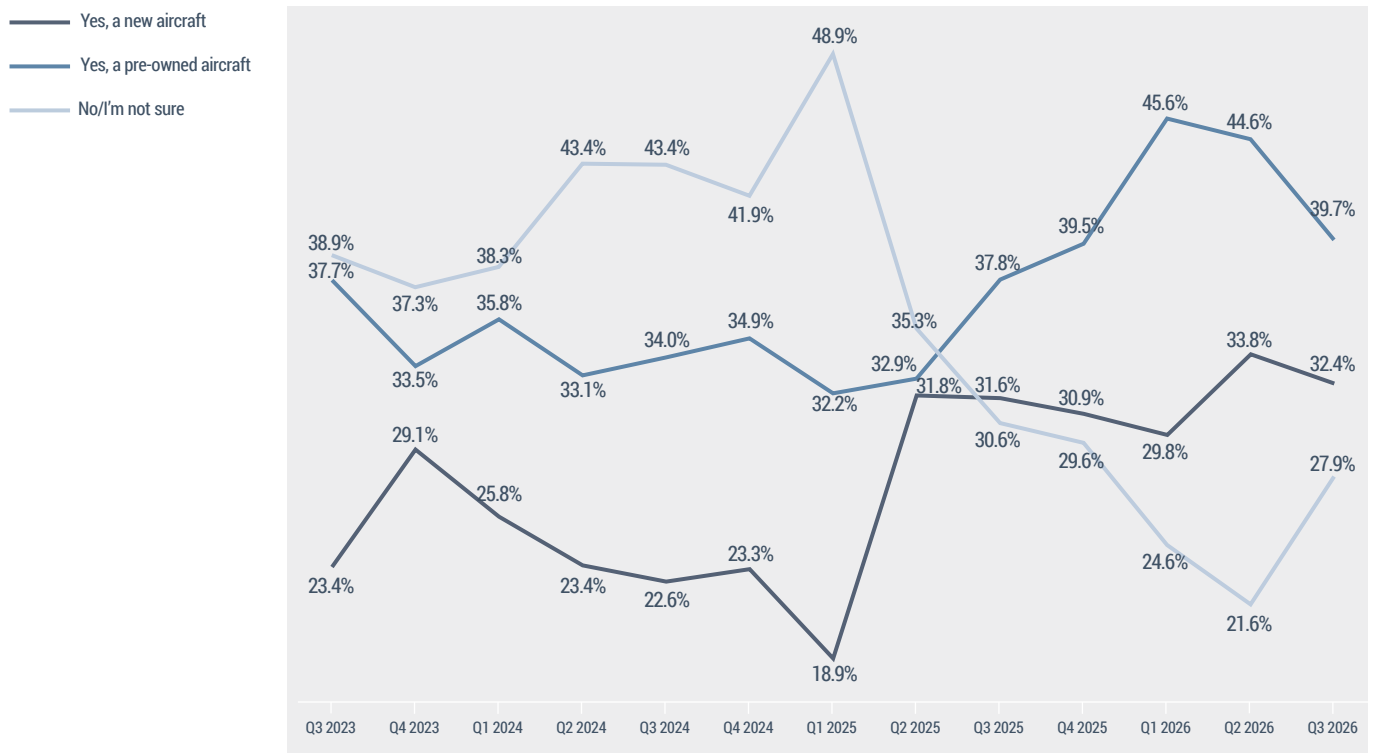


PURCHASE AND CHARTER INTENTIONS

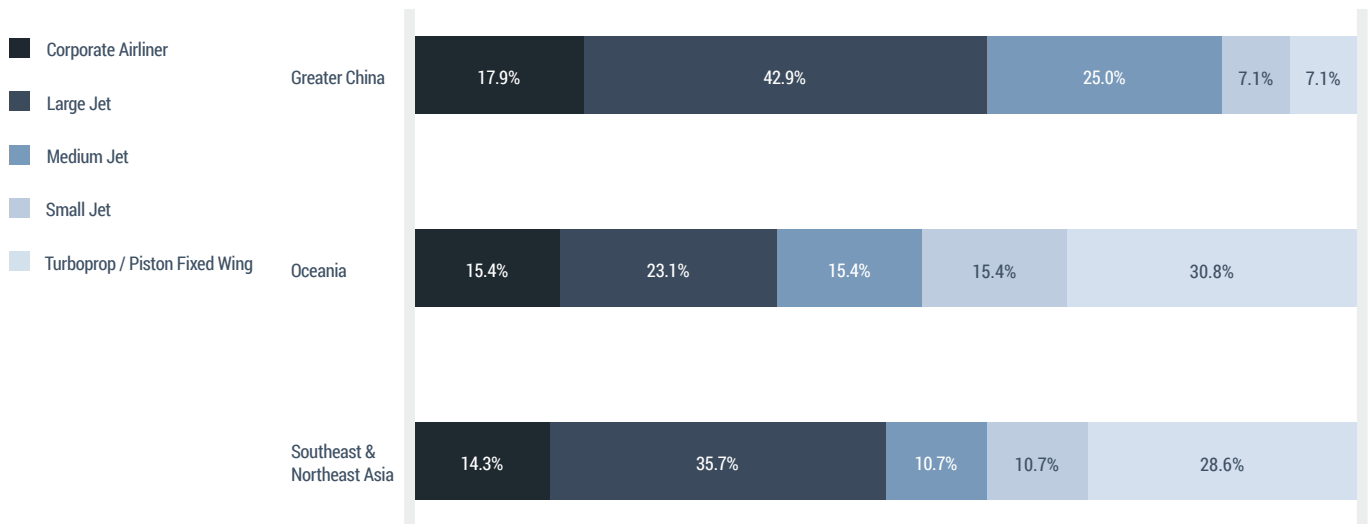
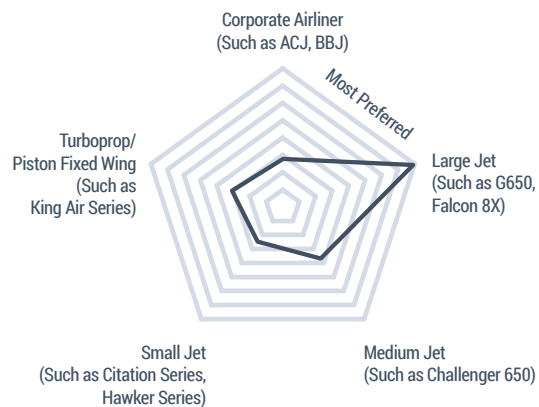
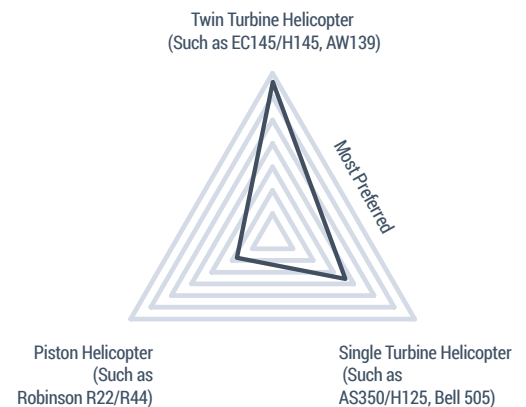
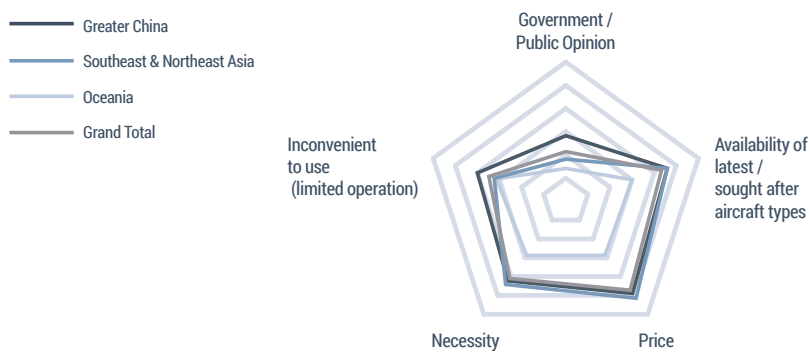
Where do We Currently Stand in the Pre-owned Aircraft Market?



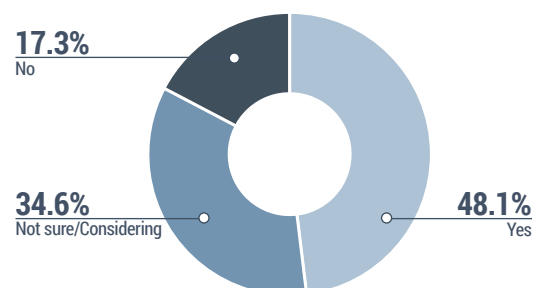
Purchase Intentions Q3 2023 - Q3 2026³



Purchase Intentions - Regional Differences (Fixed Wing)

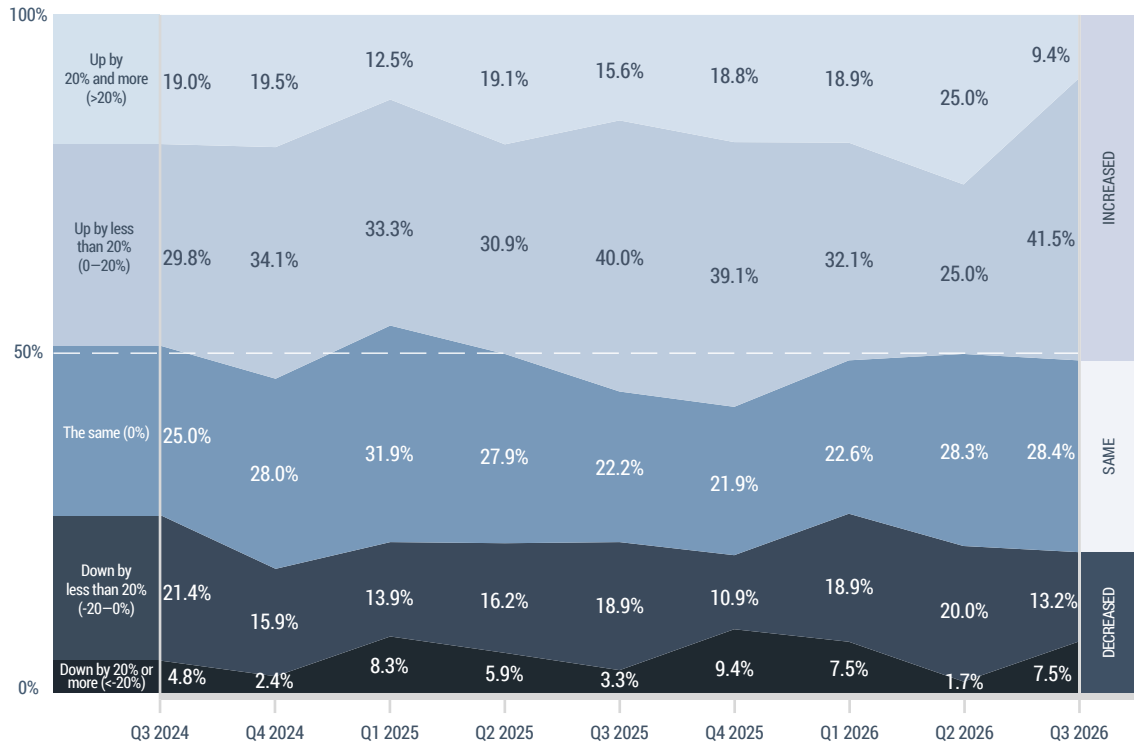
Aircraft Purchase Intentions - Fixed Wing
(Outer is Preferred)Aircraft Purchase Intentions - Rotary
(Outer is Preferred)Purchase Decisions - Influencing Factors
(Outer is Limiting)

Charter Intentions in Next Three Months

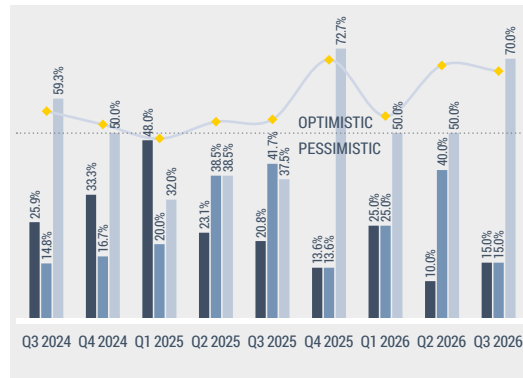


FLEET UTILIZATION

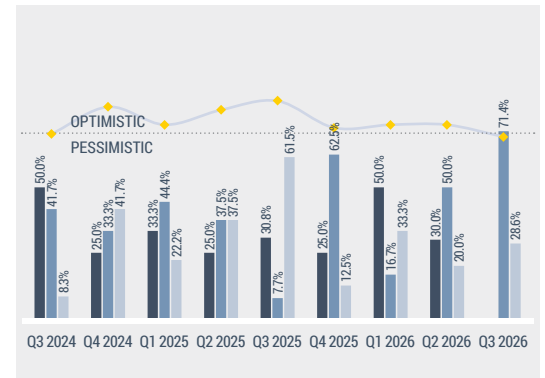
Aircraft Utilization Compared to Previous 12 months⁴



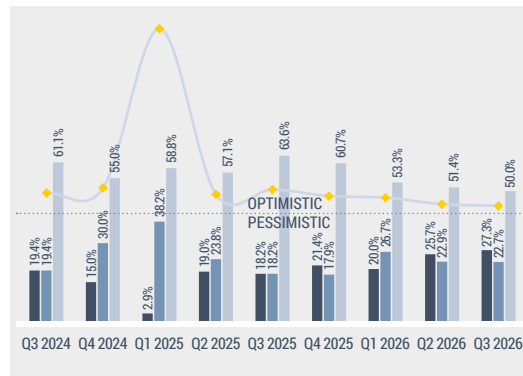
Greater China



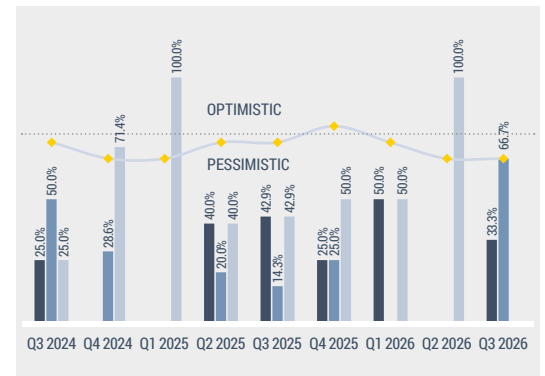
Oceania



Southeast & Northeast Asia



South Asia



NOTES:

1. Aircraft Service Providers include financial services, training, FBOs, ground handlers, Service, MRO, parts, etc.

2. An Optimistic-Pessimistic Signal Line has been added to regional usage trend analysis for Greater China, Oceania and South and East Asia regions. An optimistic mood is derived from more people indicating 'higher' aircraft utilization compared with 12 months ago, while a pessimistic mood is derived from more people indicating 'lower' aircraft utilization compared with 12 months ago.

Q3 MOOD & INTENTIONS SPOTLIGHT

Where do you think the economic situation in Hong Kong is headed?

I consider Hong Kong to be experiencing a slow recovery, limited however by the growth of China's business aviation sector and its philosophy of "common prosperity". Hong Kong is intrinsically connected to the success of business aviation in China. Although older aircraft models are being replaced by newer models, there are not that many new aircraft owners choosing to base their aircraft in Hong Kong. The installed base of business jets based in Hong Kong is at approximately 65% of pre-Covid times.

What do you expect to be the biggest drivers influencing demand in Hong Kong?

As Hong Kong does not have a separate airport to accommodate business aviation, such as Singapore, Malaysia, Thailand, New York, London or Paris, the growth of business aviation will eventually be limited by the ongoing growth of passenger and cargo flights, resulting in spiralling costs, sparse maintenance capabilities, and severely limited hangar space, parking and landing slots.

Denzil White | Chief Operating Officer | Phenix Jet Cayman

Where do you think the economic situation in Indonesia is headed?

From the general standpoint, Indonesia is headed toward seriously challenging roads ahead. This stems from the prolonging of several factors, namely corruption, widening disparity between the economy classes, greater debt-to-income ratio among the middle class (in some cases 10:1), and very poor exercise of law and regulations. Further in-depth analysis will show the above factors also being met (I can also say, resulting in) lack of trust from investors - both local and foreign, and waves of divestments across sectors. We do see huge spendings from the government through their arms length sovereign funds division or state agency, but unfortunately most of them are misplaced and do not exactly inspire confidence from the private sector. Looking at the numbers, our foreign exchange rate toward currencies such as USD or EU float at the lowest point in 28 years, our inflation have doubled in the past two years, while prices of good such as gas and daily commodities escalated roughly 22% during that same period. Other external factors such as geopolitics also play in part as Indonesia still rely on imports for several primary goods. Based on historical facts, the government will need to take drastic measures to prevent further damage to the economy before looking into strategy toward recovery. There are still areas of potential and opportunities in Indonesia, as we have discussed through our forums and panels in the past few years, but firstly we need certainty, consistency, and credibility from the government.

What do you expect to be the biggest drivers influencing demand in Indonesia?

Without looking toward specific sectors - the biggest drivers that influence demand from my point of view would be economic stability, some form of assurance toward investors, and clear strategy toward development of the country itself - both the tangibles and intangibles. There is a lot of "wait and see" going on at the moment (most evident in industries such as manufacturing and hospitality/tourism) which truly hamper Indonesia's ability to reach its potentials. One point I need to highlight is that we can still see a great volume of demand and spending in the luxury, niche market. This is evident through sectors such as business and private aviation, although it's still too early to tell if it will sustain and grow or temporary.

Ziva Narendra | Director and Co-Founder | Aviatory Indonesia



AIRCRAFT AVAILABILITY

2009 BOMBARDIER GLOBAL XRS SN 9281

- 13 Passenger Configuration
- Pininfarina Edition Interior
- Interior Refurbished in 2025 by Bombardier Singapore
- Exterior Painted in 2019



ASIAN SKY FORUM 2027 MANILA

BUSINESS
AVIATION
FORUM

 MANILA, PHILIPPINES

 JUNE 2027



WINGX Data Source: ADSB and ATCs
DATA BY **WINGX**

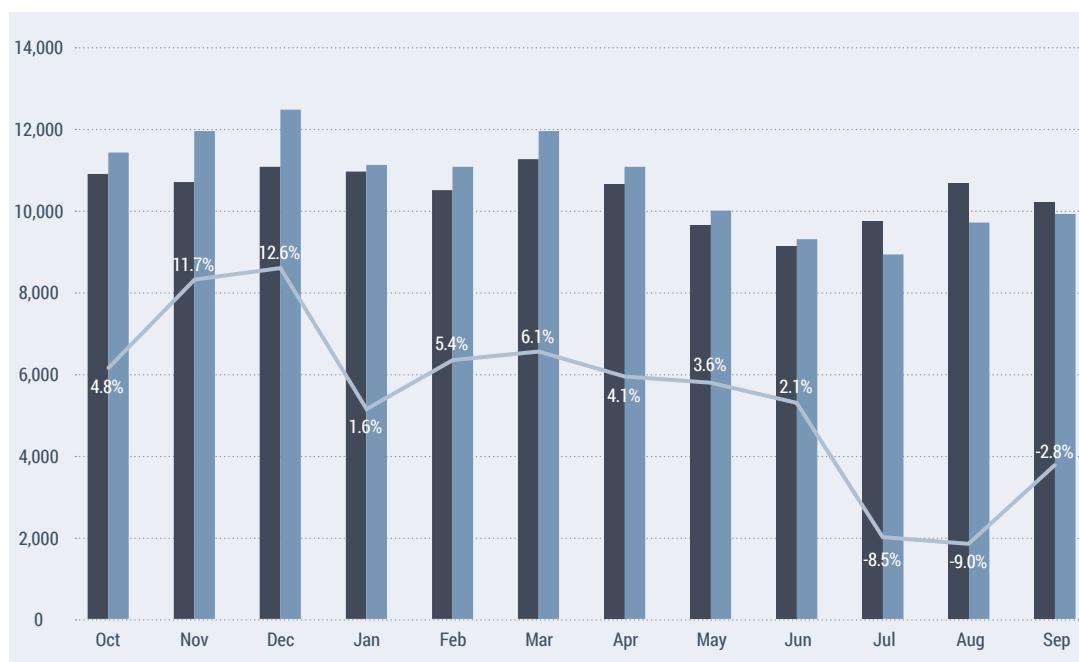
WINGX is a data research and consulting company which provides actionable market intelligence to the global business aviation industry. Their interactive web-hosted dashboards provide their customers with the data-visualization they need to stay alert to market trends, keep tabs on market share, identify competitive threats and spot new sales opportunities. WINGX customers include aircraft operators, airframe, engine and avionics OEMs, airlines, maintenance providers, airports, fixed-based operators, satcom providers, fuel providers, legal advisors, leasing companies, banks, regulators, investors and private jet users. For further information and a free demo of their dashboards, please contact: Richard or Christoph at office@wingx-advance.com

ASIA-PACIFIC BUSINESS JET FLIGHT ACTIVITY

Q3 2026 REVIEW

DEPARTURES FROM ASIA-PACIFIC

■ 2024-2025
■ 2025-2026
— YoY%



DEPARTURES BY WEEK

— Oct 2025 - Sep 2026
— Oct 2024 - Sep 2025
— Oct 2023 - Sep 2024

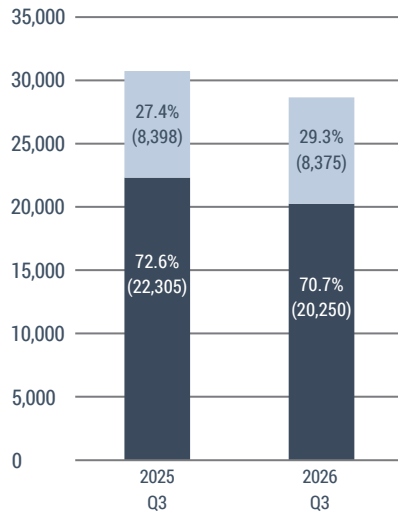


Business jet departures in Asia-Pacific totaled 28,625 in Q3 2026, down 6.0% from Q2 and 6.8% year on year. July recorded the lowest monthly total of 2026, with 8,946 departures, an 8.5% decrease year on year. Departures increased in August and September. Weekly departures averaged around 2,180 during the quarter, peaking at more than 2,400 in mid-September.

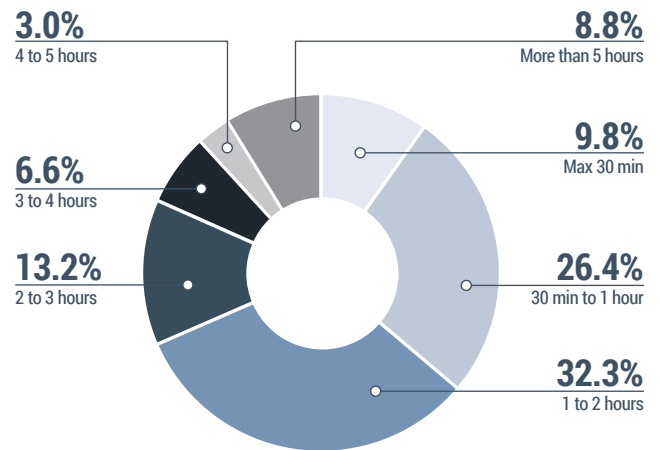
In Q3, there were 20,500 domestic business jet flights in Asia-Pacific, down from 22,305 in Q3 2025, representing a year-on-year decline of 9.2%. In contrast, international flights remained stable at 8,375, almost unchanged from the same period last year. Flights lasting one to two hours accounted for the largest share of activity, with 9,245 departures, or 32.3% of the total, despite an 8.7% year on year decline. Flights lasting two to three hours recorded the steepest decline, falling 13.4%. Flights lasting more than five hours and those lasting four to five hours were the only duration categories to record growth, increasing by 4.5% and 5.7% year on year, respectively.

INTERNATIONAL VS. DOMESTIC FLIGHTS

■ Domestic Flights
■ International Flights



FLIGHT DURATION, Q3 2026



TOP 10 ROUTES WITHIN ASIA-PACIFIC, Q3 2026



TOP 10 DESTINATIONS OUTSIDE ASIA-PACIFIC

Ranking	Arrival City	Country
1	Dubai	United Arab Emirates
2	Anchorage	United States
3	London	United Kingdom
4	Los Angeles	United States
5	Honolulu	United States
6	San Francisco	United States
7	Almaty	Kazakhstan
8	Abu Dhabi	United Arab Emirates
9	Istanbul	Turkey
10	Baku	Azerbaijan

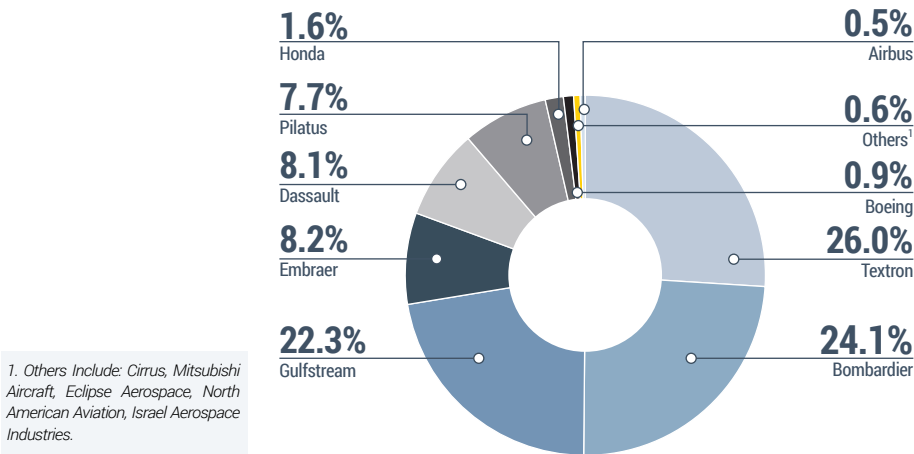
INCREASING POPULARITY

Note: The route map is for illustrative purposes only and may differ from the actual flight path.

Singapore–Jakarta remained the busiest business jet route in Asia-Pacific in Q3 2026, with 514 flights. Mumbai–New Delhi and Mumbai–Ahmedabad retained second and third place, with 295 and 294 flights, respectively. Mumbai–Pune re-entered the top list in sixth place. While Bangalore–Chennai, Tokyo–Hong Kong and Hong Kong–Singapore also entered the top ten rankings, replacing Kuala Lumpur–Johor Bahru, Jakarta–Denpasar and Beijing–Shanghai from the previous quarter.

Dubai ranked first as the leading destination outside Asia-Pacific, with 225 flights, up from 135 in Q2. However, flights to Dubai remained below previous levels, down 40.6% year on year. Anchorage and London retained second and third place, recording 107 and 90 flights, respectively. In addition, Abu Dhabi also showed signs of recovery, re-entering the top ten in eighth place.

DEPARTURES BY OEM, Q3 2026



Textron overtook Bombardier to become the leading OEM in Q3 2026, recording 7,443 flights. Bombardier followed with 6,911 flights. The Pilatus PC-24 topped the aircraft model rankings in Q3 2026, overtaking Bombardier's Global Express/6000/6500 series. The PC-24 recorded 2,203 flights, representing a 6.2% year on year increase. Among the leading models, Dassault's Falcon 2000 recorded the strongest year on year growth, at 13.1%. In contrast, the Hawker 700/750/800/850/900 series saw the steepest decline, with flights falling 33.2% year on year, and dropping to twelfth place in the rankings.

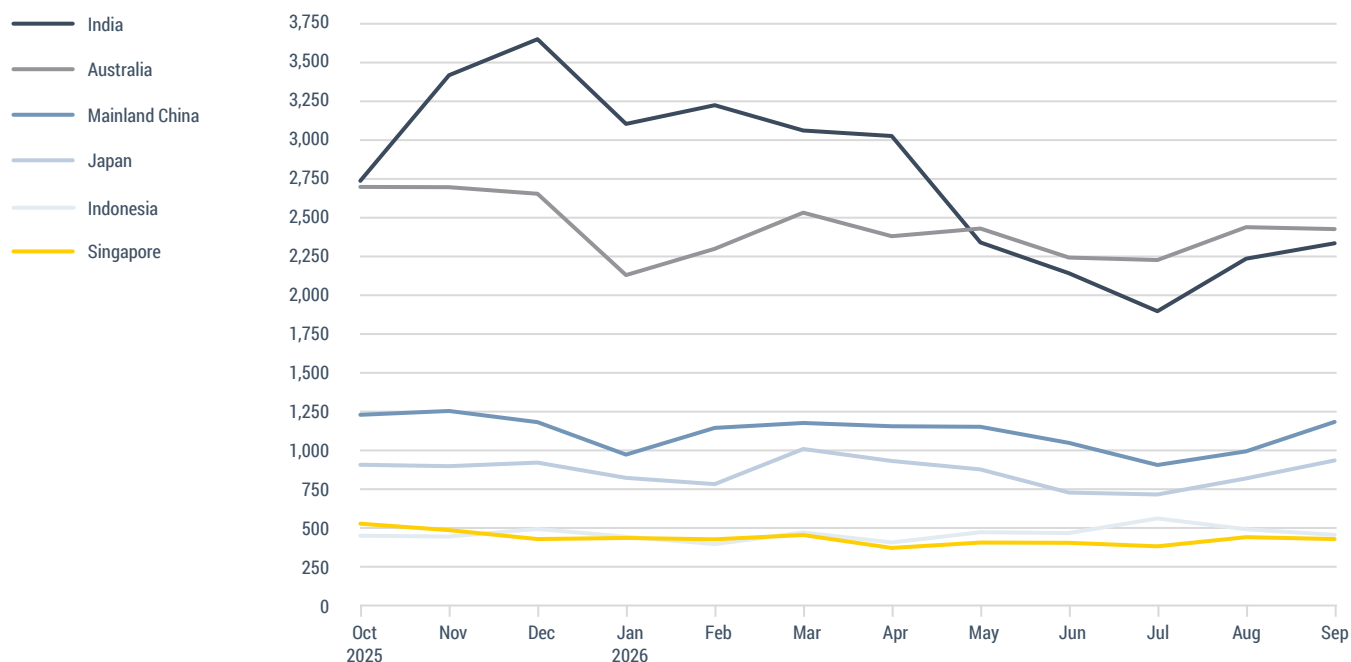
DEPARTURES AND HOURS BY MODEL, Q3 2026

	HOURS	Aircraft Model	DEPARTURES
2,805		PC-24	2,203
6,924		GLOBAL EXPRESS/6000/6500	2,188
7,650		G600/650	2,161
4,344		CHALLENGER 600/601/604/605/650	1,996
2,482		LEGACY 600 / 650	1,660
4,743		GV/500/550	1,655
1,333		CITATION MUSTANG	1,571
2,599		GULFSTREAM G300/350/400/450	1,207
1,516		FALCON 2000	1,039
4,200		GLOBAL 7000 / 7500	998
1,011		CITATION CJ2	887
1,342		HAWKER 700/750/800/850/900	775

*Model Groupings Defined by WINGX



DEPARTURES BY COUNTRY



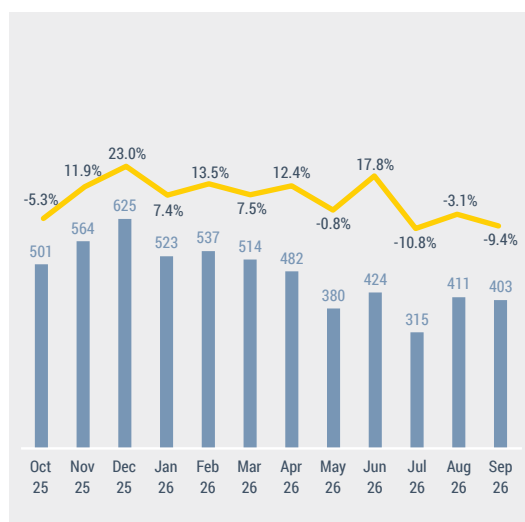
Business jet departures in India continued to decline in Q3 2026, falling 13.9% from Q2. Its July departures were 1,895, the lowest monthly total in the past 12 months. Australia recorded 7,090 departures during the quarter, remaining stable compared with Q2. Indonesia saw the largest increase among the leading countries, with departures rising 12.3% compared to Q2. In addition, Singapore overtook Thailand to rank sixth, recording a 6.0% quarterly increase.

TOP CITY FLIGHT ACTIVITY TRENDS

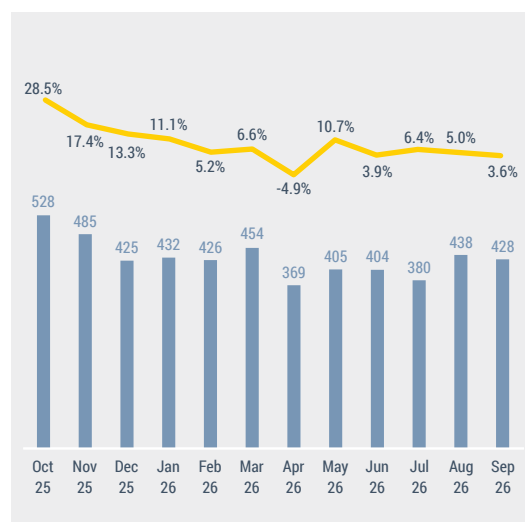
Departures in the leading Indian cities declined notably in Q3 compared with the previous quarter. Mumbai experienced a 12.2% decrease, while New Delhi saw a larger decline of 13.2%, the steepest among the leading cities. Singapore recorded 1,246 departures in Q3, up 5.8% from Q2 and exceeding Sydney's 1,210 departures. Jakarta showed the strongest growth among the leading cities, with departures rising 12.5% quarter on quarter, lifting the city to seventh place.

Mumbai (Chhatrapati Shivaji)

Number of Departures
YoY %

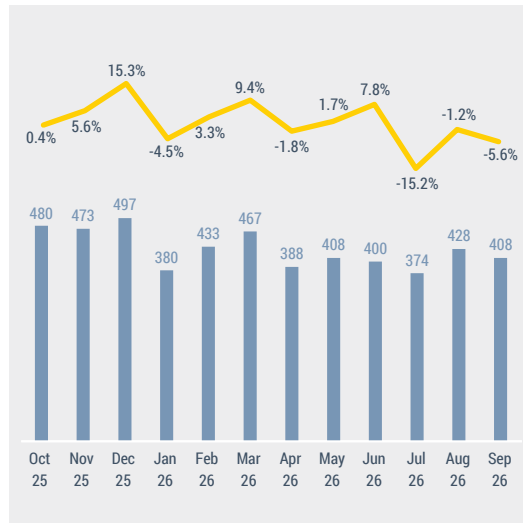


Singapore (Seletar, Changi)

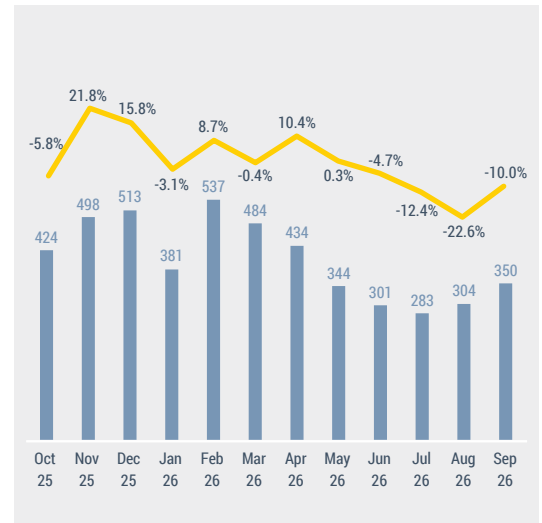


Number of Departures
YoY %

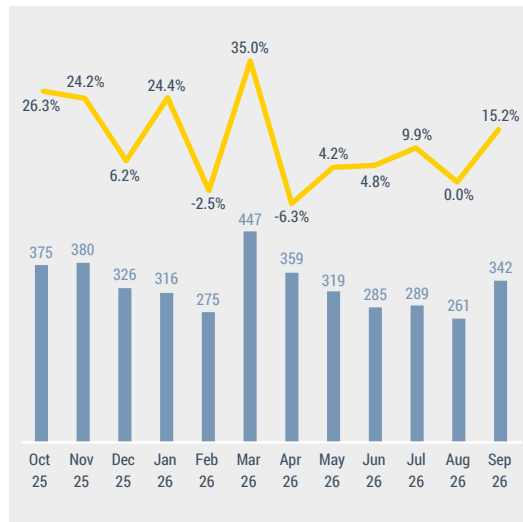
Sydney (Kingsford Smith, Bankstown)



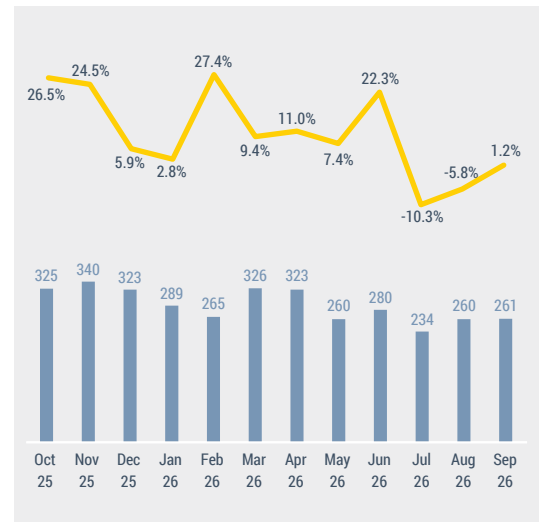
New Delhi (Indira Gandhi)



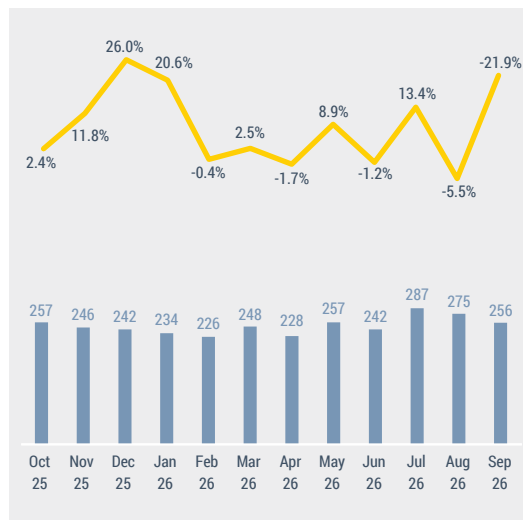
Tokyo (Haneda, Narita)



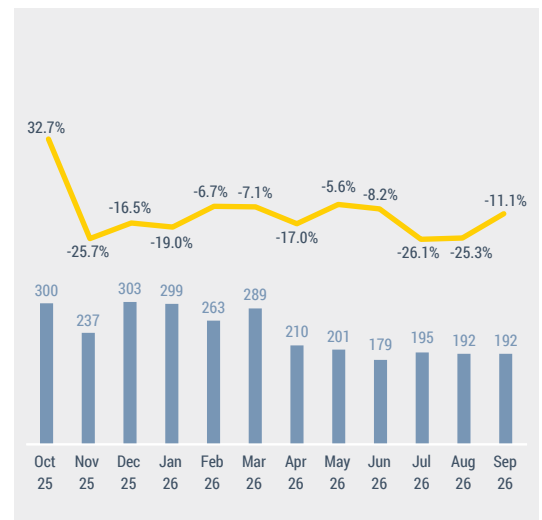
Hong Kong (Hong Kong)



Jakarta (Halim Perdanakusuma, Soekarno-Hatta)



Bangkok (Don Mueang, Suvarnabhumi)



TOP 10 DEPARTURE CITIES IN ASIA

OVERALL			SOUTHEAST ASIA		
Rank	Departure City	Flights (Oct 2025 - Sep 2026)	Rank	Departure City	Flights (Oct 2025 - Sep 2026)
1	Mumbai	5,679	1	Singapore	5,174
2	Singapore	5,174	2	Jakarta	2,998
3	New Delhi	4,853	3	Bangkok	2,860
4	Tokyo	3,974	4	Kuala Lumpur	2,228
5	Hong Kong	3,486	5	Manila	1,197
6	Jakarta	2,998	6	Hanoi	902
7	Bangkok	2,860	7	Phuket	715
8	Bangalore	2,735	8	Denpasar (Bali)	568
9	Beijing	2,305	9	Ho Chi Minh City	482
10	Hyderabad	2,282	10	Johor Bahru	422

SOUTH ASIA			EAST ASIA		
Rank	Departure City	Flights (Oct 2025 - Sep 2026)	Rank	Departure City	Flights (Oct 2025 - Sep 2026)
1	Mumbai	5,679	1	Tokyo	3,974
2	New Delhi	4,853	2	Hong Kong	3,486
3	Bangalore	2,735	3	Beijing	2,305
4	Hyderabad	2,282	4	Shanghai	2,197
5	Ahmedabad	2,208	5	Seoul	1,877
6	Chennai	1,665	6	Shenzhen	1,243
7	Pune	1,368	7	Taipei	1,180
8	Malé	850	8	Osaka	689
9	Kolkata	705	9	Hangzhou	668
10	Lahore	642	10	Nagoya	600

Note: Asia as used here does not include the Middle East cities.

Mumbai and Singapore were the only cities in Asia to record more than 5,000 departures in the 12 months ending September 2026, with 5,679 and 5,174 departures, respectively. New Delhi ranked third with 4,853 departures. Within Southeast Asia, Jakarta overtook Bangkok to rank second, with 2,998 departures. Meanwhile, city rankings in South Asia and East Asia remained relatively stable.





The first half of 2026 brought solid transaction activity, but the third quarter was more subdued, leaving year-to-date sales slightly below last year's pace. At the same time, available inventory remains well below its 10-year average. Buyers have fewer aircraft to choose from than historical norms, even as the market adjusts to a slower recent pace.

Andrew Young, General Manager, AMSTAT

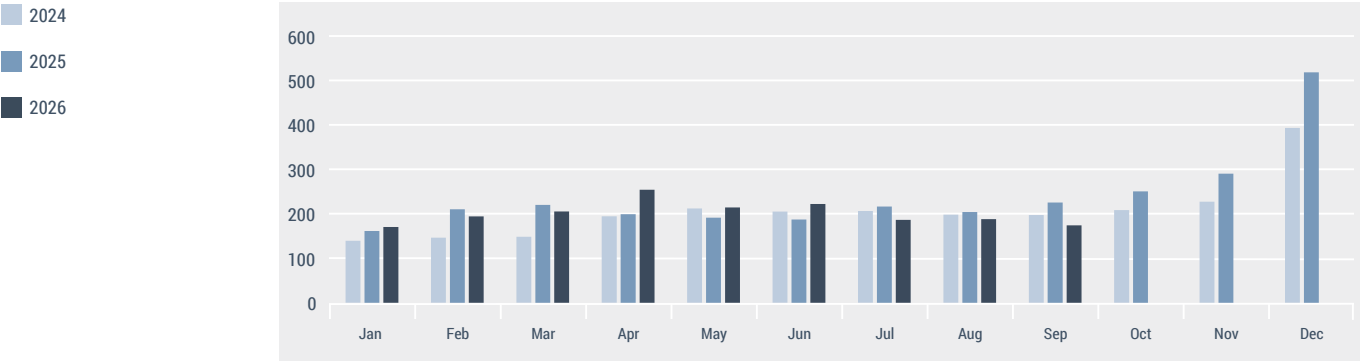


GLOBAL PRE-OWNED MARKET UPDATE

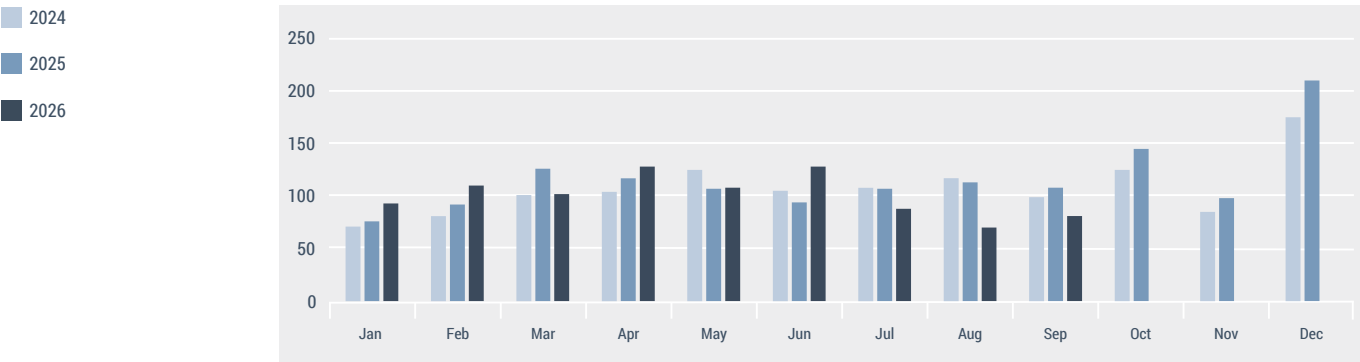
Preliminary data shows total preowned business aircraft transactions (jets and turboprops) in Q3 falling short of Q3 2025 by 19.1% from 925 to 787 units. However, year-to-date preowned transactions are, so far, only 1.4% below the same period in 2025, suggesting that when all the Q3

data is in, we should be at or slightly above 2025 levels. Today 6% of the business aircraft fleet is for sale. Compare this to the 10-year monthly averages of 7.1%. While year-over-year, preowned inventory has contracted 6.6%, year-to-date this metric is up almost 2% year-to-date.

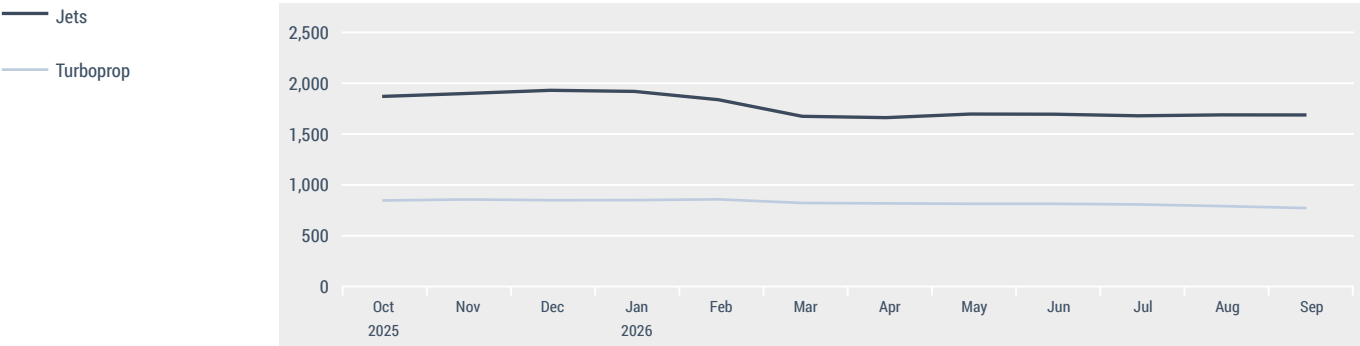
BUSINESS JETS - RESALE RETAIL TRANSACTIONS



BUSINESS TURBOPROPS - RESALE RETAIL TRANSACTIONS



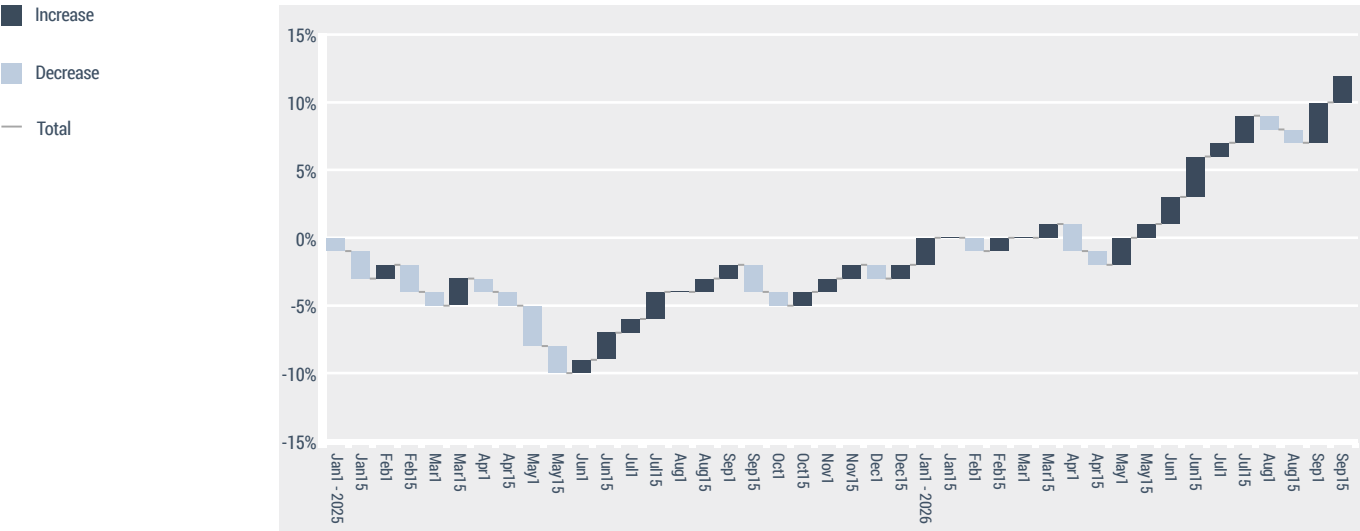
BUSINESS JETS & TURBOPROPS FOR SALE / LEASE



Preowned business jet transactions totaled 548 units in Q3 2026, down 15.0% from 645 in Q3 2025. However, thanks to a strong first half, year-to-date preowned business jet transactions are up 0.5%. Inventory

remains constrained at 6.6% of the active fleet, below the long-term average of 8%, supporting pricing stability. As a group business jet median values are up 6% year-over-year and 3% year-to-date.

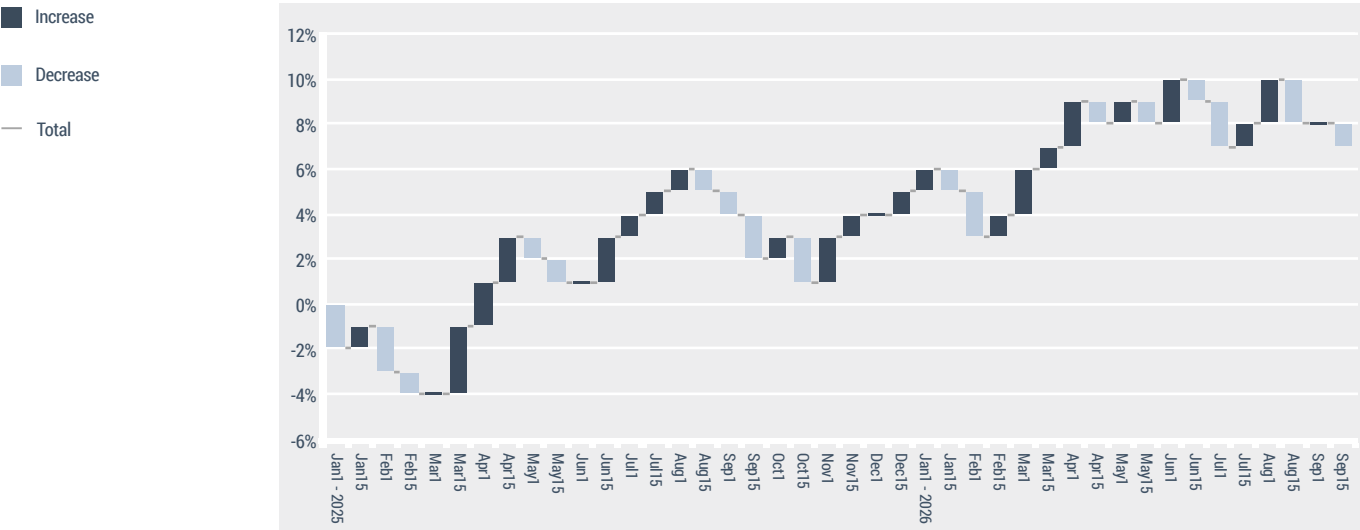
HEAVY JETS - SHORT TERM MEDIAN VALUE CHANGE



Heavy Jet transactions totaled 156 units in Q3 2026, off slightly by 3.1% from 161 in Q3 2025. Inventory declined 24.7% year-over-year and 7.5% year-to-date, with 5.1% of the fleet currently for sale versus

a historical average near 7%. During the first three quarters of 2025, the median Heavy Jet value rose 14% and this metric is up 14% year-over-year. The Heavy Jet market continues to outperform every other market.

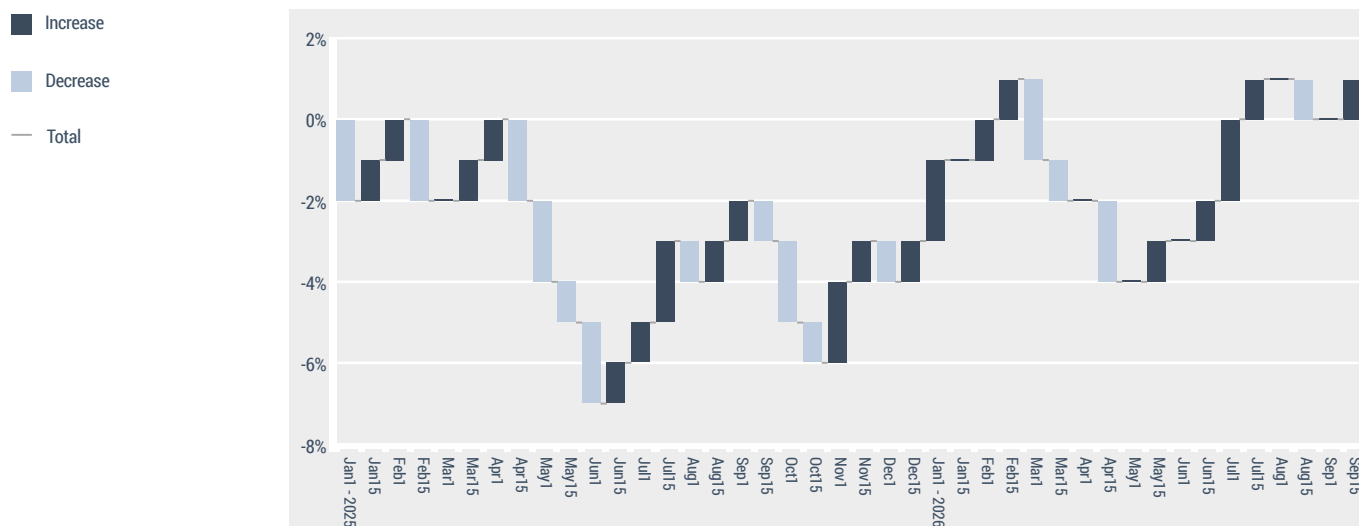
SUPER-MID JETS - SHORT TERM MEDIAN VALUE CHANGE



Super-Mid Jet transactions totaled 99 units in Q3 2026, up from 79 in Q3 2025. Inventory is down 9.3% year-over-year but up 11.4% year-to-date. The

median value of Super-Mid Jets was up 3% year-over-year and 2% year-to-date.

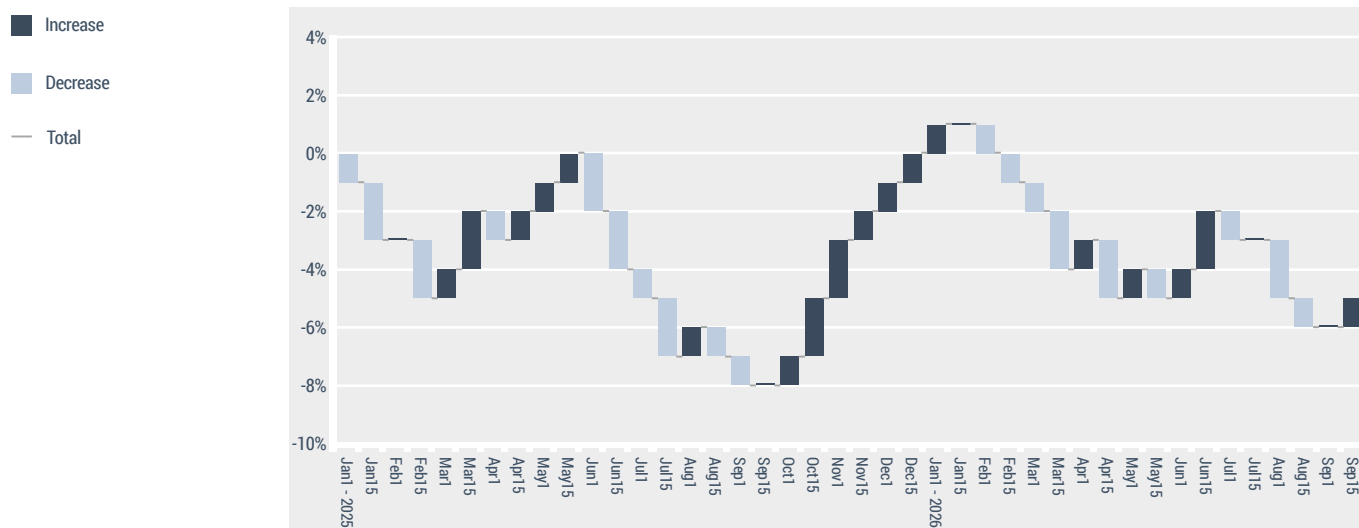
MEDIUM JETS - SHORT TERM MEDIAN VALUE CHANGE



Preliminary medium jet transactions totaled 79 units in Q3 2026, down 33.6% from 119 in Q3 2025. Year-to-date this segment has had 8.2% fewer transactions compared to the first three quarters of 2025. Inventory remains below historical levels

at 7.8% of fleet for sale versus a long-term average near 8.4%. However, the preowned Medium Jet inventory has been rising since May 2026. Year-to-date the inventory is up 9.6%. Medium Jet values are up 4% year-to-date.

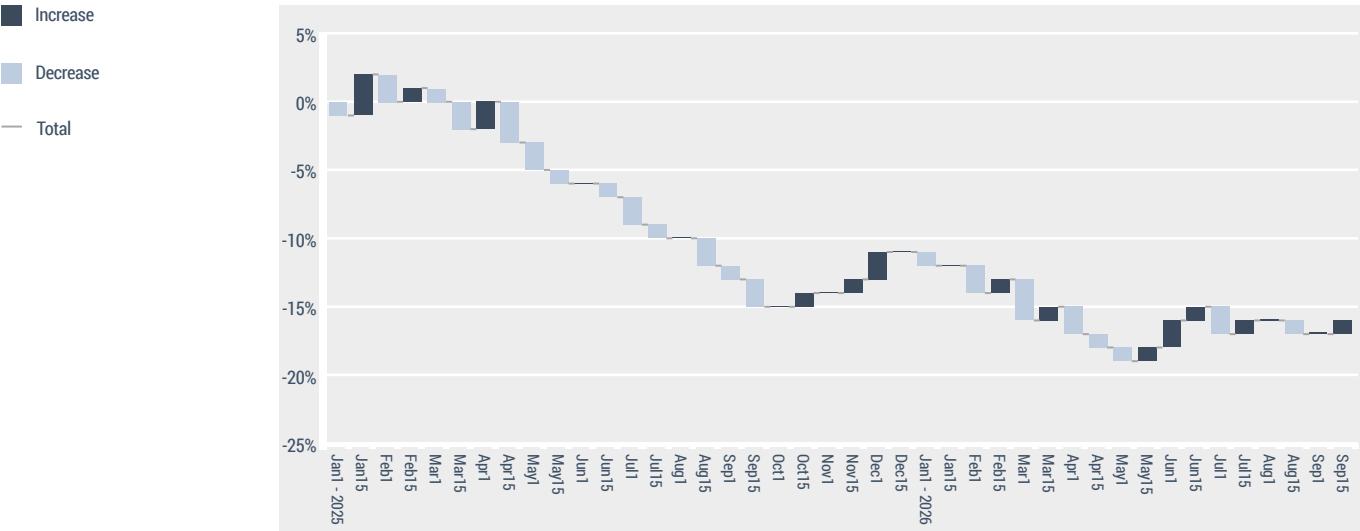
LIGHT JETS - SHORT TERM MEDIAN VALUE CHANGE



Light Jet transactions totaled 208 units in Q3 2026, versus 290 in Q3 2025, down 28.3%. Year-to-date transactions are down 7%. Inventory remains

constrained at 7.8% of fleet versus a historical average of 9.3%. Values have stabilized and are now flat to slightly positive year-to-date.

TURBOPROPS - SHORT TERM MEDIAN VALUE CHANGE



IMPORTANT NOTE: The chart above uses aggregated data. The changes in values this year within individual make and model markets, and for specific serial numbers, may vary to a greater or lesser degree from these trends.

Year-to-date turboprop transactions totaled 954 units, down 8% from 933 for the same period 2025. Currently 4.6% of the turboprop fleet is for sale, down 11.3% year-over-year. Today, 4.6% of the active fleet

is for sale, compared to a 10-year average of 5.8%. Values have continued to decline in this market segment, down 5% year-to-date.

Data Source: AMSTAT
Commentary by Andrew Young





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MARKET SPOTLIGHT – DASSAULT FALCON 7X/8X

By Dennis Lau

The Dassault Falcon 7X was launched in 2001 as a development from the Falcon 900EX, with increased range, higher speed and a larger cabin. The first flight took place in 2005 and the Falcon 7X achieved both Federal Aviation Administration (FAA) and European Aviation Safety Agency (EASA) certification in April 2007, with entry into service in June 2007.

The 7X is powered by three Pratt & Whitney Canada PW307A engines, features a high speed wing developed from earlier Falcon models and is equipped with winglets. It has the same cabin cross section as the Falcon 900 but is 2.4 m (8 ft) longer with a reduced 6,000 ft (1,800 m) cabin altitude. Typical range with eight passengers is 5,950 nm. The 7X was the first

fully fly-by-wire business jet and is equipped with the Honeywell Primus Epic "Enhanced Avionics System" (EASy) avionics as used on the Falcon 900EX. The 7X is also certified for steep approach capability.

The Falcon 8X was launched in 2014, first flew in February 2015 and was certified in June 2016 as a subtype of the Falcon 7X on the EASA type certificate. The 8X features a slightly longer cabin than the 7X with around 10% increase in cabin volume. Range is increased by 500 nm to 6,450 nm through a combination of enhanced wing design, upgraded engines (PW307D) and increased fuel capacity. The 8X also features Dassault's FalconEye Synthetic Vision System with Head-Up Displays.

MODEL SUMMARY

MODEL	Falcon 7X	Falcon 8X
Entry into Service	2007	2016
Total Aircraft in Operation	300	124
Total Aircraft in Operation in Asia-Pacific	26	17
Engine Model	3 PW307A	3 PW307D
Max. Takeoff Weight	70,000 lb	73,000 lb
Max. Cruise Speed	492 kts	492 kts
Max. Certified Altitude	51,000 ft	51,000 ft
Max. Range ¹	5,950 nm	6,450 nm
¹ 8 pax, 3 crew, NBAA IFR reserves		
Cabin Length	39.1 ft	42.7 ft
Cabin Height	6.2 ft	6.2 ft
Cabin Width	7.7 ft	7.7 ft
Cabin Volume	1,552 cu ft	1,695 cu ft
Typ. Passengers	12	12
Hourly Cost	\$10,799/hr	\$10,731/hr
(Fuel, Maintenance, etc.)		
Annual Fixed Cost	\$1,911,930	\$1,908,046
(Crew, Hangar, Insurance, etc.)		

Data Source: Dassault, AMSTAT, Conklin & de Decker, ASG.

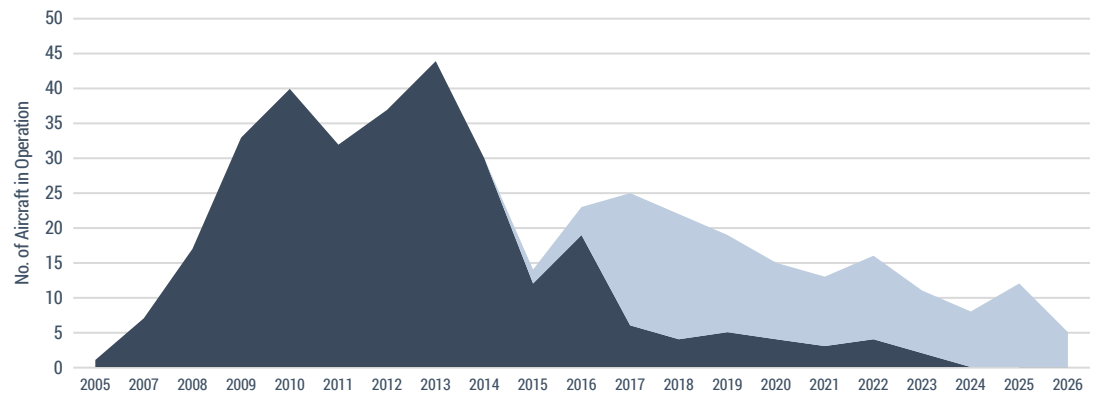
Note: Using Conklin & de Decker data under the assumption of 400 flight hours per year. The number of total aircraft in operation are from AMSTAT and ASG, which might differ from Dassault's official numbers.



DASSAULT FALCON 8X

FLEET IN OPERATION BY DELIVERY YEAR

■ Falcon 7X
■ Falcon 8X



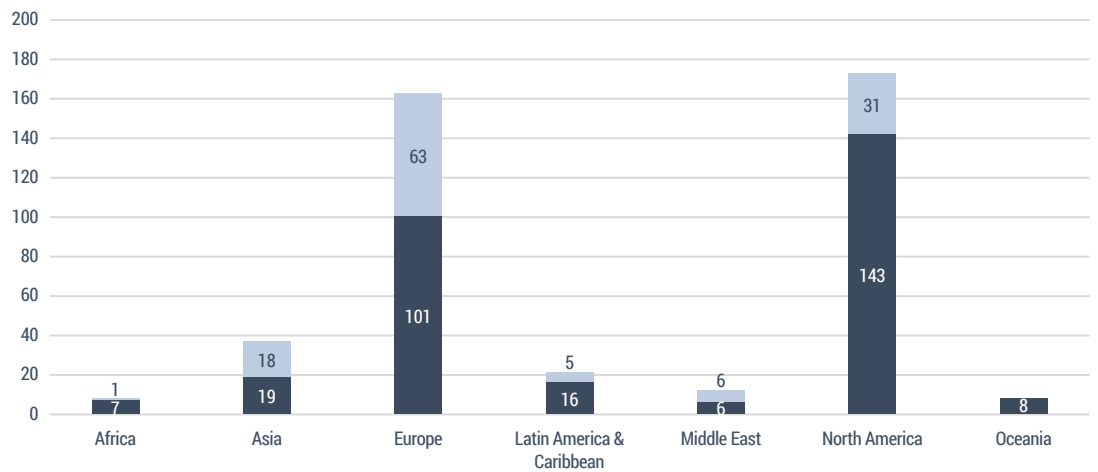
Data Source: AMSTAT

Some 300 Falcon 7X and 124 8X jets have been delivered to date, with 41.0% of the fleet based in North America as at the end of Q3 2026. Europe had

164 based Falcon 7X/8X jets, including 50% of the worldwide 8X fleet. Asia-Pacific (including Oceania) accounted for 26 based Falcon 7Xs and 17 8Xs.

FLEET IN OPERATION BY REGION

■ Falcon 7X
■ Falcon 8X



Data Source: AMSTAT & ASG

Mainland China was home to the largest based fleet of Falcon 7X/8X in Asia-Pacific at the end of Q3 2026, with 11 7Xs and two 8Xs. There were six 8Xs based in Vietnam and six 7Xs based in Australia. The Indonesia based fleet comprised one 7X and four 8Xs, all

operated by the Indonesian Air Force as VIP transport and special mission aircraft. The largest non-military operators in Asia-Pacific were Business Aviation Asia (Mainland China), Deer Jet (Mainland China) and Hai Au Aviation (Vietnam).

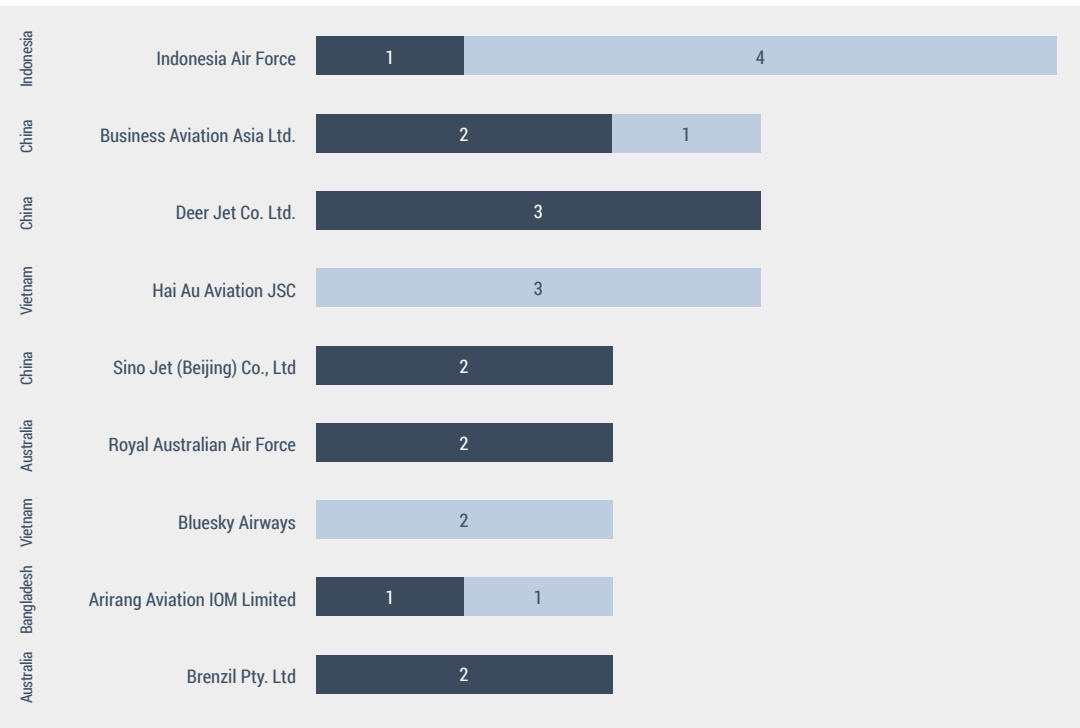
FLEET IN OPERATION BY TOP FIVE COUNTRIES IN Q3 2026 IN ASIA-PACIFIC

Country	Falcon 7X	Falcon 8X	Total
Mainland China	11	2	13
Vietnam		6	6
Australia	6		6
Indonesia	1	4	5
Hong Kong	1	3	4

Data Source: AMSTAT & ASG

FLEET IN OPERATION BY TOP OPERATORS IN ASIA-PACIFIC

■ Falcon 7X
■ Falcon 8X



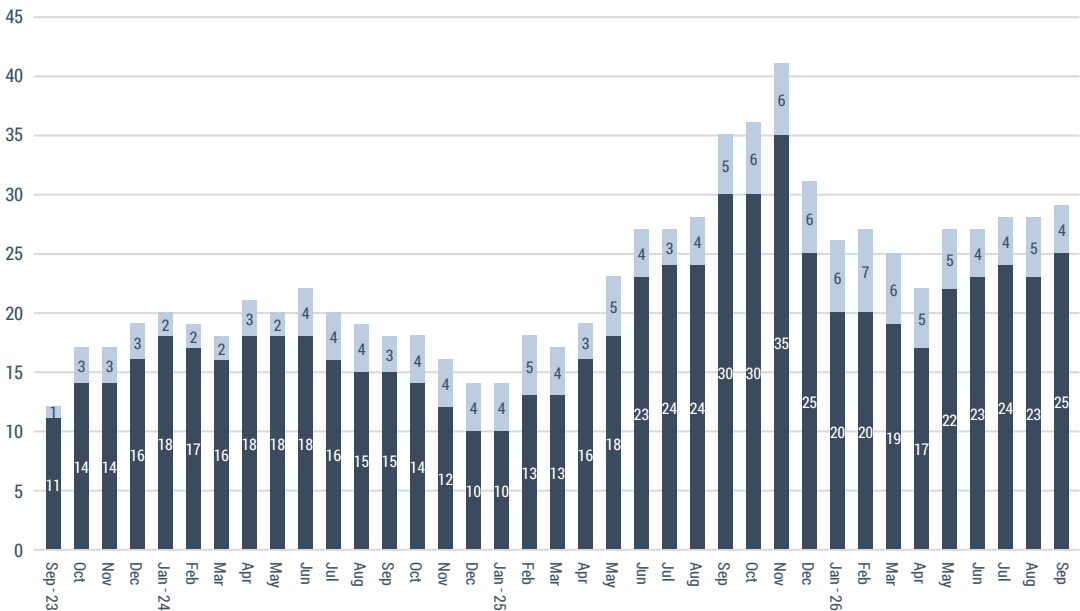
Data Source: AMSTAT & ASG

At the end of Q3 2026, there were 25 pre-owned Falcon 7Xs listed for sale worldwide, which represented about 8% of the global in service fleet. Availability of the 7X reached a peak of 35 aircraft at the end of November 2025 before gradually reducing to 17 aircraft at the end of April 2026 and increased again to 25 aircraft over the following five months. The relatively high availability

of 7Xs has been driven by older aircraft becoming available as they are replaced by newer aircraft. Falcon 8X availability has been fairly consistent over the past six months with around five aircraft listed for sale. Average asking prices for both the 7X and 8X have also remained fairly consistent throughout 2026.

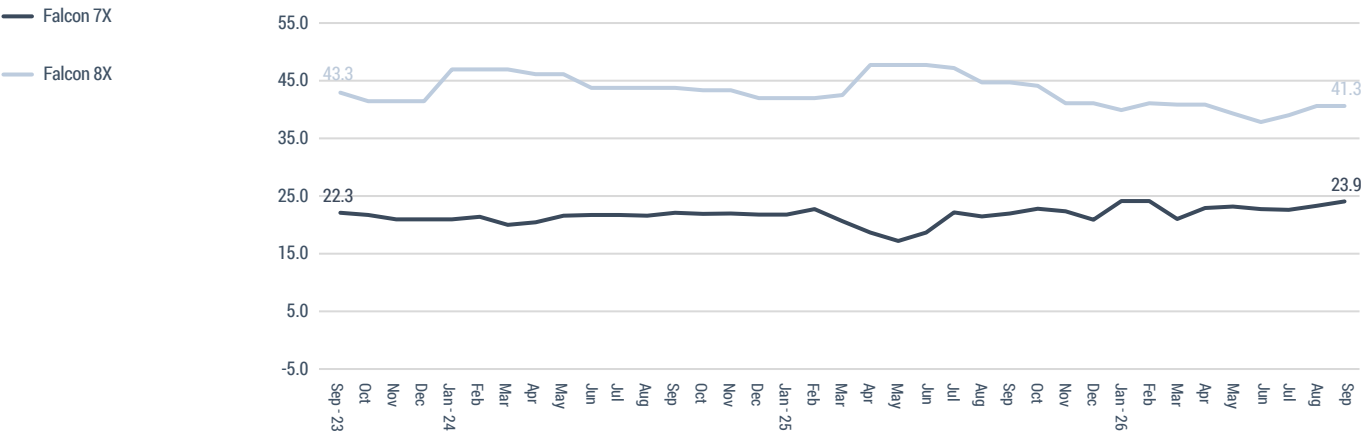
PRE-OWNED AIRCRAFT FOR SALE

■ Falcon 7X
■ Falcon 8X



Data Source: AMSTAT

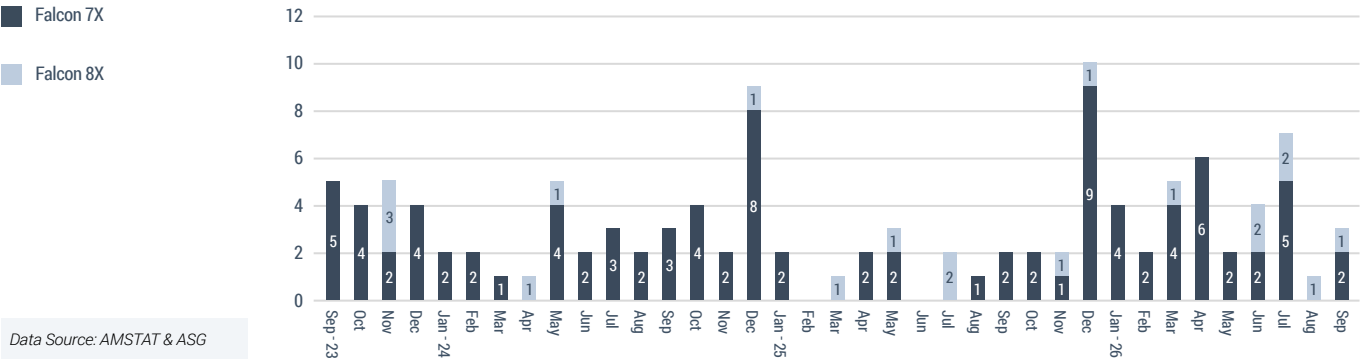
AVERAGE ASKING PRICE (MILLION USD)



There were 27 transactions recorded for the Falcon 7X and seven for the 8X during the first nine months of 2026, compared to just nine and four transactions, respectively for the same period in 2025. However,

there were a high number of transactions recorded in Q4 2024 and 2025, which contributed significantly to the full year totals.

AIRCRAFT TRANSACTIONS

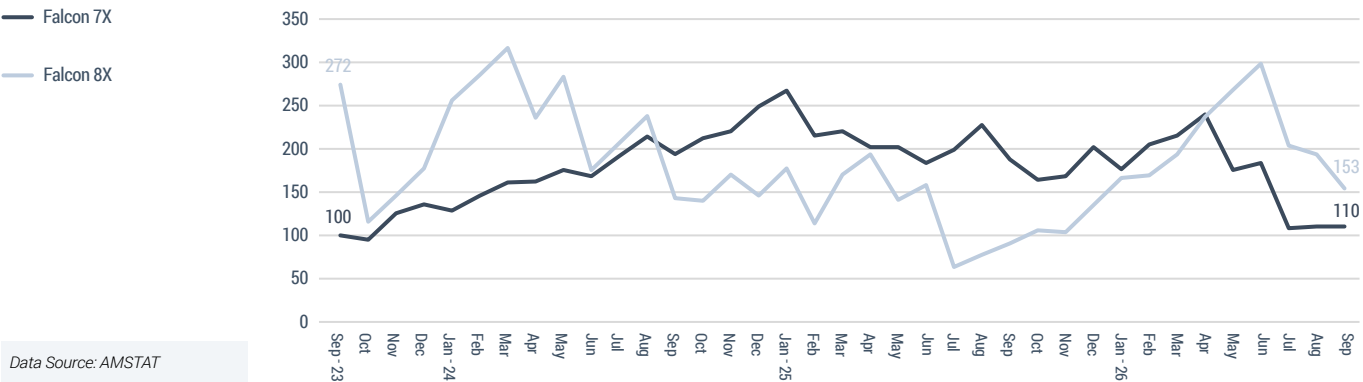


Data Source: AMSTAT & ASG

Average days on market for pre-owned Falcon 7Xs have halved since the start of Q2 2026 and remained consistent at around 110 days. Pre-owned Falcon 8Xs had an average time on market of around 150 days at the end of Q3 2026, again halved since the end of Q2

2026. This fluctuation can be expected for aircraft such as the 8X, with very few aircraft available for sale, so a single transaction could have a significant impact on the average time on market.

AVERAGE DAYS ON MARKET



Data Source: AMSTAT

A selection of the currently available Falcon 7X/8X is shown in the table below. Asking prices range from \$14.50 million for a 2012-build 7X with around 6,000 hours to \$39.90 million for a 2022-build 7X

with just over 1,000 hours. Falcon 8X asking prices range from \$39.90 million for a 2017-build to \$42.70 million for a 2018-build.

PRE-OWNED MARKET AVAILABILITY WITH ASKING PRICE (AS OF SEP 30TH, 2026)

MODEL	Year of Manufacture	AFTT	Base Region	Asking Price (USD)
Falcon 7X	2008	2,568	Europe	US \$19.95 million
Falcon 7X	2012	6,021	North America	US \$14.50 million
Falcon 7X	2012	5,037	Latin America & Caribbean	US \$20.80 million
Falcon 7X	2013	1,807	North America	US \$25.50 million
Falcon 7X	2013	7,044	Europe	US \$22.75 million
Falcon 7X	2014	3,709	North America	US \$23.50 million
Falcon 7X	2022	1,086	Asia	US \$39.90 million
Falcon 8X	2017	4,688	Europe	US \$39.90 million
Falcon 8X	2018	3,149	Europe	US \$42.70 million

Data Source: AMSTAT & ASG.
Note: The market availability chart only shows aircraft for sale that have asking prices.



DASSAULT FALCON 7X



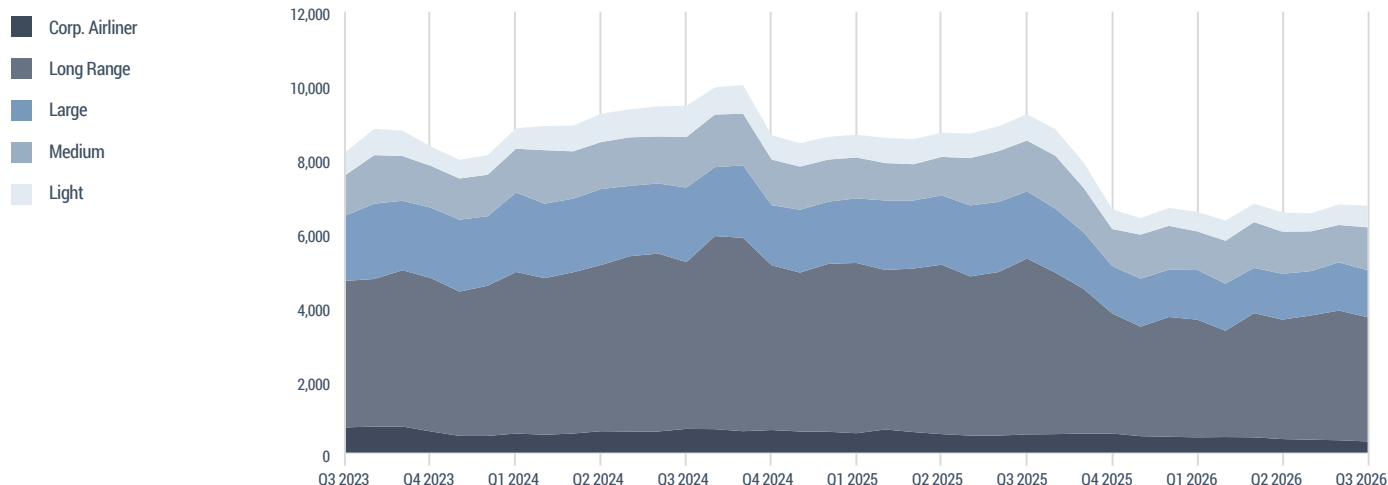
ASIAN SKY GROUP

MARKET DYNAMICS

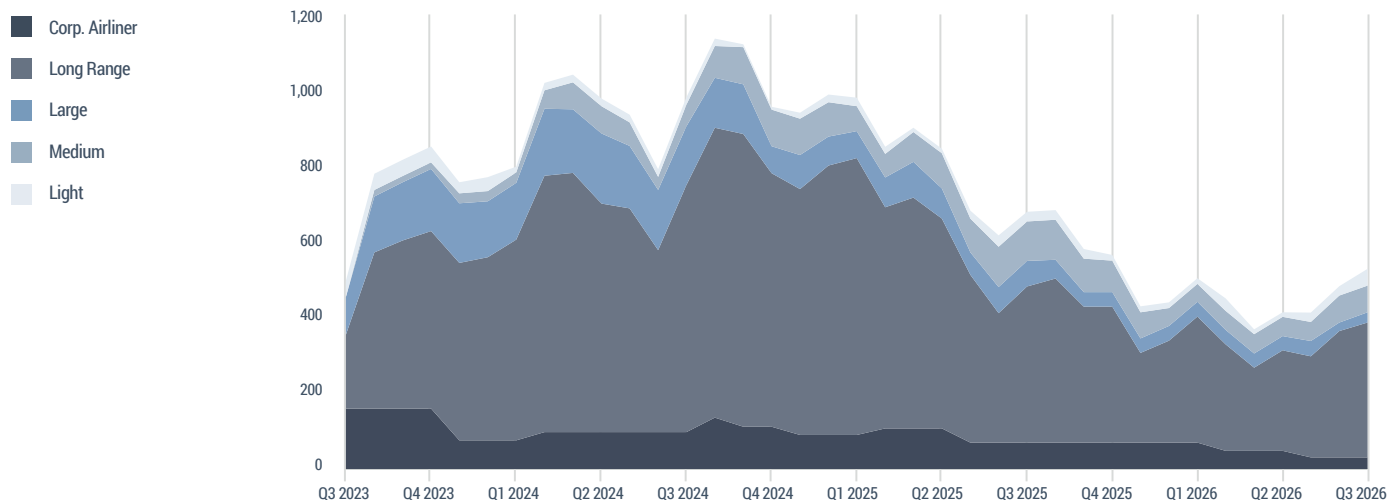
BUSINESS JET & CIVIL HELICOPTER PRE-OWNED MARKET
Q3 2026

PRE-OWNED BUSINESS JET MARKET Q3 2026

GLOBAL INVENTORY VALUE (MILLION USD)^{1, 2}



ASIA-PACIFIC INVENTORY VALUE (MILLION USD)^{1, 2}



By the end of Q3 2026, the total inventory value of the global business jet market had reached USD 6.7 billion, a minor increase of USD 189 million, or 2.9%, from Q2. Compared with the same period in 2025, total inventory value declined by 27.0%.

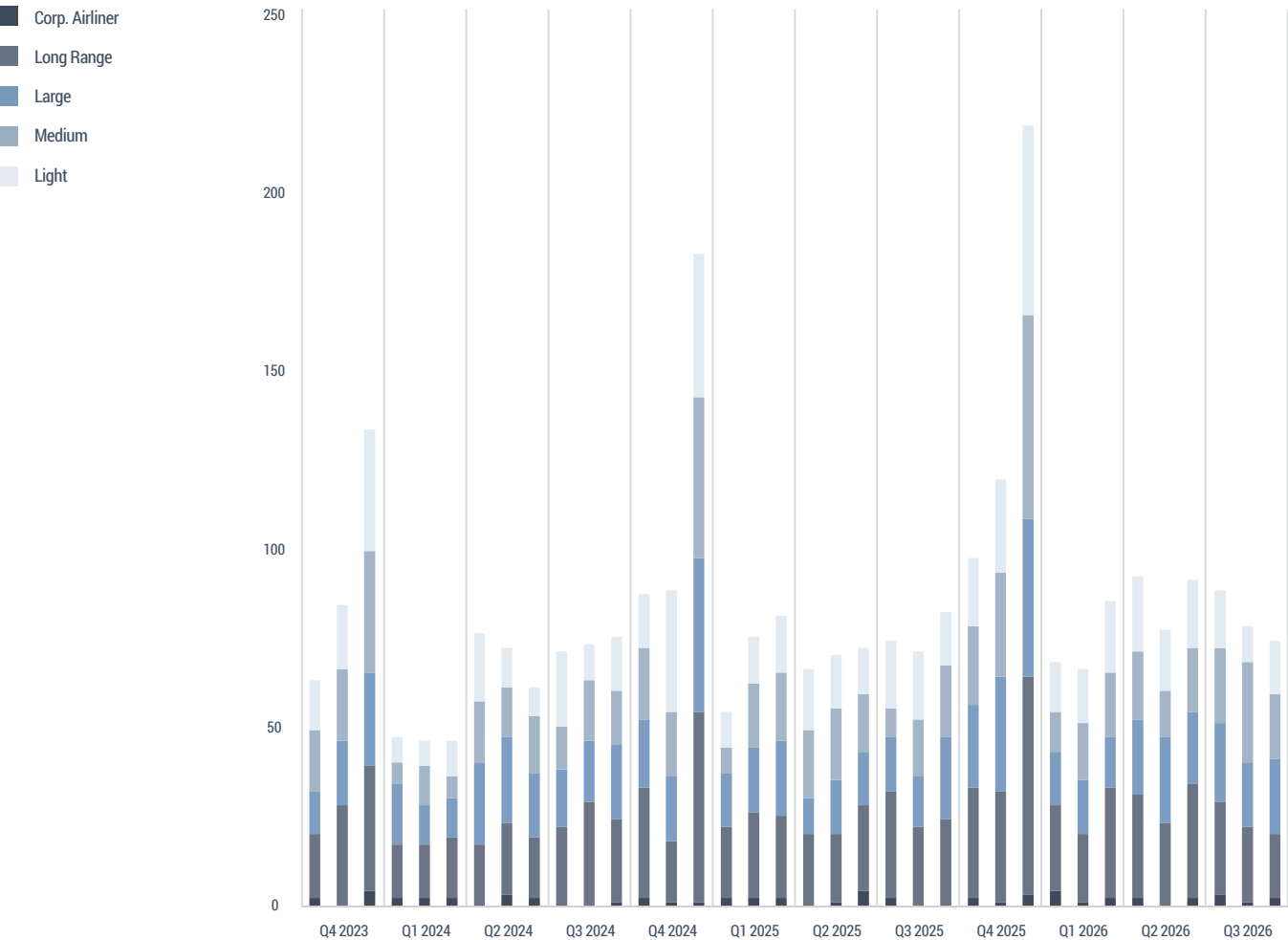
Corporate Airliners was the only category to experience a decrease in inventory value, declining by USD 64 million. All other categories recorded increases. Long Range Jets posted the largest increase of USD 129 million, with the most notable changes occurring with the Bombardier Global 7500 and Gulfstream G650ER. The Global 7500 recorded a USD 240 million drop in inventory value, while inventory value for the

Gulfstream G650ER increased by USD 208 million. Light Jets showed the second largest increase of USD 71 million, with the most significant change in the Citation CJ4. The Citation CJ4 added ten listings and increased its inventory value by USD 106 million. Large Jets and Medium Jets also recorded increases, rising by USD 36 million and USD 16 million, respectively. Within Large Jets, significant contributors were the Dassault Falcon 2000LX and Falcon 900EX EASy. Both models added four listings, increasing inventory value by USD 59 million and USD 57 million, respectively. In Medium Jets, the Citation Latitude saw the largest change, adding eight listings in Q3 and USD 116 million in inventory value.

1. Asian Sky Group's Business Jet Inventory Value by size category is calculated by taking the total number of aircraft for sale from a selection of 44 models, multiplied by their average asking price.
2. Historical inventory value and transactions are subject to change based on latest market information updates.

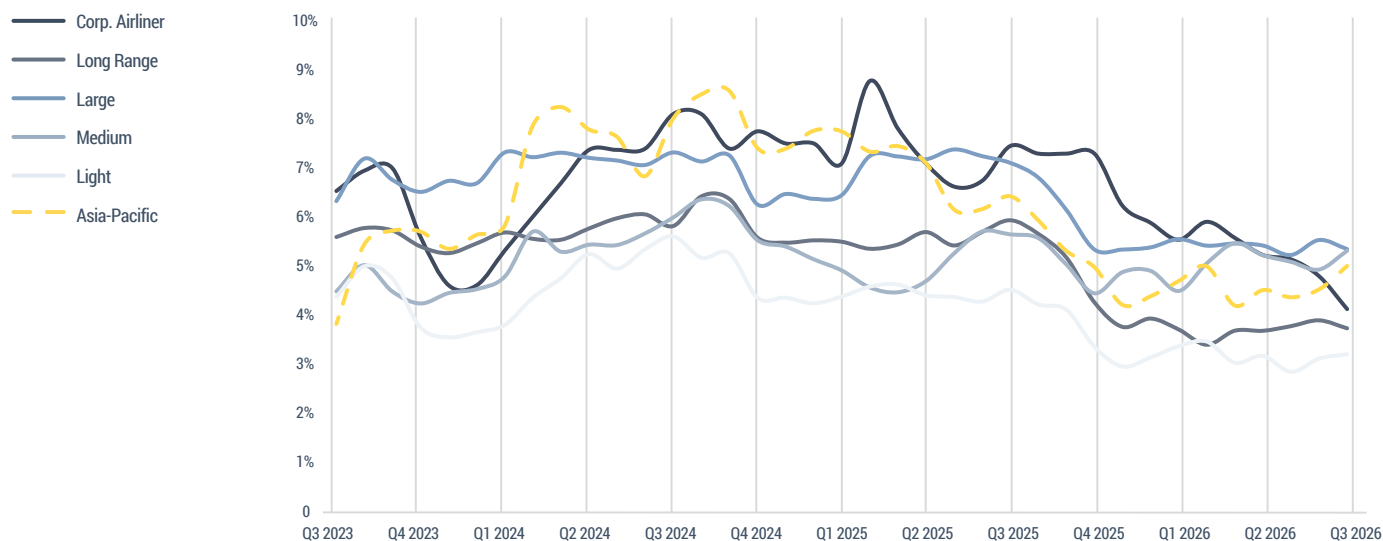
In Asia-Pacific, total business jet inventory value increased by USD 115 million to USD 530 million by the end of Q3, up 27.6% from Q2. Compared with the same period in 2025, total inventory value declined by 22.2%. Long Range Jets experienced the largest increase, of USD 91 million, followed by Light Jets, which increased by USD 32 million.

AIRCRAFT TRANSACTIONS² WORLDWIDE



In Q3 2026, there were 240 transactions in the global pre-owned business jet market, 20 fewer than in Q2, a decrease of 7.7%. Medium Jets recorded the largest number of transactions of 67, with the Bombardier Challenger 300 (21) and Cessna Citation Sovereign (19) the most traded models. Long Range Jets ranked second with 65 transactions. Within this category, the Gulfstream G550 (ten), Bombardier Global 5000 (eight), and Global 6000 (eight) were the most popular. Large Jets had 61 transactions, led by the Gulfstream G450 (11) and Bombardier Challenger 605 (nine). Within Light Jets, the Cessna Citation CJ3 led the category with 21 units sold.

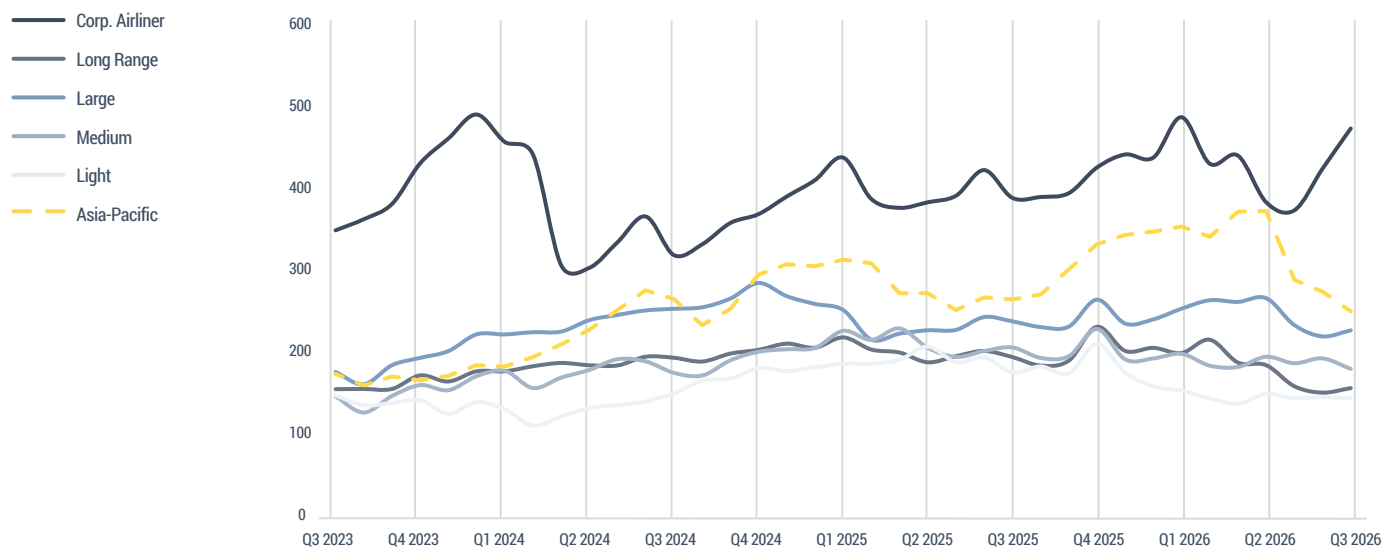
% OF FLEET FOR SALE



In Q3 2026, the percentage of business jets available for sale globally was stable at 4.3%. Large Jets and Medium Jets had the highest percentage of aircraft for sale, both at 5.3%. The Corporate Airliner category

showed the largest change in the percentage of aircraft for sale, declining from 5.2% in Q2 to 4.1% in Q3. In Asia-Pacific, aircraft availability increased slightly to 5.0% by the end of Q3.

AVERAGE DAYS ON MARKET



The Corporate Airliner category recorded an 89 days increase in average days on market, to 471 days, the highest among all categories. All other categories experienced a decrease in average Days on Market,

with Large Jets experiencing the largest decline, falling by 39 days to 227 days. In Asia-Pacific, the average Days on Market fell to 250 days by the end of Q3.

SUPPLY / DEMAND INDICATORS

BUSINESS JETS

■ Corp. Airliner ■ Long Range ■ Large ■ Medium ■ Light

SUPPLY VS. DEMAND RATIO

SUPPLY > DEMAND

← →

AVERAGE

NO TRANSACTION

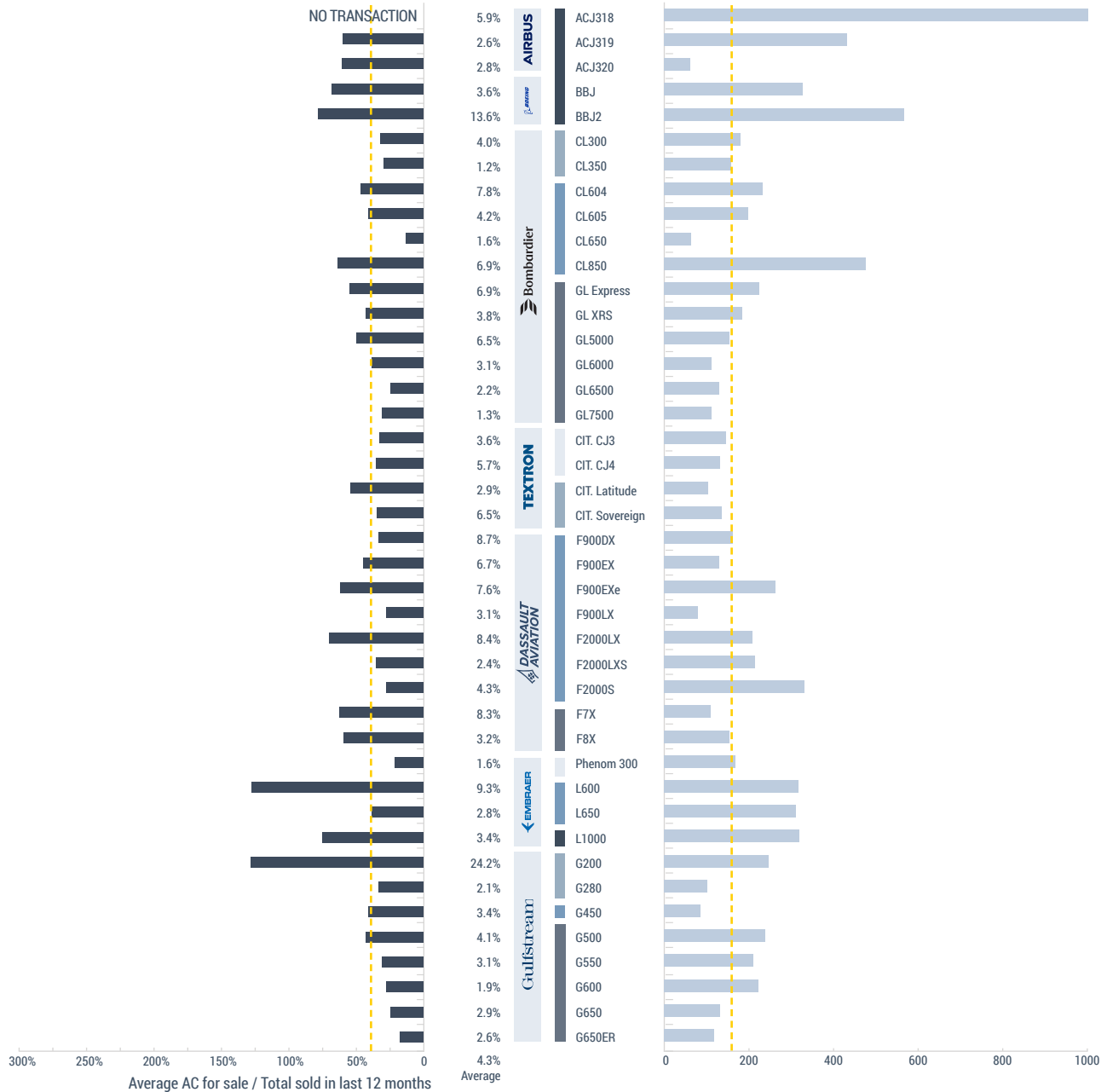
% OF FLEET FOR SALE

MODEL

AVERAGE DAYS ON MARKET

DAYS ON MARKET

AVERAGE



The above chart reflects where certain aircraft models are positioned in terms of supply and demand (based on a ratio of completed transactions compared to the number of sellers and the average number of days on the market for a transaction to take place).

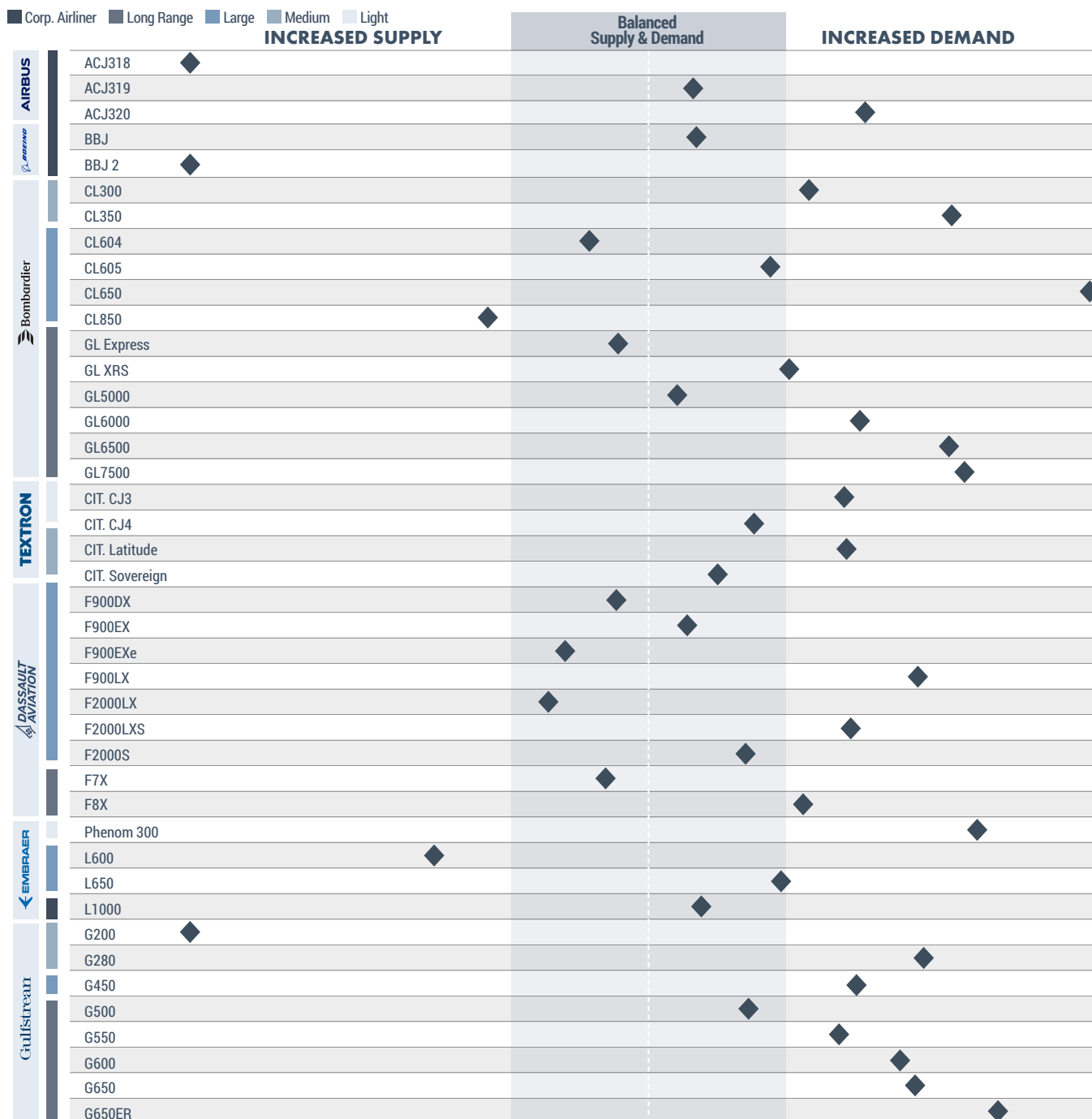
For some model types, given the market indicators shown on the previous page, the stabilization in pre-owned asking prices and decline in inventory level appear to have stimulated increased demand, leading to an increase in transactions and a more balanced state of supply and demand.

These indications do not necessarily mean that prices will be higher in the future, but it does indicate that sellers of these particular models are more likely to find willing buyers in a shorter period of time than on average.

This can be seen the most with certain Gulfstream (G550, G650), Bombardier (Challenger 604/605 & Global 5000) and Dassault Falcon models (2000 Series and 7X), where more transactions are occurring relative to the number for sale, and transactions are requiring less time on the market for sellers to complete.

MARKET POSITIONING

BUSINESS JETS



The above chart provides a visual representation of the supply / demand ratio of each aircraft model relative to the overall market, and is based on a "Marketability" calculation for each particular model including the following four market indicators:

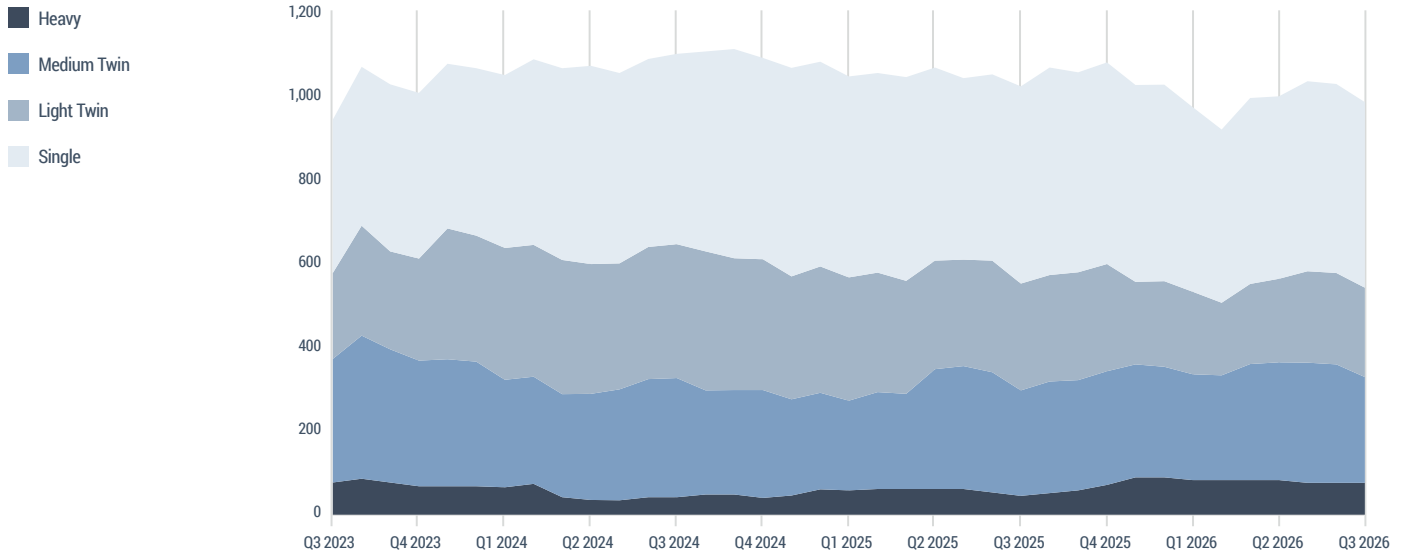
1. The percentage of aircraft for sale relative to its fleet size.
2. The number of aircraft sold relative to the average number for sale.
3. The average days for sale relative to the overall market average.
4. The momentum of the marketplace (represented by the trend towards supply and demand market equilibrium portrayed earlier).

When taking into account these four factors, most of the large and medium sized jets, such as the Challenger 600, Falcon 2000 & 900 Series, as well as various Gulfstream models, appear better positioned to find buyers available, compared to corporate airliner models.

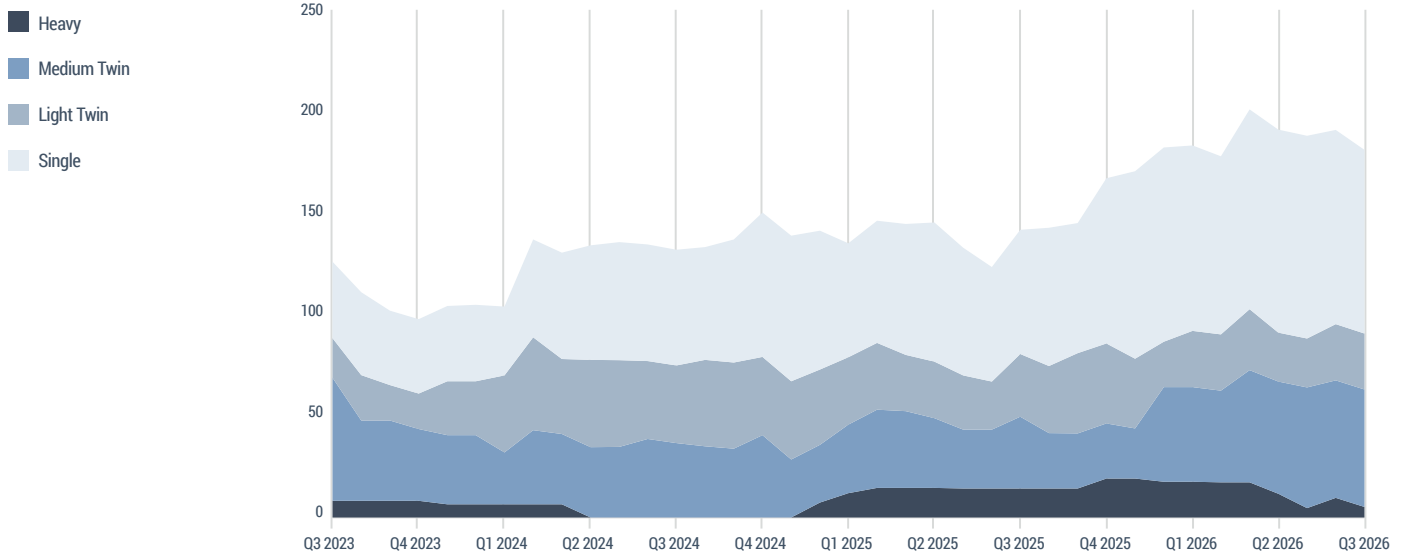
Asian Sky Group expanded its market research scope in Q4 2024 to include 42 business jet models including light jet models as described in the report.

PRE-OWNED HELICOPTERS MARKET Q3 2026¹

GLOBAL INVENTORY VALUE (MILLION USD)^{2,3}



APAC INVENTORY VALUE (MILLION USD)^{2,3}



1. Super Medium Helicopters were not included in Market Dynamics due to insufficient available data.

2. Asian Sky Group's Helicopter Inventory Value by size category is calculated by taking the total number of aircraft for sale from a selection of 29 models, multiplied by their average asking price.

3. Historical inventory value and transactions are subject to change based on latest market information updates.

In Q3 2026, the global inventory value of helicopters available for sale decreased slightly by 1.4% from Q2, to USD 983 million. Compared to Q3 2025, the total inventory value fell by 3.8%.

Medium Twin and Heavy categories recorded decreases in inventory value. Medium Twin Helicopters fell by USD 29 million compared with Q2, largely driven by the Airbus H155 and Leonardo

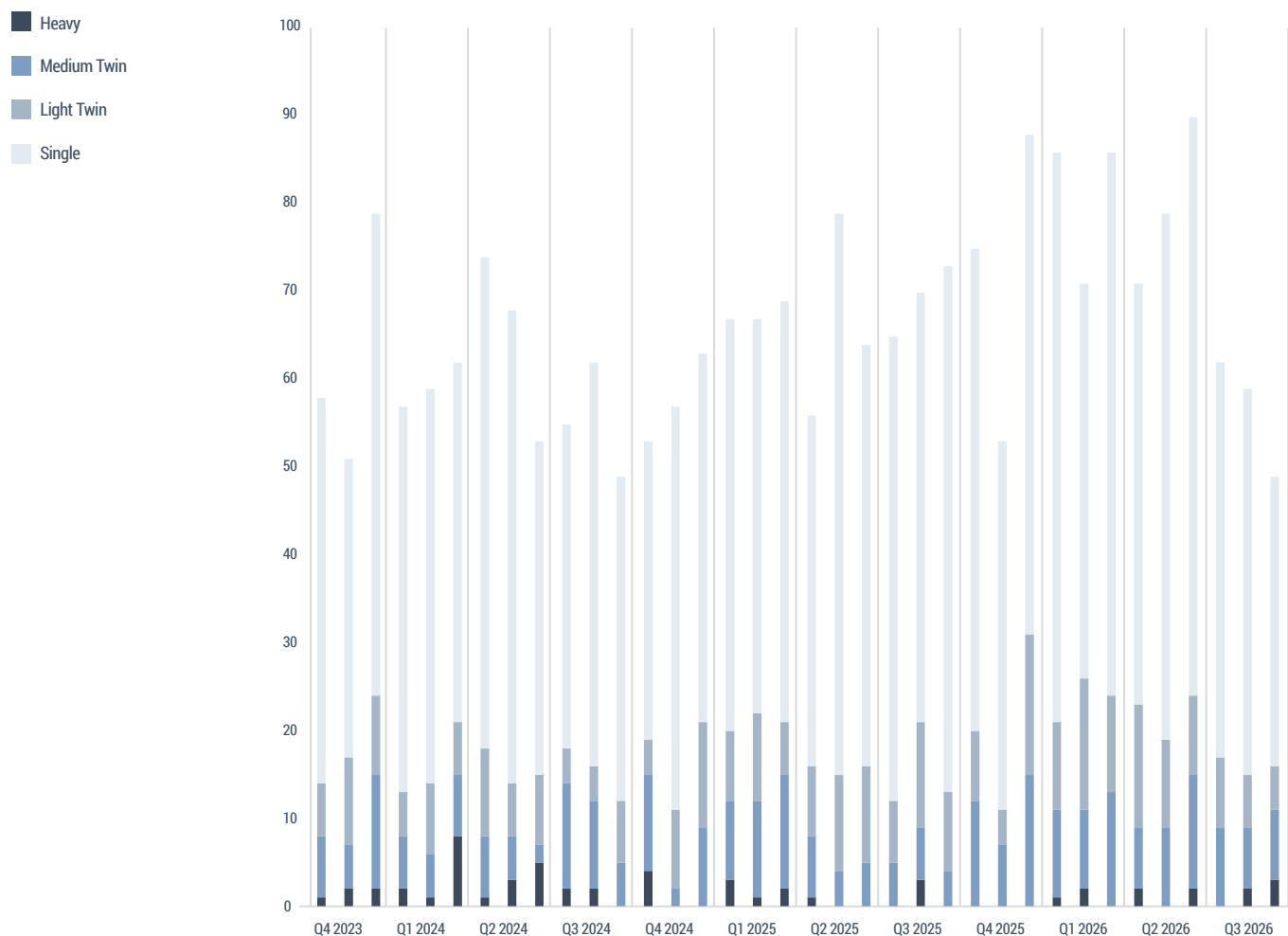
AW139, which saw decreases of USD 22 million and USD 17 million, respectively. The Heavy category recorded a smaller decline of USD 6 million. In contrast, Light Twin and Single Turbine helicopters saw increases in inventory value. Light Twin Helicopters rose by USD 14 million, with the notable change in Airbus EC145, which added three listings in Q3 and increased inventory value by USD 12 million. Within Single Turbine Helicopters, the Airbus

H125 led the growth, with five additional listings in Q3 contributing USD 12 million to inventory value.

The total inventory value of helicopters available for sale in Asia-Pacific also decreased in Q3, down 5.2%

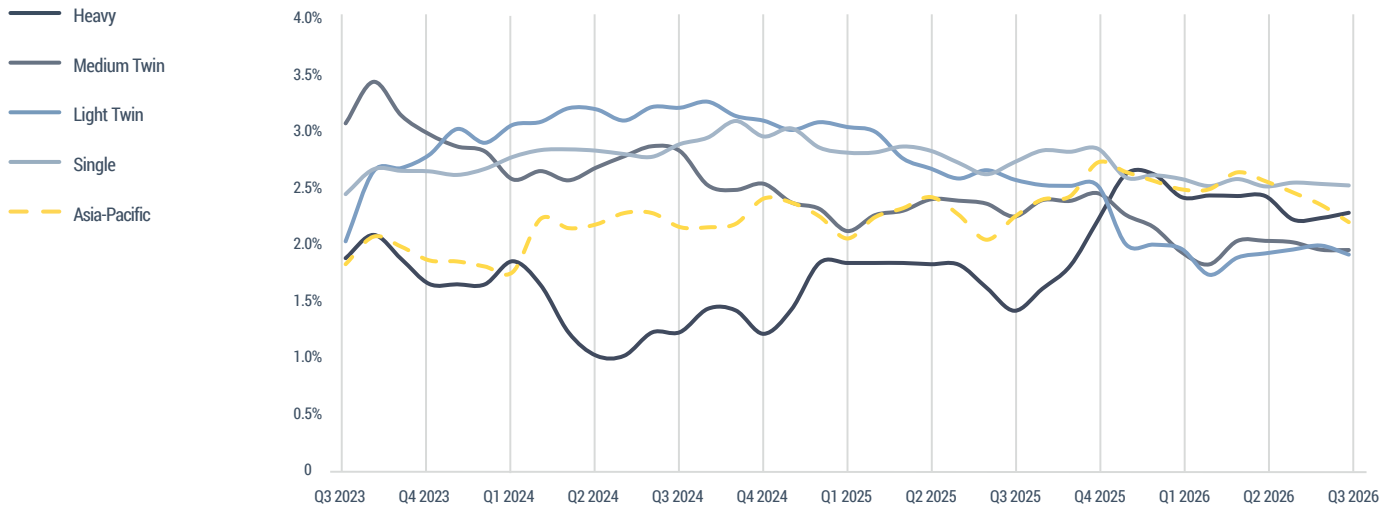
from Q2 to USD 181 million. However, it increased by 27.8% year on year. Among all categories, Single Turbine Helicopters recorded the largest change, with inventory value decreasing by USD 10 million.

AIRCRAFT TRANSACTIONS³ WORLDWIDE



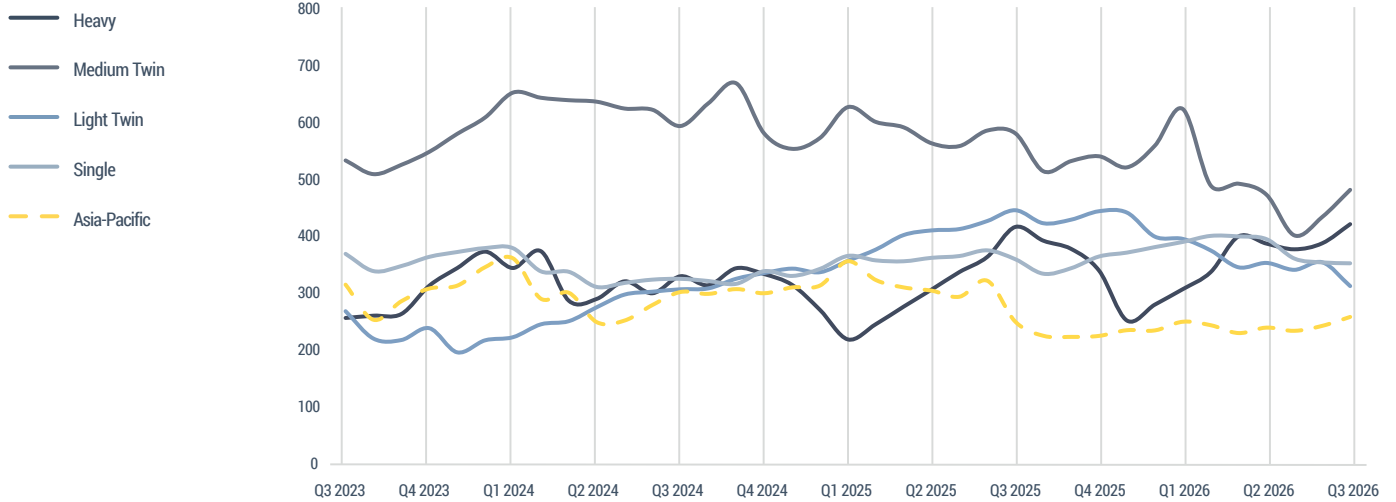
In Q3 2026, 170 transactions were recorded globally, 70 fewer than in Q2. Single Turbine Helicopters recorded the largest transaction amounts, with 122 units sold, led by the Airbus AS350B2 (20), H125 (19), and Bell 206B-3 JetRanger (19). Medium Twin

Helicopters followed with 24 transactions, with the Leonardo AW139 (11) the most traded model. Light Twin recorded 19 transactions, led by Leonardo AW109SP GrandNew with eight units sold.

% OF FLEET FOR SALE

In Q3 2026, the percentage of helicopters available for sale globally was stable at 2.3%, unchanged from Q2. Single Turbine Helicopters continued to have the highest availability level, at 2.5%, while Medium Twin

and Light Twin Helicopters maintained the lowest rate, at 1.9%. In Asia-Pacific, the percentage of helicopters available for sale declined slightly, from 2.5% in Q2 to 2.2% in Q3.

AVERAGE DAYS ON MARKET

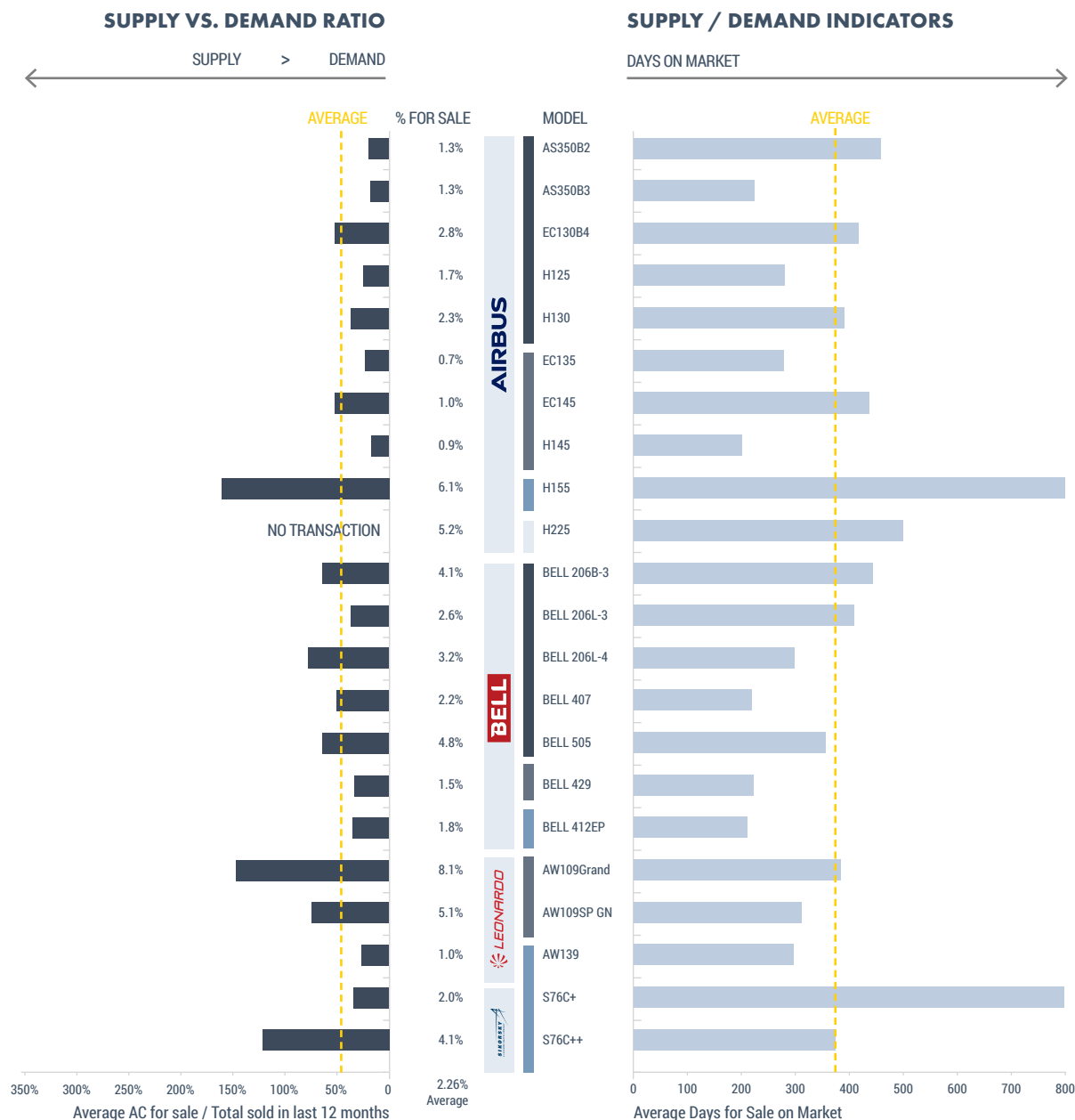
In the global market, the average Days on Market for Light Twin Helicopters fell by 41 days compared with Q2, remaining the lowest among all categories. Average days on market for Single Turbine Helicopters

also fell by 43 days. In contrast, Heavy and Medium Twin helicopters both experienced increases in average Days on Market. In Asia-Pacific, average Days on Market rose by 19 days to 259 days in Q3.

SUPPLY / DEMAND INDICATORS

HELICOPTERS

■ Single ■ Light Twin ■ Medium Twin ■ Heavy



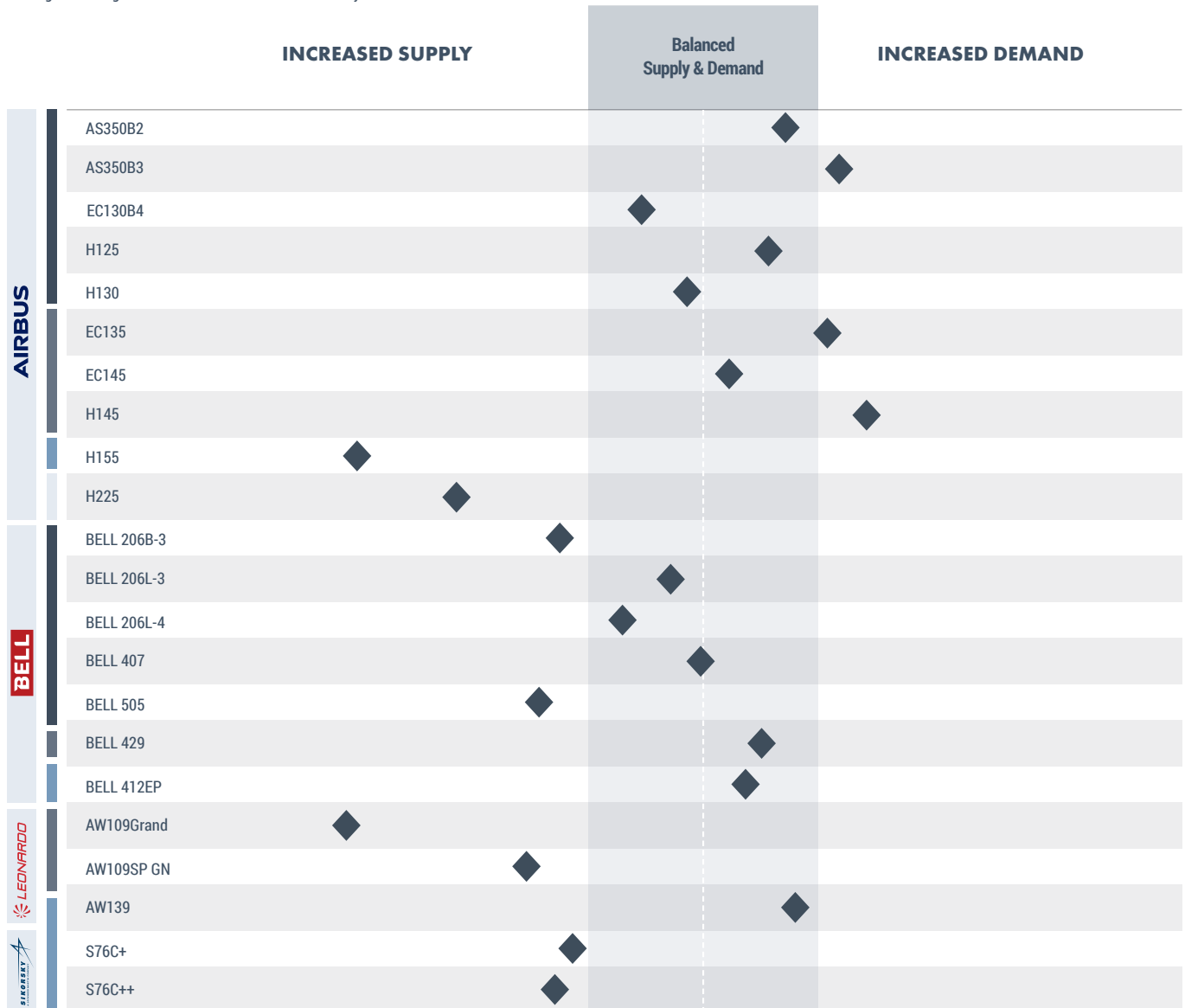
The above chart reflects where certain aircraft models are positioned in terms of supply and demand (based on a ratio of completed

transactions compared to the number of sellers, and average number of days on the market for a transaction to take place).

MARKET POSITIONING

HELICOPTERS

■ Single ■ Light Twin ■ Medium Twin ■ Heavy



The above chart provides a visual representation of the supply / demand ratio of each aircraft model relative to the overall market, resulting in a "Marketability" calculation of each particular model based on the following four market indicators:

1. The percentage of aircraft for sale relative to its fleet size.
2. The number of aircraft sold relative to the average number for sale.
3. The average days for sale relative to the overall market average.
4. The momentum of the marketplace (represented by the trend towards supply and demand market equilibrium portrayed earlier).

Data Source: AMSTAT & ASG



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www.asianskygroup.com



+ 852 9199 7751



sales@asianskygroup.com

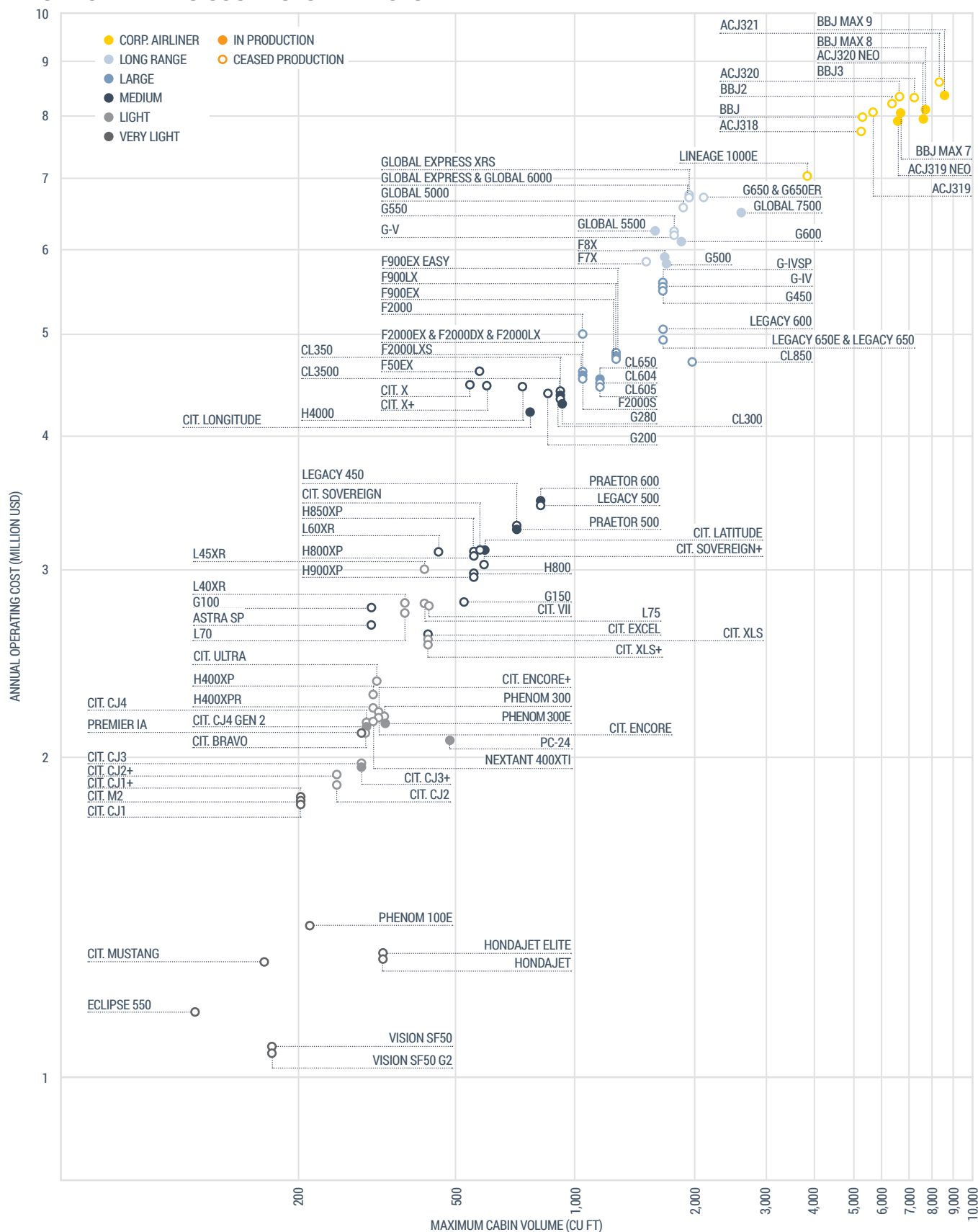


MARKET SUMMARY

BUSINESS JET – Q3 2026

AIRCRAFT POSITIONING

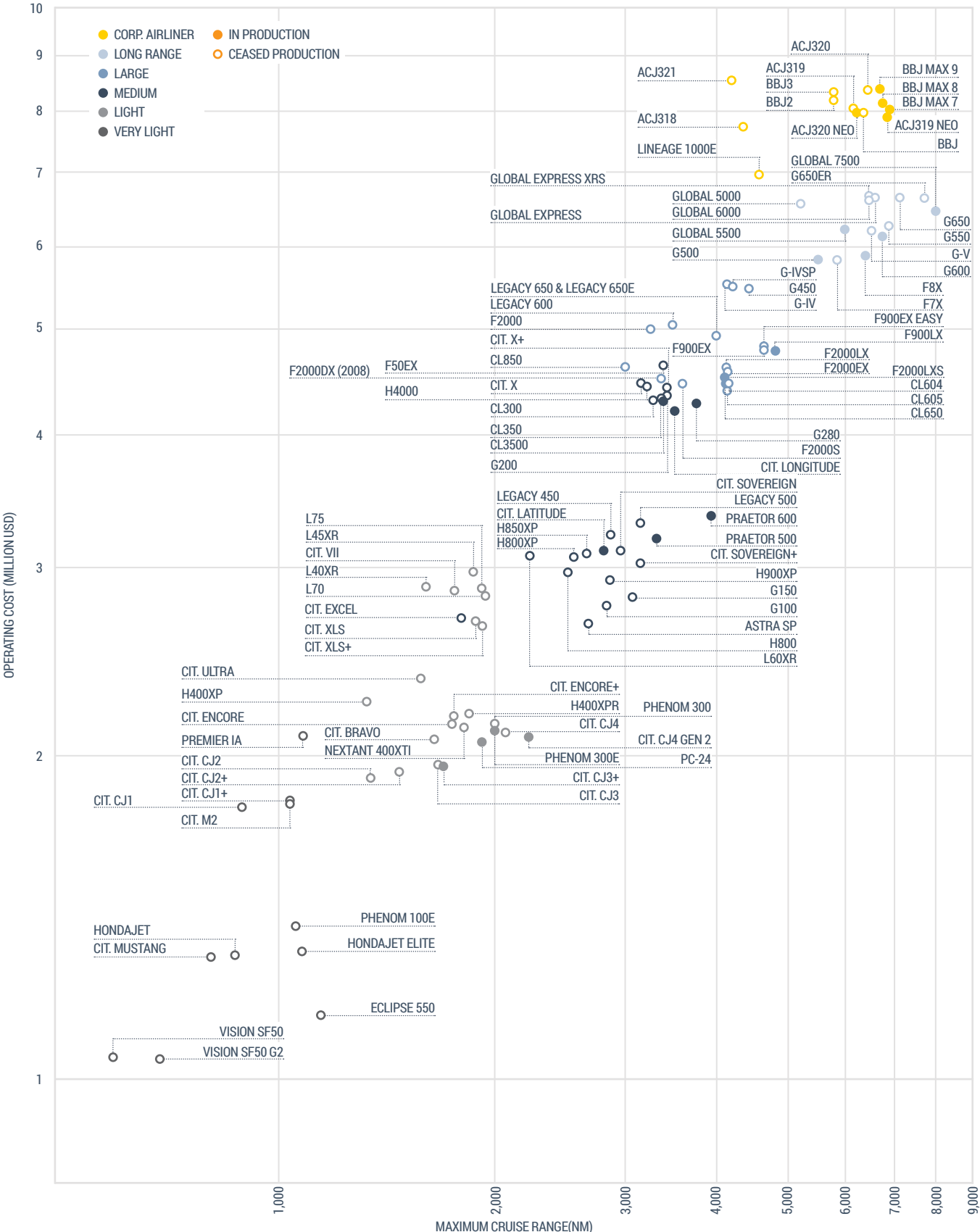
ANNUAL OPERATING COST VS. CABIN VOLUME



*Using data from Conklin & de Decker. Annual Operating Cost consist of Yearly Fixed Cost and Variable Cost under the assumption of 400 hours flight hours per year.
 (*Year) - Year aircraft model ceased production.

AIRCRAFT POSITIONING

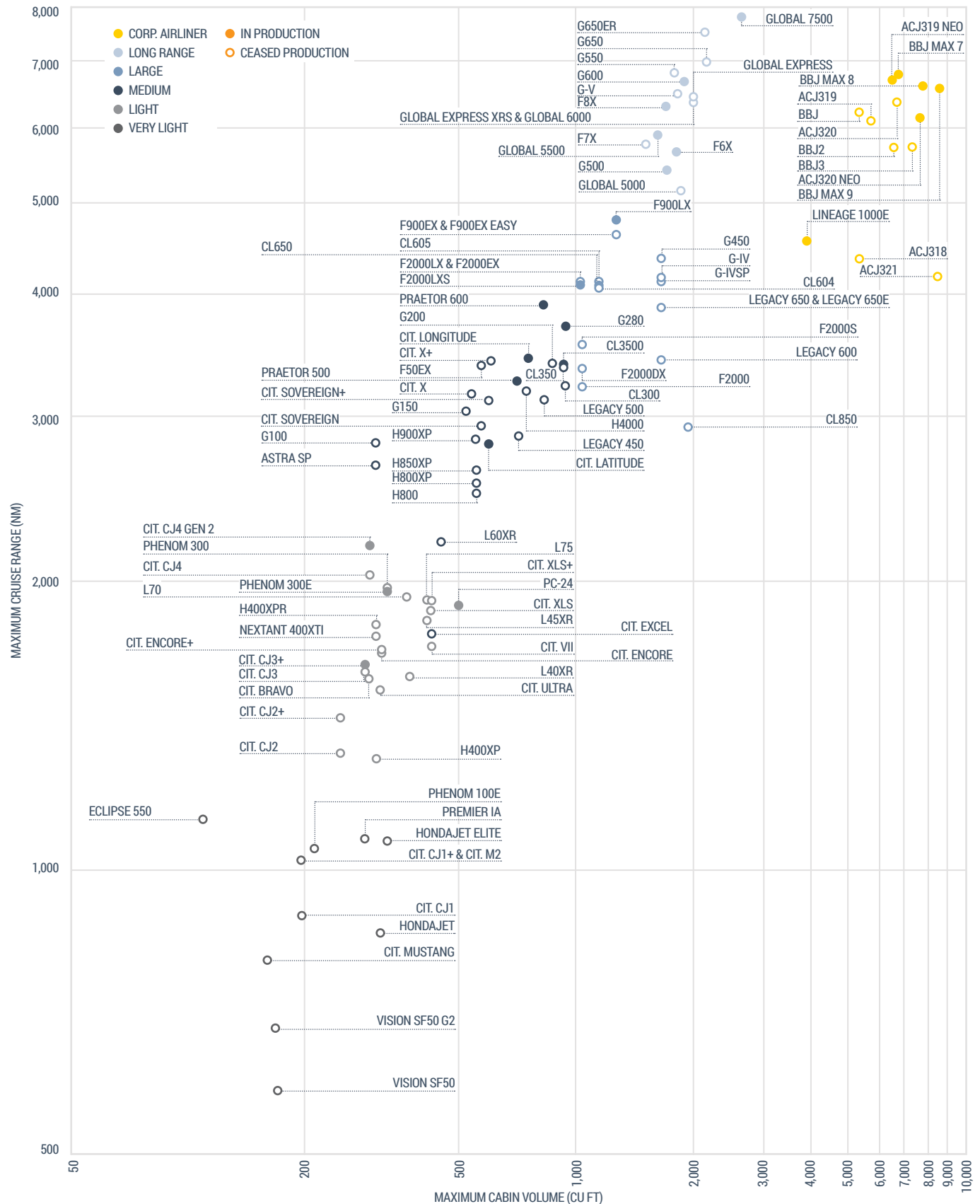
ANNUAL OPERATING COST VS. MAX RANGE



Max Range data source: Conklin & de Decker, this has adopted NBAA IFR rules and under Long Range Cruise Speed with maximum fuel on board, and four passengers with fuel reserve calculation for a 200 NM (365 Km) alternate.

AIRCRAFT POSITIONING

MAX RANGE VS. CABIN VOLUME



MARKET SUMMARY

INVENTORY LEVEL, PRICE TREND & TRANSACTIONS

ACJ318 & ACJ319

PERFORMANCE

Max Range
Max Speed
Typ. Passengers

ACJ318
4,253 N.M. / 7,877 km
Mach 0.82
19

ACJ319
6,000 N.M. / 11,112 km
Mach 0.82
19

MARKET

No. for Sale (% of fleet)
Avg Asking Price (USD)
Avg Days on Market
Past 12 Months
Past 3 Months

Jun-26	Sep-26
1 (5.9%)	1 (5.9%)
25.00M	25.00M
1,321	1,396
0	0
0	0

Jun-26	Sep-26
3 (3.9%)	2 (2.6%)
22.93M	25.56M
266	431
5	5
1	1

Average Asking Price (Million USD)

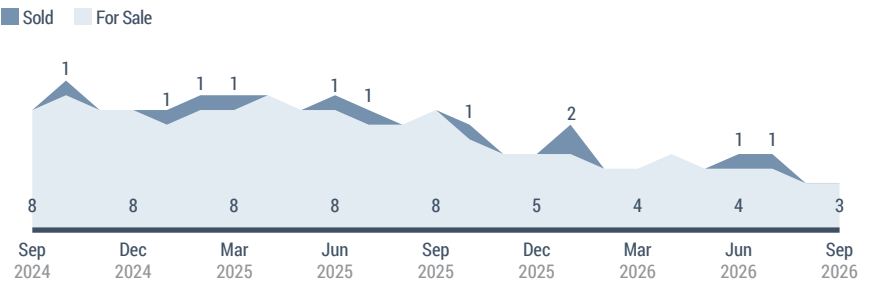


Market Indicators (vs. Previous Quarter)

ACJ318

- = Transaction Level (Past 12 Months)
- = Inventory Level
- = Average Asking Price
- ↑ Average Days on Market

For Sale vs. Sold



ACJ319

- = Transaction Level (Past 12 Months)
- ↓ Inventory Level
- ↑ Average Asking Price
- ↑ Average Days on Market

Source: AMSTAT & ASG



BBJ & BBJ2

PERFORMANCE

Max Range
Max Speed
Typ. Passengers

BBJ
6,600 N.M. / 12,200 km
Mach 0.79
19

BBJ2
6,465 N.M. / 11,970 km
Mach 0.79
19

MARKET

No. for Sale (% of fleet)
Avg Asking Price (USD)
Avg Days on Market
Past 12 Months
Past 3 Months

	Jun-26	Sep-26
No. for Sale (% of fleet)	4 (3.5%)	4 (3.6%)
Avg Asking Price (USD)	21.63M	16.94M
Avg Days on Market	235	327
Past 12 Months	6	7
Past 3 Months	1	1

	Jun-26	Sep-26
No. for Sale (% of fleet)	4 (17.4%)	3 (13.6%)
Avg Asking Price (USD)	28.50M	32.00M
Avg Days on Market	462	567
Past 12 Months	3	5
Past 3 Months	1	2

Average Asking Price (Million USD)

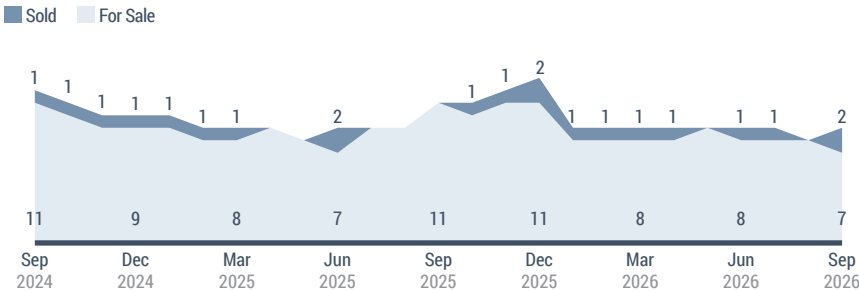


Market Indicators (vs. Previous Quarter)

BBJ

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

For Sale vs. Sold



BBJ2

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

Source: AMSTAT & ASG



CHALLENGER 300 & 350

PERFORMANCE

Max Range
Max Speed
Typ. Passengers

CL300
3,340 N.M. / 6,185 km
Mach 0.82
9

CL350
3,421 N.M. / 6,335 km
Mach 0.82
9

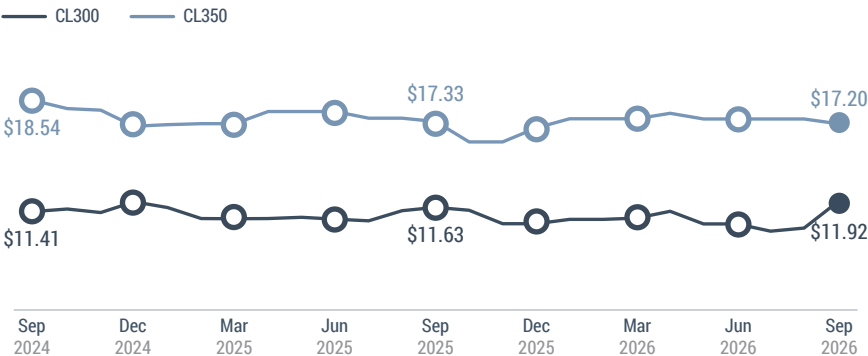
MARKET

No. for Sale (% of fleet)
Avg Asking Price (USD)
Avg Days on Market
Past 12 Months
Past 3 Months

	Jun-26	Sep-26
No. for Sale (% of fleet)	27 (6.1%)	18 (4.0%)
Avg Asking Price (USD)	10.73M	11.92M
Avg Days on Market	180	180
Past 12 Months	60	73
Past 3 Months	13	21

	Jun-26	Sep-26
No. for Sale (% of fleet)	10 (2.3%)	5 (1.2%)
Avg Asking Price (USD)	17.47M	17.20M
Avg Days on Market	104	157
Past 12 Months	27	31
Past 3 Months	3	10

Average Asking Price (Million USD)



Market Indicators (vs. Previous Quarter)

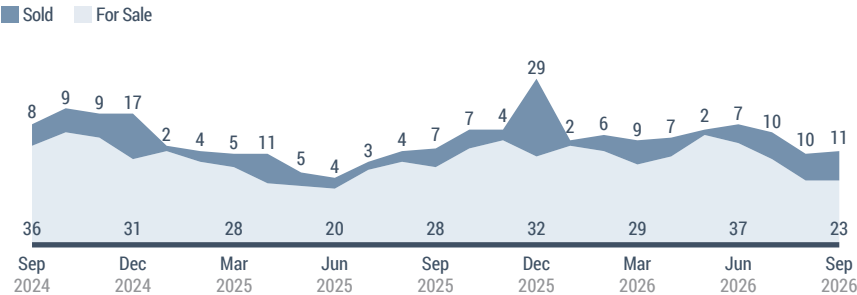
CL300

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

CL350

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

For Sale vs. Sold



Source: AMSTAT & ASG



CHALLENGER 604, 605 & 650

PERFORMANCE

CL604
Max Range
4,027 N.M. / 7,458 km
Max Speed
Mach 0.82
Typ. Passengers
9

CL605
4,123 N.M. / 7,635 km
Mach 0.82
9

CL650
4,123 N.M. / 7,635 km
Mach 0.82
10

MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	26 (7.5%)	27 (7.8%)
Avg Asking Price (USD)	5.09M	5.68M
Avg Days on Market	342	232
Past 12 Months	57	53
Past 3 Months	18	7

	Jun-26	Sep-26
No. for Sale (% of fleet)	12 (4.2%)	12 (4.2%)
Avg Asking Price (USD)	12.45M	13.19M
Avg Days on Market	190	197
Past 12 Months	25	29
Past 3 Months	6	9

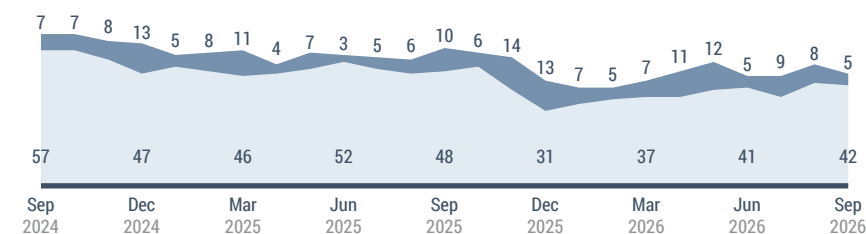
	Jun-26	Sep-26
No. for Sale (% of fleet)	3 (1.7%)	3 (1.6%)
Avg Asking Price (USD)	16.25M	17.15M
Avg Days on Market	50	64
Past 12 Months	19	20
Past 3 Months	4	6

Average Asking Price (Million USD)



For Sale vs. Sold

■ Sold ■ For Sale



Market Indicators (vs. Previous Quarter)

CL604

- ↓ Transaction Level (Past 12 Months)
- ↑ Inventory Level
- ↑ Average Asking Price
- ↓ Average Days on Market

CL605

- ↑ Transaction Level (Past 12 Months)
- = Inventory Level
- ↑ Average Asking Price
- ↑ Average Days on Market

CL650

- ↑ Transaction Level (Past 12 Months)
- = Inventory Level
- ↑ Average Asking Price
- ↑ Average Days on Market

Source: AMSTAT & ASG

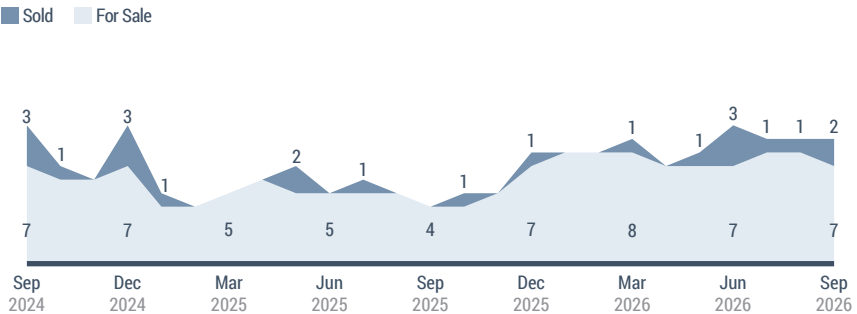


CHALLENGER 850

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

Transaction Level (Past 12 Months)

Inventory Level

Average Asking Price

Average Days on Market

PERFORMANCE

Max Range	2,946 N.M. / 5,456 km
Max Speed	Mach 0.80
Typ. Passengers	18

MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	7 (7.2%)	7 (6.9%)
Avg Asking Price (USD)	7.45M	8.35M
Avg Days on Market	448	476
Sold in Past 12 Months	8	11
Sold in Past 3 Months	4	4

Source: AMSTAT & ASG



GLOBAL 5000, EXPRESS, XRS & 6000

PERFORMANCE

Max Range
Max Speed
Typ. Passengers

GLOBAL 5000

5,350 N.M. / 9,908 km
Mach 0.82
13

GLOBAL EXPRESS

6,125 N.M. / 11,343 km
Mach 0.82
13

GLOBAL XRS

6,226 N.M. / 11,520 km
Mach 0.82
13

GLOBAL 6000

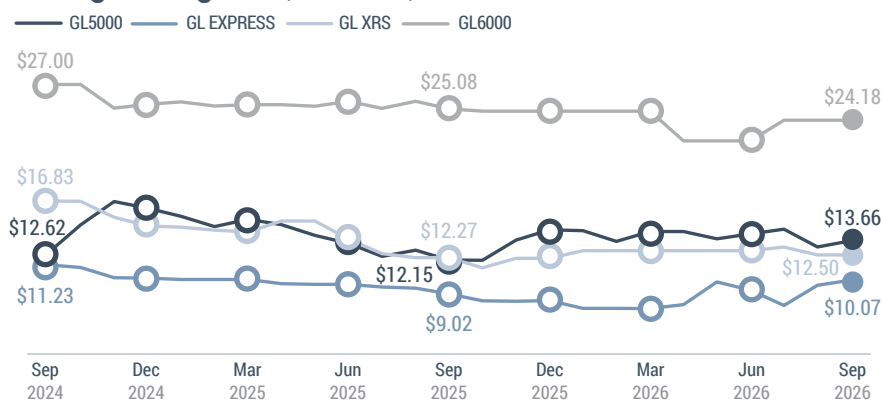
6,080 N.M. / 11,260 km
Mach 0.82
13

MARKET

No. for Sale (% of fleet)
Avg Asking Price (USD)
Avg Days on Market
Past 12 Months
Past 3 Months

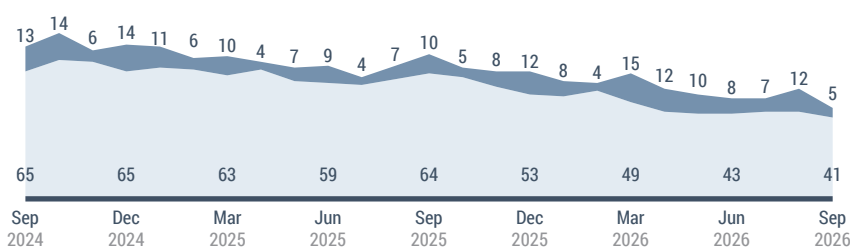
	Jun-26	Sep-26	Jun-26	Sep-26	Jun-26	Sep-26	Jun-26	Sep-26
No. for Sale (% of fleet)	14 (6.1%)	15 (6.5%)	9 (6.8%)	9 (6.9%)	8 (5.0%)	6 (3.8%)	12 (3.5%)	11 (3.1%)
Avg Asking Price (USD)	14.22M	13.66M	9.30M	10.07M	12.83M	12.50M	22.55M	24.18M
Avg Days on Market	194	153	299	223	183	184	161	111
Past 12 Months	27	32	20	22	27	23	29	29
Past 3 Months	10	8	5	4	7	4	8	8

Average Asking Price (Million USD)



For Sale vs. Sold

■ Sold ■ For Sale



Market Indicators (vs. Previous Quarter)

GLOBAL 5000

- ↑ Transaction Level (Past 12 Months)
- ↑ Inventory Level
- ↓ Average Asking Price
- ↓ Average Days on Market

GLOBAL EXPRESS

- ↑ Transaction Level (Past 12 Months)
- = Inventory Level
- ↑ Average Asking Price
- ↓ Average Days on Market

GLOBAL XRS

- ↓ Transaction Level (Past 12 Months)
- ↓ Inventory Level
- ↓ Average Asking Price
- ↑ Average Days on Market

GLOBAL 6000

- = Transaction Level (Past 12 Months)
- ↓ Inventory Level
- ↑ Average Asking Price
- ↓ Average Days on Market

Source: AMSTAT & ASG

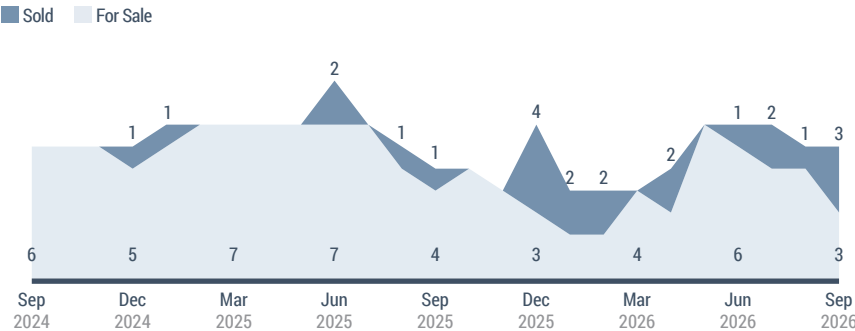


GLOBAL 6500

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

PERFORMANCE

Max Range	6600 N.M. / 12,223 km
Max Speed	Mach 0.90
Typ. Passengers	13

MARKET

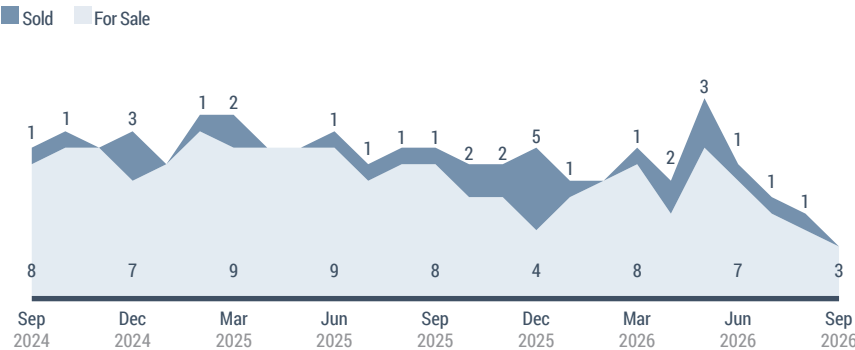
	Jun-26	Sep-26
No. for Sale (% of fleet)	6 (4.7%)	3 (2.2%)
Avg Asking Price (USD)	48.88M	57.50M
Avg Days on Market	95	130
Sold in Past 12 Months	13	17
Sold in Past 3 Months	3	6

GLOBAL 7500

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

PERFORMANCE

Max Range	7,700 N.M. / 14,260 km
Max Speed	Mach 0.925
Typ. Passengers	16

MARKET

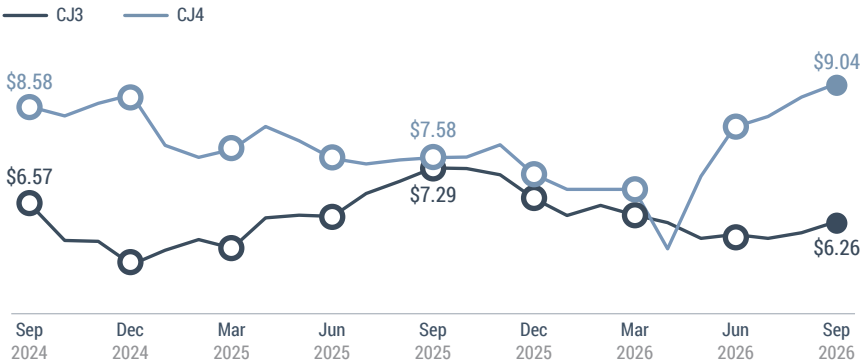
	Jun-26	Sep-26
No. for Sale (% of fleet)	7 (2.8%)	3 (1.3%)
Avg Asking Price (USD)	60.00M	60.00M
Avg Days on Market	136	111
Sold in Past 12 Months	20	19
Sold in Past 3 Months	6	2

CITATION CJ3 & CJ4

PERFORMANCE	Cit. CJ3	Cit. CJ4
Max Range	1,891 N.M. / 3,502 km	1,991 N.M. / 3,687 km
Max Speed	Mach 0.73	Mach 0.77
Typ. Passengers	6	7

MARKET	Jun-26	Sep-26	Jun-26	Sep-26
No. for Sale (% of fleet)	32 (4.4%)	26 (3.6%)	18 (3.7%)	28 (5.7%)
Avg Asking Price (USD)	6.02M	6.26M	8.19M	9.04M
Avg Days on Market	117	146	161	131
Past 12 Months	91	93	65	57
Past 3 Months	19	21	16	9

Average Asking Price (Million USD)



Market Indicators (vs. Previous Quarter)

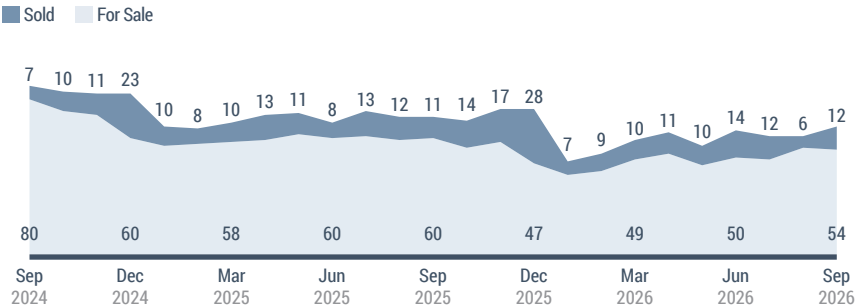
Citation CJ3

- Transaction Level (Past 12 Months) ↑
- Inventory Level ↓
- Average Asking Price ↑
- Average Days on Market ↑

Citation CJ4

- Transaction Level (Past 12 Months) ↓
- Inventory Level ↑
- Average Asking Price ↑
- Average Days on Market ↓

For Sale vs. Sold



Source: AMSTAT & ASG

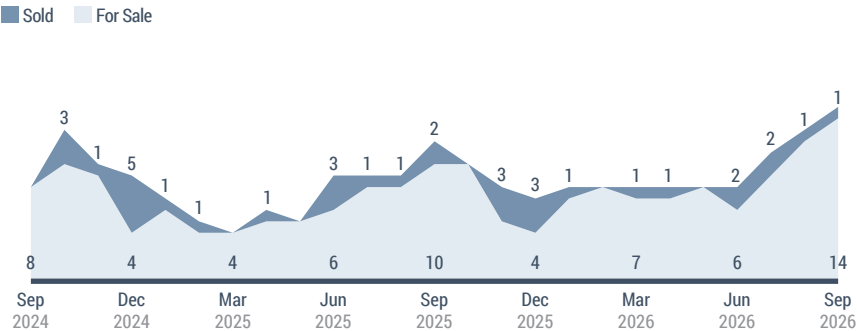


CITATION LATITUDE

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

Transaction Level (Past 12 Months)

Inventory Level

Average Asking Price

Average Days on Market

PERFORMANCE

Max Range

Max Speed

Typ. Passengers

2,870N.M. / 5,315 km
Mach 0.80
9

MARKET

No. for Sale (% of fleet)

Avg Asking Price (USD)

Avg Days on Market

Sold in Past 12 Months

Sold in Past 3 Months

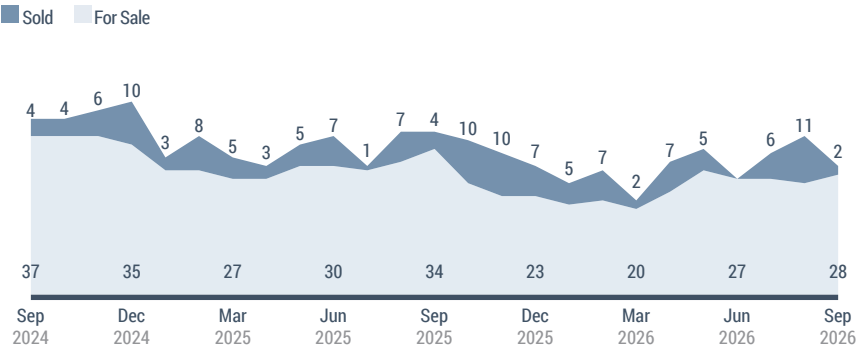
	Jun-26	Sep-26
No. for Sale (% of fleet)	6 (1.3%)	14 (2.9%)
Avg Asking Price (USD)	16.00M	15.16M
Avg Days on Market	115	103
Sold in Past 12 Months	15	15
Sold in Past 3 Months	3	4

CITATION SOVEREIGN

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

Transaction Level (Past 12 Months)

Inventory Level

Average Asking Price

Average Days on Market

PERFORMANCE

Max Range

Max Speed

Typ. Passengers

3,010N.M. / 5,574 km
Mach 0.80
9

MARKET

No. for Sale (% of fleet)

Avg Asking Price (USD)

Avg Days on Market

Sold in Past 12 Months

Sold in Past 3 Months

	Jun-26	Sep-26
No. for Sale (% of fleet)	27 (6.3%)	28 (6.5%)
Avg Asking Price (USD)	7.93M	7.87M
Avg Days on Market	130	135
Sold in Past 12 Months	65	72
Sold in Past 3 Months	12	19

Source: AMSTAT & ASG

FALCON 900 FAMILY

PERFORMANCE

Max Range

Max Speed

Typ. Passengers

F900DX

4,100 N.M. / 7,593 km

Mach 0.83

12

F900EX

4,500 N.M. / 8,334 km

Mach 0.83

12

F900EX EASy

4,500 N.M. / 8,334 km

Mach 0.83

12

F900LX

4,750 N.M. / 8,800 km

Mach 0.83

12

MARKET

No. for Sale (% of fleet)

Avg Asking Price (USD)

Avg Days on Market

Past 12 Months

Past 3 Months

Jun-26

Sep-26

Jun-26

Sep-26

Jun-26

Sep-26

Jun-26

Sep-26

3 (13.0%)

2 (8.7%)

8 (6.7%)

8 (6.7%)

5 (4.2%)

9 (7.6%)

3 (3.1%)

3 (3.1%)

15.00M

14.50M

9.43M

9.43M

12.80M

13.50M

23.00M

20.99M

92

161

177

130

408

263

91

80

4

5

23

19

15

12

9

10

0

1

5

2

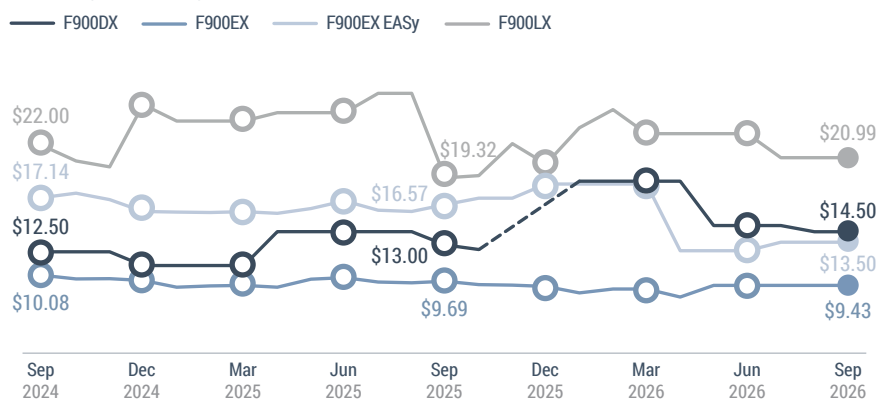
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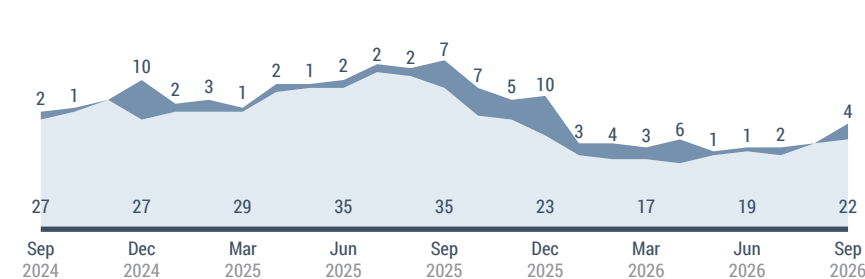
3

Average Asking Price (Million USD)



For Sale vs. Sold

Sold For Sale



Market Indicators (vs. Previous Quarter)

F900DX

- ↑ Transaction Level (Past 12 Months)
- ↓ Inventory Level
- ↓ Average Asking Price
- ↑ Average Days on Market

F900EX

- ↓ Transaction Level (Past 12 Months)
- = Inventory Level
- = Average Asking Price
- ↓ Average Days on Market

F900EX EASy

- ↓ Transaction Level (Past 12 Months)
- ↑ Inventory Level
- ↑ Average Asking Price
- ↓ Average Days on Market

F900LX

- ↑ Transaction Level (Past 12 Months)
- = Inventory Level
- ↓ Average Asking Price
- ↓ Average Days on Market

Source: AMSTAT & ASG



FALCON 2000 FAMILY

PERFORMANCE

Max Range
Max Speed
Typ. Passengers

F2000LX
4,000 N.M. / 7,408 km
Mach 0.83
10

F2000LXS
4,000 N.M. / 7,408 km
Mach 0.83
10

F2000S
3,350 N.M. / 6,208 km
Mach 0.83
10

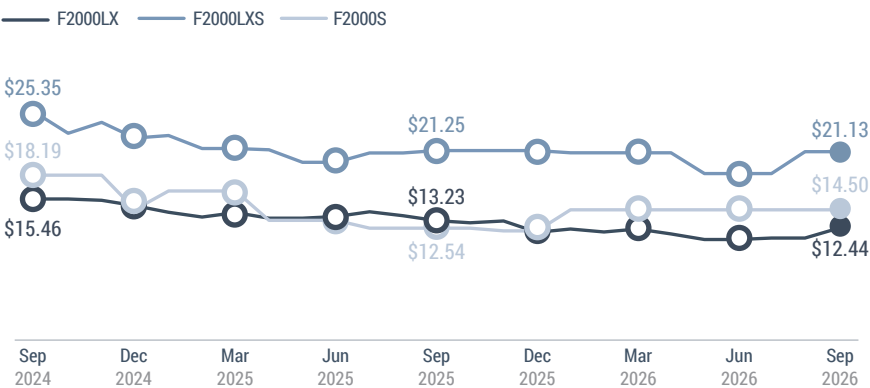
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	8 (5.6%)	12 (8.4%)
Avg Asking Price (USD)	11.28M	12.44M
Avg Days on Market	305	207
Past 12 Months	17	16
Past 3 Months	3	4

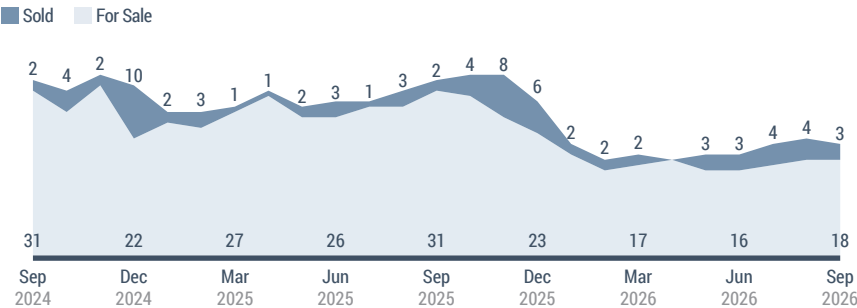
	Jun-26	Sep-26
No. for Sale (% of fleet)	7 (4.5%)	4 (2.4%)
Avg Asking Price (USD)	18.80M	21.13M
Avg Days on Market	151	215
Past 12 Months	15	19
Past 3 Months	3	5

	Jun-26	Sep-26
No. for Sale (% of fleet)	1 (2.1%)	2 (4.3%)
Avg Asking Price (USD)	14.50M	14.50M
Avg Days on Market	517	331
Past 12 Months	4	6
Past 3 Months	0	2

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

F2000LX

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

F2000LXS

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

F2000S

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

Source: AMSTAT & ASG



FALCON 7X

Average Asking Price (Million USD)



For Sale vs. Sold

■ Sold ■ For Sale



Market Indicators (vs. Previous Quarter)

- ↑ Transaction Level (Past 12 Months)
- ↑ Inventory Level
- ↑ Average Asking Price
- ↓ Average Days on Market

PERFORMANCE

Max Range	5,950 N.M. / 11,018 km
Max Speed	Mach 0.90
Typ. Passengers	12

MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	23 (7.7%)	25 (8.3%)
Avg Asking Price (USD)	22.85M	23.90M
Avg Days on Market	182	110
Sold in Past 12 Months	34	38
Sold in Past 3 Months	10	7

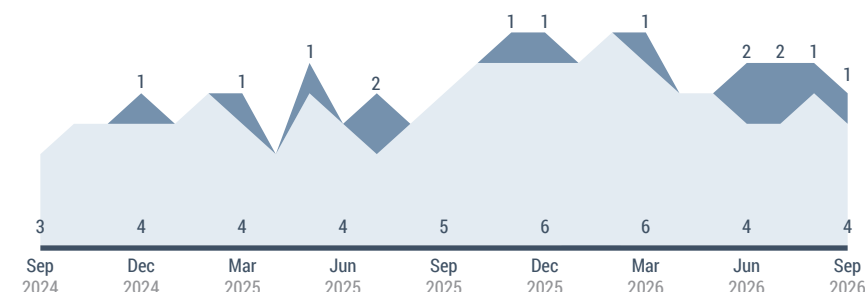
FALCON 8X

Average Asking Price (Million USD)



For Sale vs. Sold

■ Sold ■ For Sale



Market Indicators (vs. Previous Quarter)

- ↑ Transaction Level (Past 12 Months)
- = Inventory Level
- ↑ Average Asking Price
- ↓ Average Days on Market

PERFORMANCE

Max Range	6,450 N.M. / 11,945 km
Max Speed	Mach 0.90
Typ. Passengers	14

MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	4 (3.3%)	4 (3.2%)
Avg Asking Price (USD)	38.90M	41.30M
Avg Days on Market	296	153
Sold in Past 12 Months	7	9
Sold in Past 3 Months	2	4

Source: AMSTAT & ASG

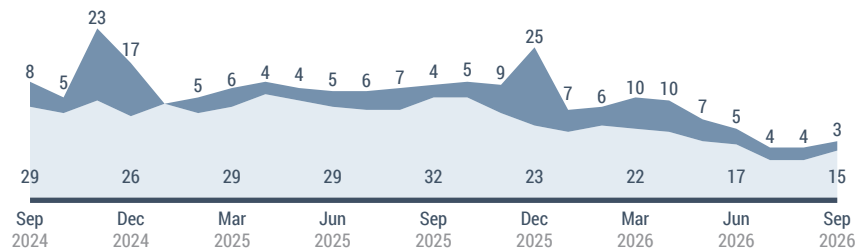
PHENOM 300

Average Asking Price (Million USD)



For Sale vs. Sold

Sold For Sale



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months) ↓
- Inventory Level ↓
- Average Asking Price ↑
- Average Days on Market ↓

PERFORMANCE

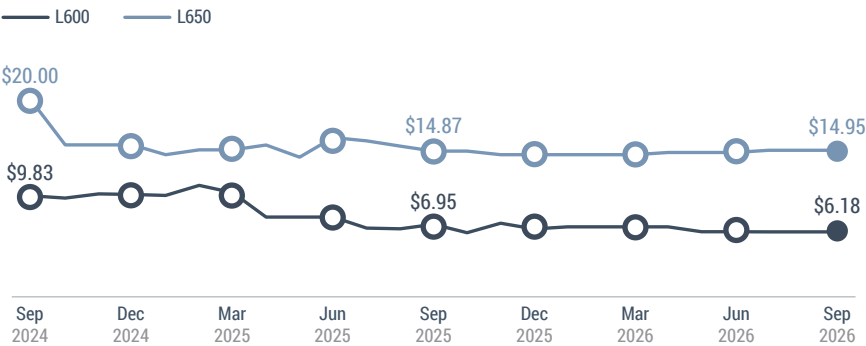
Max Range	1,242 N.M. / 2,300 km
Max Speed	Mach 0.78
Typ. Passengers	5

MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	17 (1.9%)	15 (1.6%)
Avg Asking Price (USD)	10.72M	11.83M
Avg Days on Market	202	168
Sold in Past 12 Months	101	95
Sold in Past 3 Months	22	11

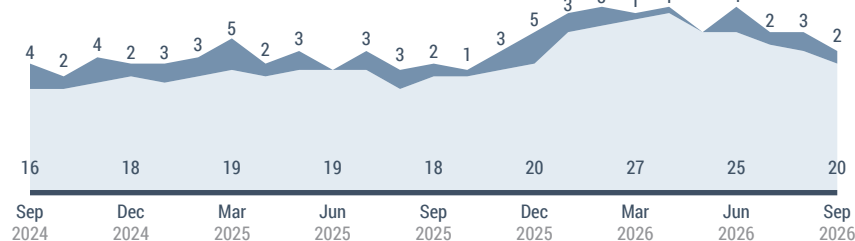
LEGACY 600/650

Average Asking Price (Million USD)



For Sale vs. Sold

Sold For Sale



Market Indicators (vs. Previous Quarter)

	L600	L650
Transaction Level (Past 12 Months)	↑	↓
Inventory Level	↓	↓
Average Asking Price	↓	↑
Average Days on Market	↑	↓

PERFORMANCE

	L600	L650
Max Range	3,400 N.M.	3,640 N.M.
Max Speed	6,297 km	7,112 km
Typ. Passengers	13	13

MARKET

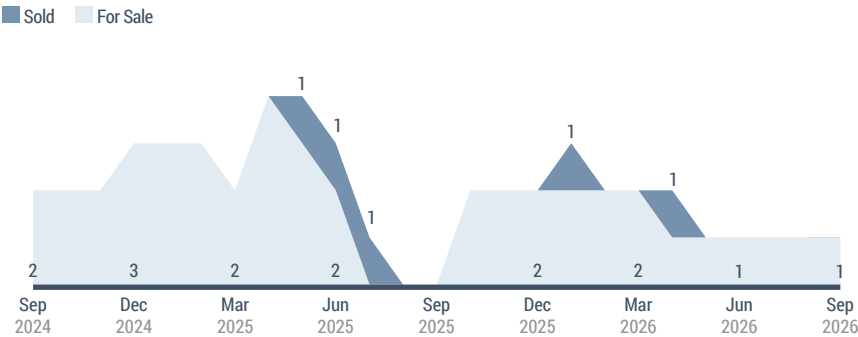
	Jun-26 Sep-26	Jun-26 Sep-26
No. for Sale	20 17	5 3
Avg Asking Price (USD)	6.20M	14.72M
Avg Days on Market	6.18M	14.95M
Sold in Past 12 Months	301 316	429 311
Sold in Past 3 Months	12 14	17 14
	1 5	4 2

LINEAGE 1000

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

↓ Transaction Level (Past 12 Months)

= Inventory Level

↓ Average Asking Price

↑ Average Days on Market

PERFORMANCE

Max Range
Max Speed
Typ. Passengers

4,400 N.M. / 8,149 km
Mach 0.82
19

MARKET

No. for Sale (% of fleet)
Avg Asking Price (USD)
Avg Days on Market
Sold in Past 12 Months
Sold in Past 3 Months

	Jun-26	Sep-26
No. for Sale (% of fleet)	1 (3.4%)	1 (3.4%)
Avg Asking Price (USD)	37.57M	36.44M
Avg Days on Market	243	318
Sold in Past 12 Months	3	2
Sold in Past 3 Months	1	0

Source: AMSTAT & ASG

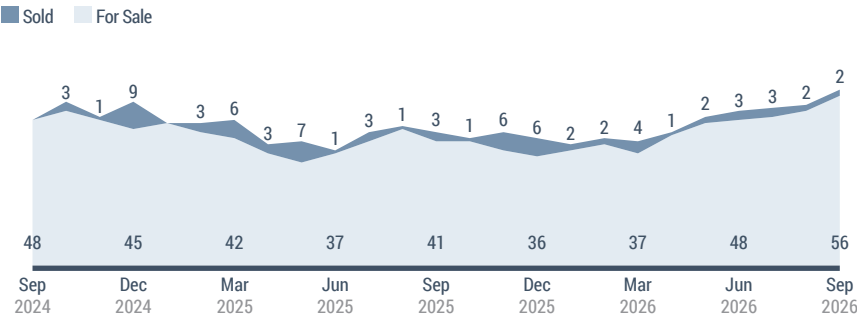


G200

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

PERFORMANCE

Max Range	3,050 N.M. / 5,651 km
Max Speed	Mach 0.81
Typ. Passengers	8

MARKET

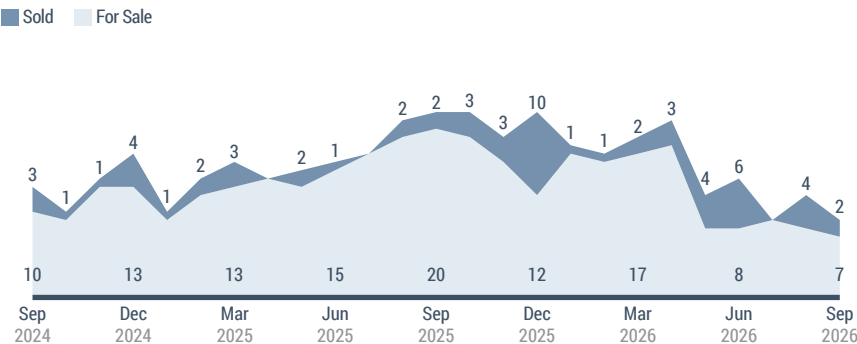
	Jun-26	Sep-26
No. for Sale (% of fleet)	48 (20.8%)	56 (24.2%)
Avg Asking Price (USD)	4.15M	3.93M
Avg Days on Market	264	246
Sold in Past 12 Months	34	34
Sold in Past 3 Months	6	7

G280

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

PERFORMANCE

Max Range	3,600 N.M. / 6,667 km
Max Speed	Mach 0.84
Typ. Passengers	8

MARKET

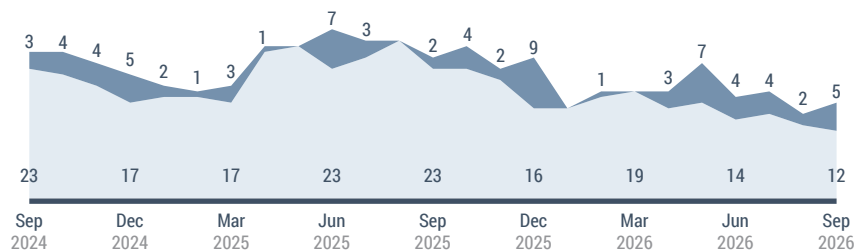
	Jun-26	Sep-26
No. for Sale (% of fleet)	8 (2.5%)	7 (2.1%)
Avg Asking Price (USD)	13.36M	14.46M
Avg Days on Market	260	101
Sold in Past 12 Months	37	39
Sold in Past 3 Months	13	6

G450**Average Asking Price (Million USD)****Market Indicators (vs. Previous Quarter)**

- ↑ Transaction Level (Past 12 Months)
- ↓ Inventory Level
- ↑ Average Asking Price
- ↓ Average Days on Market

For Sale vs. Sold

■ Sold ■ For Sale

**PERFORMANCE**

Max Range	4,350 N.M. / 8,056 km
Max Speed	Mach 0.85
Typ. Passengers	13

MARKET

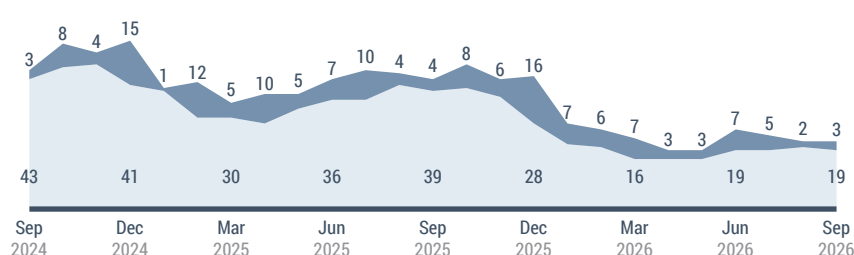
	Jun-26	Sep-26
No. for Sale (% of fleet)	14 (4.0%)	12 (3.4%)
Avg Asking Price (USD)	12.60M	13.30M
Avg Days on Market	126	85
Sold in Past 12 Months	35	41
Sold in Past 3 Months	14	11

G550**Average Asking Price (Million USD)****Market Indicators (vs. Previous Quarter)**

- ↓ Transaction Level (Past 12 Months)
- = Inventory Level
- ↑ Average Asking Price
- ↑ Average Days on Market

For Sale vs. Sold

■ Sold ■ For Sale

**PERFORMANCE**

Max Range	6,750 N.M. / 12,501 km
Max Speed	Mach 0.87
Typ. Passengers	18

MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	19 (3.1%)	19 (3.1%)
Avg Asking Price (USD)	19.00M	19.27M
Avg Days on Market	184	211
Sold in Past 12 Months	81	73
Sold in Past 3 Months	13	10

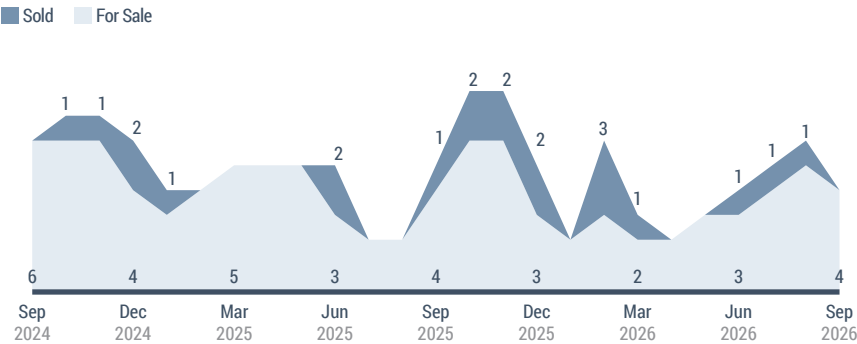
Source: AMSTAT & ASG

G600

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months) ↑
- Inventory Level ↑
- Average Asking Price =
- Average Days on Market =

PERFORMANCE

Max Range	6600 N.M. / 12,223 km
Max Speed	Mach 0.925
Typ. Passengers	16

MARKET

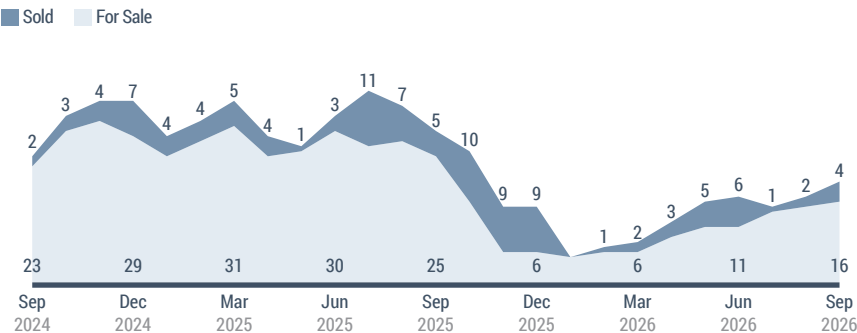
	Jun-26	Sep-26
No. for Sale (% of fleet)	3 (1.4%)	4 (1.9%)
Avg Asking Price (USD)	45.00M	45.00M
Avg Days on Market	222	222
Sold in Past 12 Months	12	13
Sold in Past 3 Months	1	2

G650 & G650ER

Average Asking Price (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

	G650	G650ER
Transaction Level (Past 12 Months)	↓	↓
Inventory Level	↑	↑
Average Asking Price	↑	↑
Average Days on Market	↑	↓

PERFORMANCE

	G650	G650ER
Max Range	7,000 N.M.	7,500 N.M.
	12,964 km	13,890 km
Max Speed	Mach 0.90	Mach 0.90
Typ. Passengers	18	18

MARKET

	Jun-26 Sep-26	Jun-26 Sep-26
No. for Sale	3 4	8 12
Avg Asking Price (USD)	42.95M	42.95M
	44.35M	45.95M
Avg Days on Market	56 132	143 118
Sold in Past 12 Months	24 15	44 37
Sold in Past 3 Months	6 1	8 6



 ASIAN SKY GROUP

MARKET SUMMARY

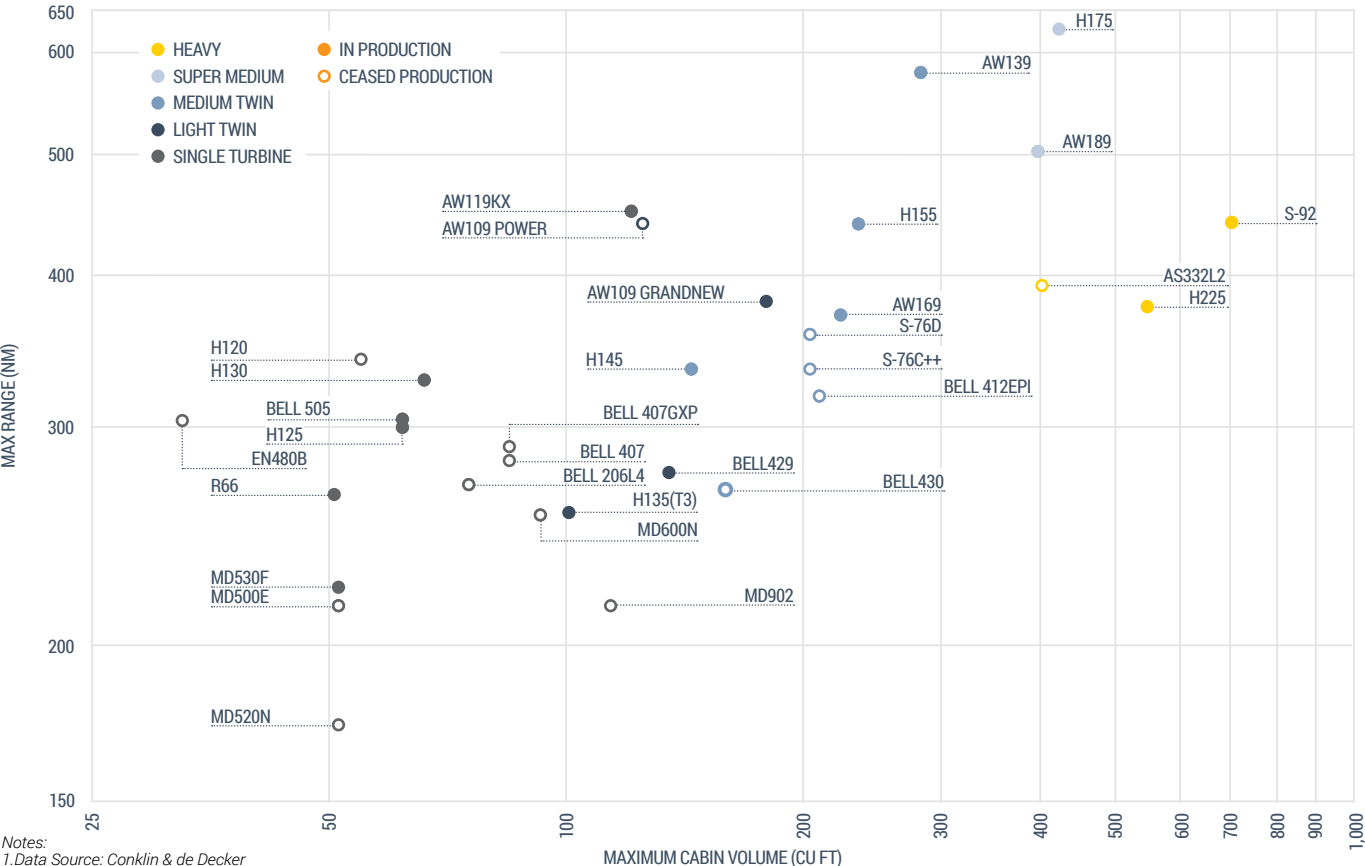
CIVIL HELICOPTERS – Q3 2026

AIRCRAFT POSITIONING¹

PAYLOAD² WITH FULL FUEL VS. MAX RANGE³



CABIN VOLUME VS. MAX RANGE³



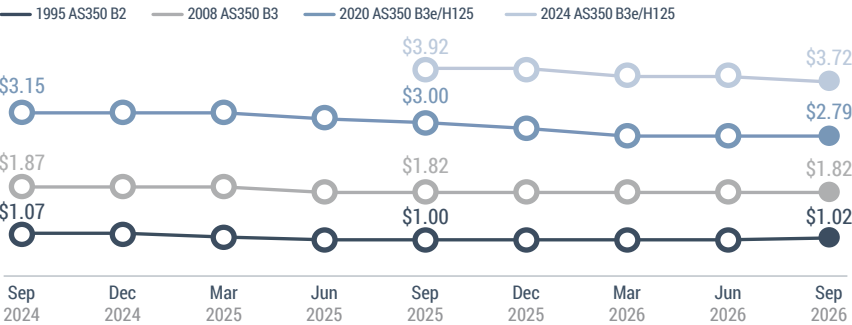
Notes:
1. Data Source: Conklin & de Decker
2. Payload: It is the payload with full fuel in Utility configuration
3. Max Range: It is the maximum VFR range of the aircraft with the maximum fuel on board and no passengers. This uses a fuel reserve of 30 minutes at cruise speed and altitude.

MARKET SUMMARY

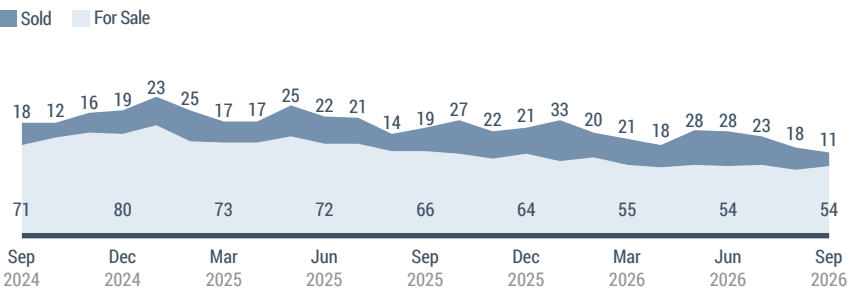
INVENTORY LEVEL, VALUE TREND & TRANSACTIONS

AIRBUS AS350/H125

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

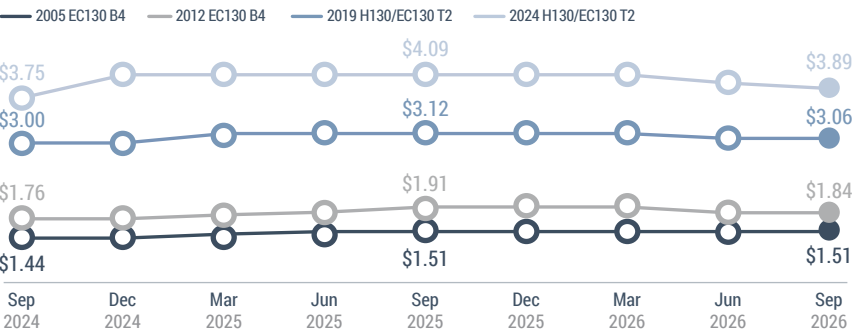
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	54 (1.5%)	54 (1.4%)
Avg Asking Price (USD)	2.11M	2.17M
Avg Days on Market	345	316
Sold in Past 12 Months	272	270
Sold in Past 3 Months	74	52

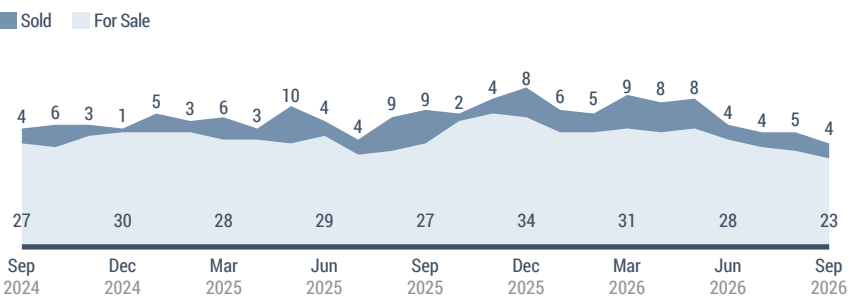
Pre-owned market of the AS350/H125 remains strong and availability (< 1.5% of the fleet) continues to be low considering a fleet of more than 3,500 in service. With no new replacement on the market and very low availability of newer models, older models are still sought after and values have remained stable. Transaction levels have also remained fairly consistent.

AIRBUS EC130/H130

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

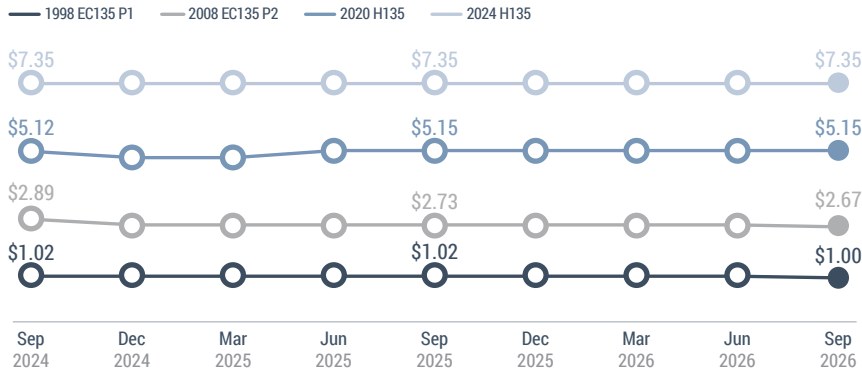
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	28 (3.1%)	23 (2.5%)
Avg Asking Price (USD)	2.13M	2.43M
Avg Days on Market	485	404
Sold in Past 12 Months	76	67
Sold in Past 3 Months	20	13

With more cabin space than its competitors, the EC130/H130 has proven popular in the corporate and sightseeing roles. Availability has again decreased slightly and the type is actively transacted. Small adjustment on values were made based on market activity.

AIRBUS EC135/H135

Market Value (Million USD)



For Sale vs. Sold



Note: Only EC135T2, EC135P2 were included in Market Indicators and For Sale vs. Sold.

Market Indicators (vs. Previous Quarter)

- = Transaction Level (Past 12 Months)
- ↓ Inventory Level
- ↑ Average Asking Price
- ↓ Average Days on Market

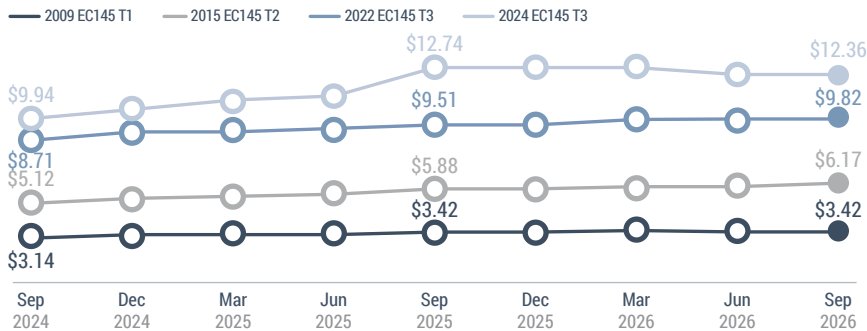
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	8 (1.2%)	7 (1.0%)
Avg Asking Price (USD)	4.60M	4.83M
Avg Days on Market	260	217
Sold in Past 12 Months	29	29
Sold in Past 3 Months	8	4

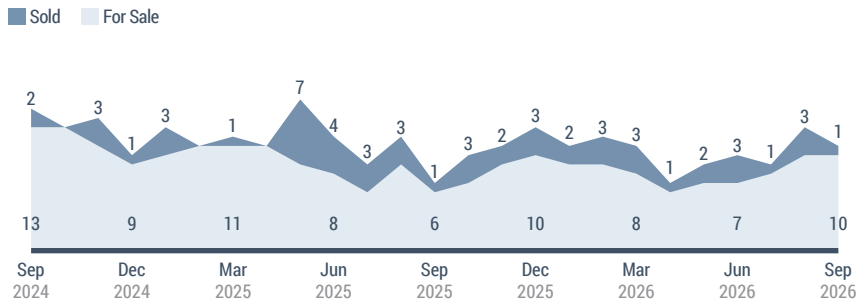
The twin-engine EC135/H135 is a proven type in a variety of missions, especially EMS, law enforcement and corporate. Availability is just 1% of the active fleet and asking prices have increased. The new Airbus H140 could reduce the demand for new H135s, but the pre-owned market is expected to remain active.

AIRBUS EC145/H145

Market Value (Million USD)



For Sale vs. Sold



Note: EC145T3 was not included in Market Indicators and For Sale vs. Sold.

Market Indicators (vs. Previous Quarter)

- ↓ Transaction Level (Past 12 Months)
- ↑ Inventory Level
- ↓ Average Asking Price
- ↓ Average Days on Market

MARKET

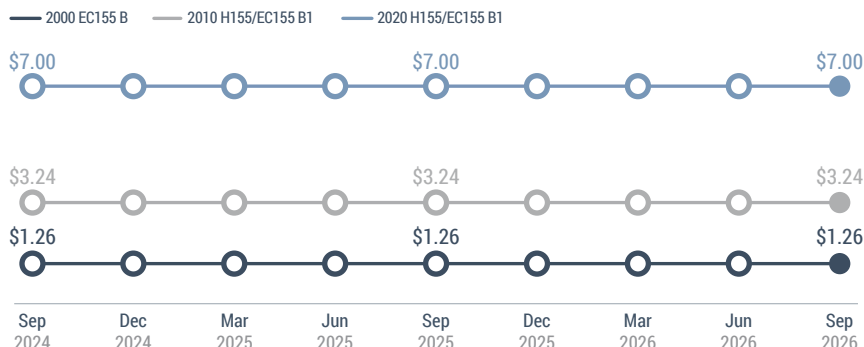
	Jun-26	Sep-26
No. for Sale (% of fleet)	7 (0.7%)	10 (0.9%)
Avg Asking Price (USD)	4.75M	4.53M
Avg Days on Market	416	366
Sold in Past 12 Months	29	27
Sold in Past 3 Months	6	5

Successful model in the corporate, EMS and law enforcement sectors. Inventory level remains below 1% of the fleet, and market values have been adjusted slightly to reflect market activity. Despite newer competition on the market, the proven EC145/H145 is expected to maintain its popularity and market share.

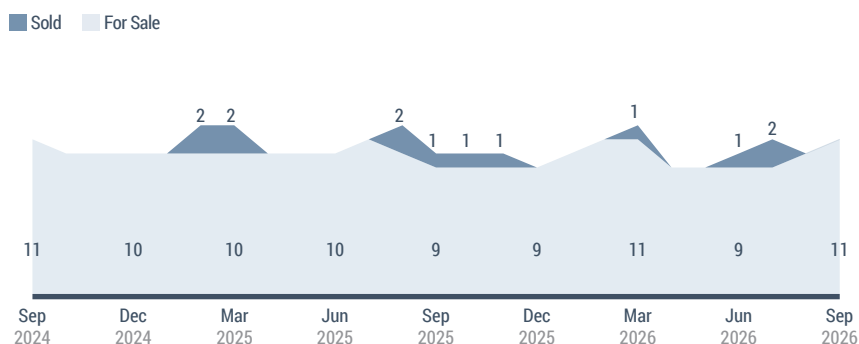
Source: AMSTAT & ASG

AIRBUS H155

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- ↓ Transaction Level
- ↑ Inventory Level
- ↓ Average Asking Price
- ↓ Average Days on Market

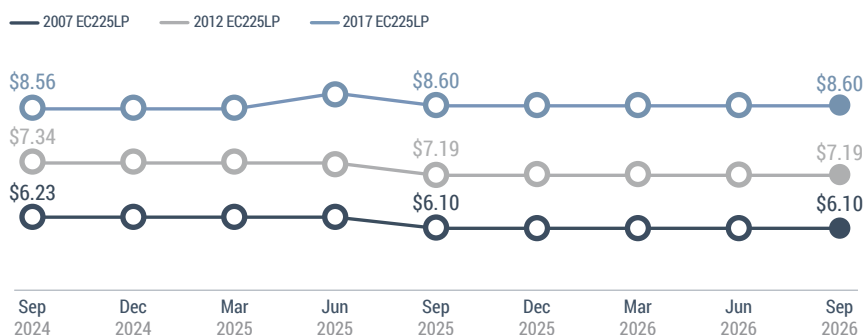
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	9 (5.0%)	11 (6.1%)
Avg Asking Price (USD)	3.93M	3.13M
Avg Days on Market	1,091	983
Sold in Past 12 Months	7	6
Sold in Past 3 Months	1	2

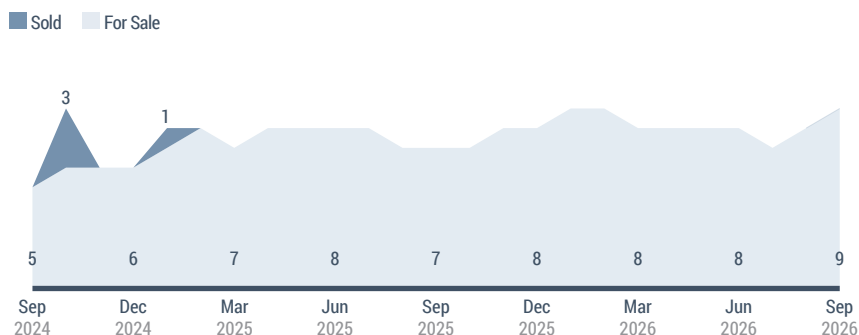
The out-of-production 155 sits in a very competitive medium twin market. Availability is at 6% of the fleet, and there have been few transactions to date in 2026. The type is relatively popular in the corporate sector, but other options are widely available, including the Sikorsky S-76 in the pre-owned market and the Leonardo AW169 for new builds.

AIRBUS EC225/H225

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- = Transaction Level
- ↑ Inventory Level
- ↓ Average Asking Price
- ↑ Average Days on Market

MARKET

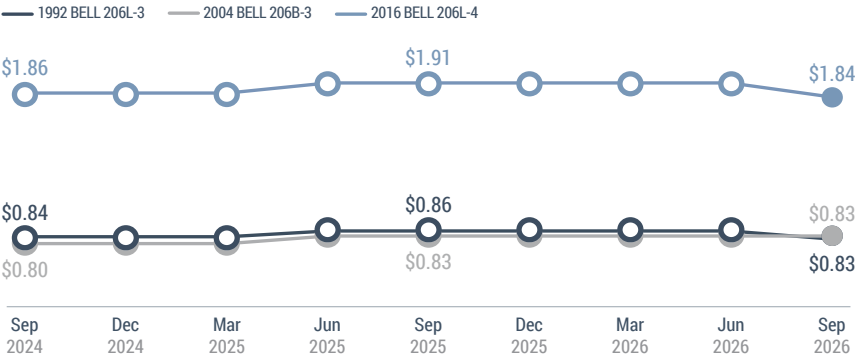
	Jun-26	Sep-26
No. for Sale (% of fleet)	8 (4.4%)	9 (5.2%)
Avg Asking Price (USD)	7.18M	6.96M
Avg Days on Market	478	500
Sold in Past 12 Months	0	0
Sold in Past 3 Months	0	0

Former offshore EC225/H225 examples have been adapted for multi-role/utility/heavy lift use and some secondary markets now emerging, although this has slowed down somewhat since 2025. Inventory level has remained stable while asking prices have reduced slightly during Q3 2026. No transactions recorded since early 2025.

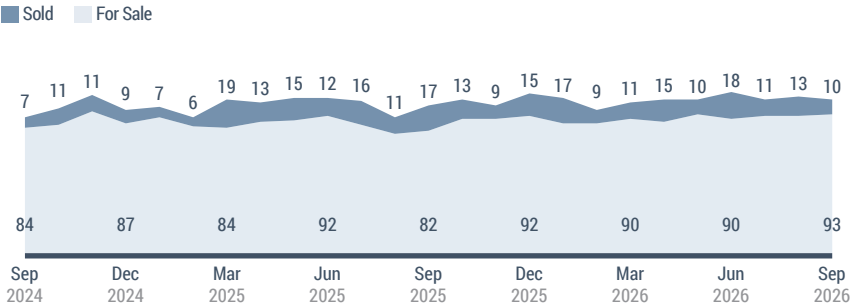
Source: AMSTAT & ASG

BELL 206

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

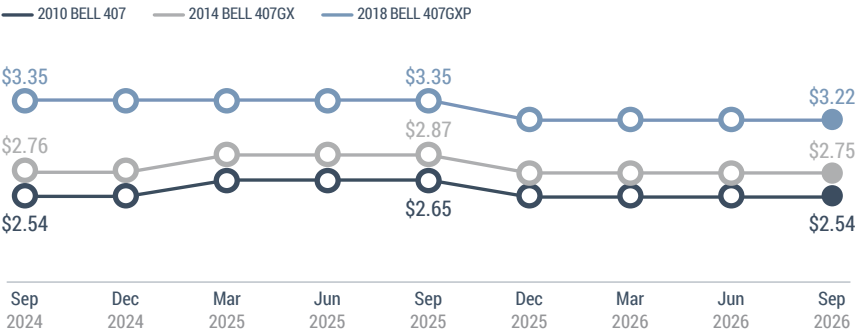
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	90 (3.6%)	93 (3.7%)
Avg Asking Price (USD)	821.57K	812.53K
Avg Days on Market	468	419
Sold in Past 12 Months	161	151
Sold in Past 3 Months	43	34

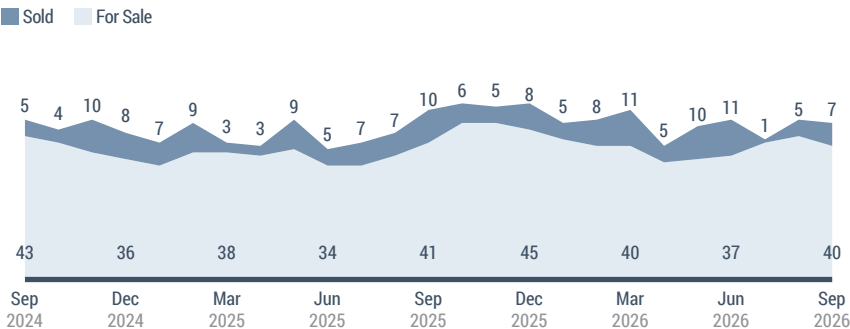
The ageing but proven Bell 206 remains a popular choice as an entry level single turbine helicopter, mostly for corporate or multi-role use. Inventory level has remained consistent and the Bell 206 remains one of the most actively transacted type with 34 during Q3 2026. An increasing number of retirements and replacements are expected during the late 2020s, with new models such as the Bell 505, AW09 and R88.

BELL 407

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

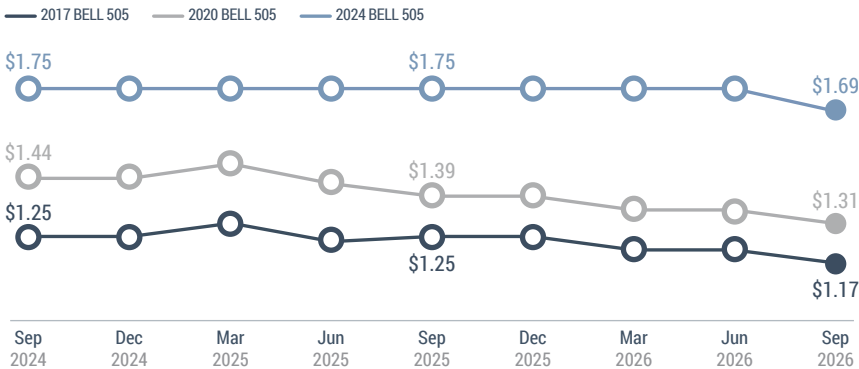
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	37 (2.0%)	40 (2.2%)
Avg Asking Price (USD)	3.43M	3.24M
Avg Days on Market	259	219
Sold in Past 12 Months	93	82
Sold in Past 3 Months	26	13

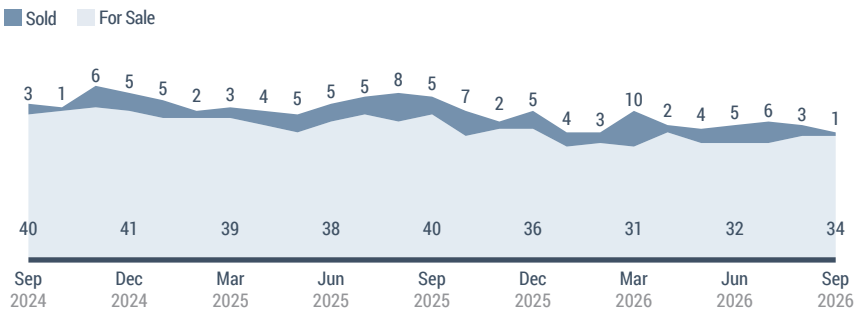
Derived from the Bell 206, the 407 has gained market presence in a number of missions, including EMS, law enforcement and multi-role. Inventory level remains at around 2% of the fleet while market values have remained stable. Availability of the more desirable newer models (GXP and GXi) remains low.

BELL 505 JET RANGER X

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

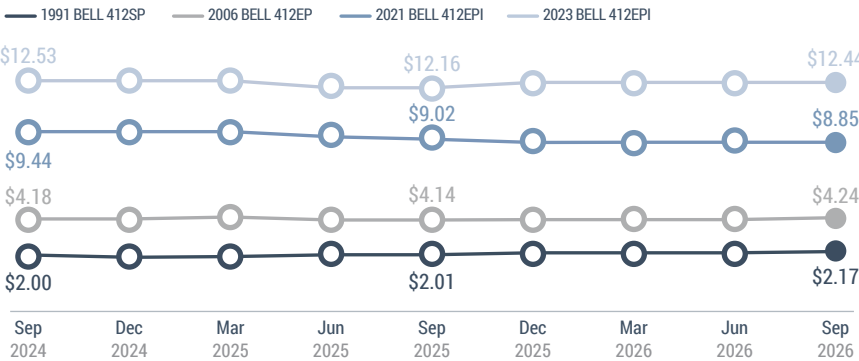
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	32 (4.7%)	34 (4.8%)
Avg Asking Price (USD)	1.88M	1.87M
Avg Days on Market	364	357
Sold in Past 12 Months	60	52
Sold in Past 3 Months	11	10

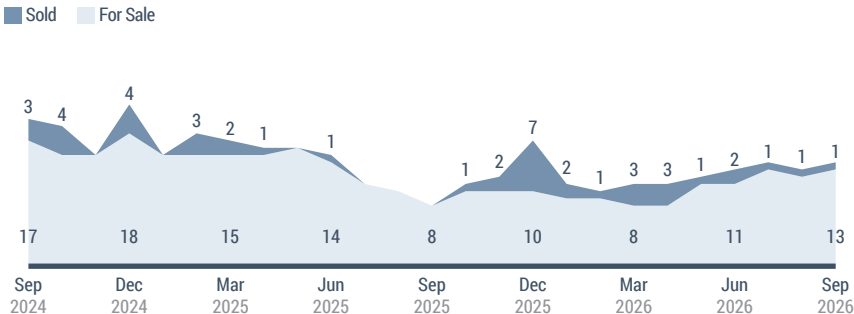
Pre-owned examples of the Bell 505 are still sought after although supply is increasing overall. Market values have been adjusted to reflect market activity, with asking prices having decreased during Q3 2026. Much of the inventory is corporate configured with low time and high specifications, which command higher values.

BELL 412

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	11 (1.6%)	13 (1.9%)
Avg Asking Price (USD)	3.78M	3.90M
Avg Days on Market	474	373
Sold in Past 12 Months	22	25
Sold in Past 3 Months	6	3

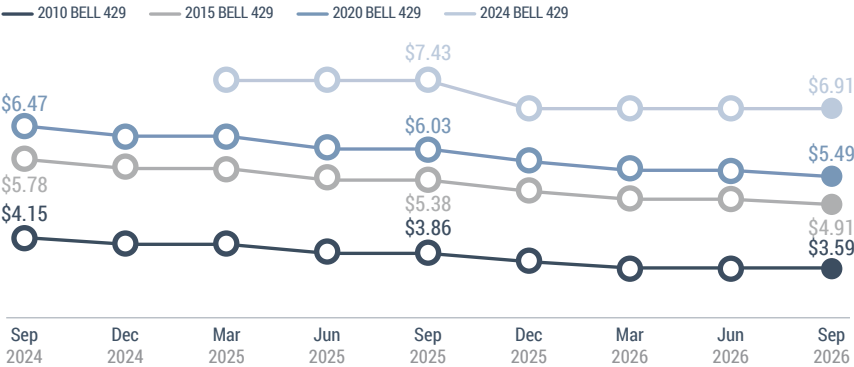
As a flexible and rugged utility helicopter, the 412 is still used in many markets despite the availability of newer models. Inventory levels are at just below 2% of the fleet with fairly consistent asking prices. There were 15 transactions to date in 2026. Upgrade packages are available for older models to extend service life, and new deliveries to civilian operators will continue but with low volumes.

Note: Only BELL 412EP, BELL 412SP were included in Market Indicators and For Sale vs. Sold.

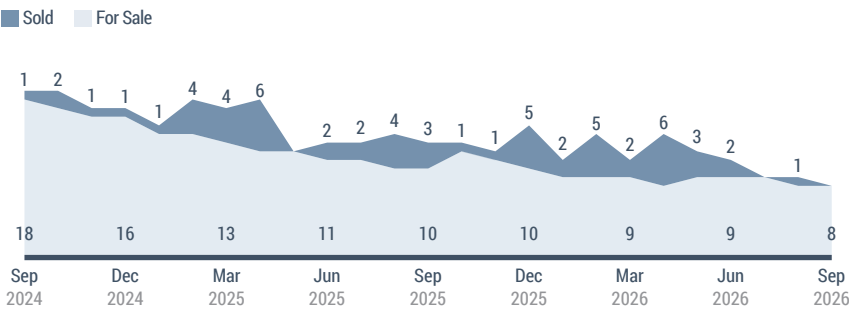
Source: AMSTAT & ASG

BELL 429

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

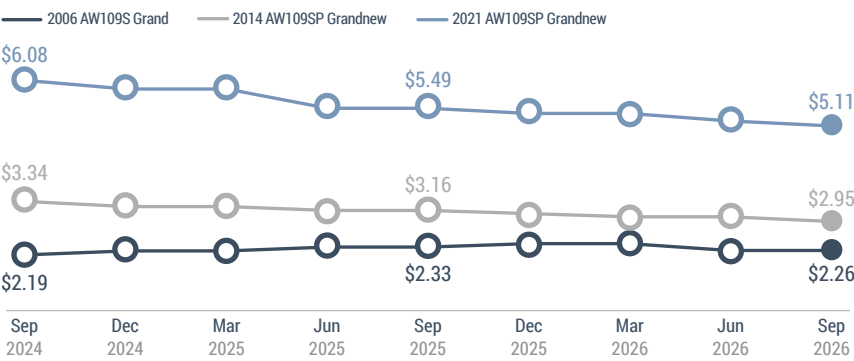
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	9 (1.7%)	8 (1.5%)
Avg Asking Price (USD)	4.50M	5.39M
Avg Days on Market	190	222
Sold in Past 12 Months	36	28
Sold in Past 3 Months	11	1

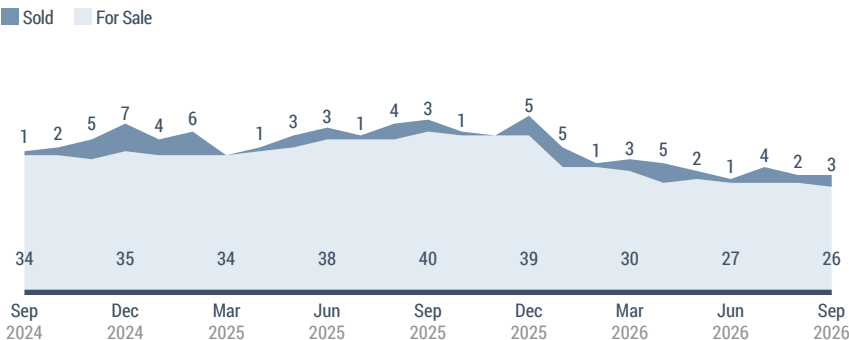
The Bell 429 has gained much popularity and fleet share in the EMS and law enforcement roles. Its large cabin volume and twin engine configuration mean the 429 is more suitable for longer range EMS missions. Availability has remained stable and market values have been adjusted based on market activity.

LEONARDO AW109

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

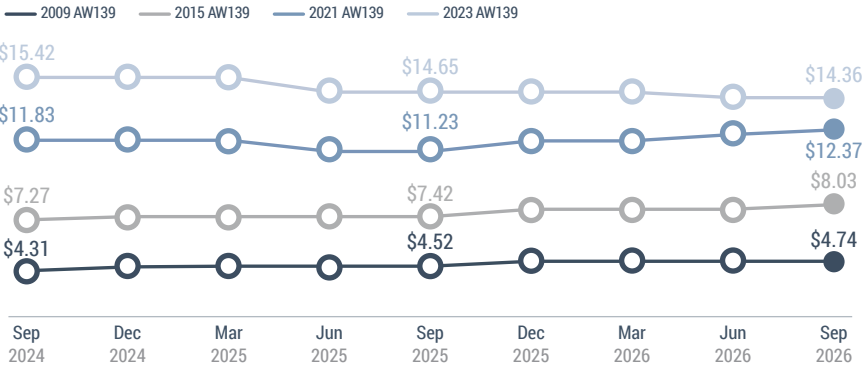
MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	27 (6.5%)	26 (6.3%)
Avg Asking Price (USD)	3.29M	3.51M
Avg Days on Market	421	348
Sold in Past 12 Months	31	32
Sold in Past 3 Months	8	9

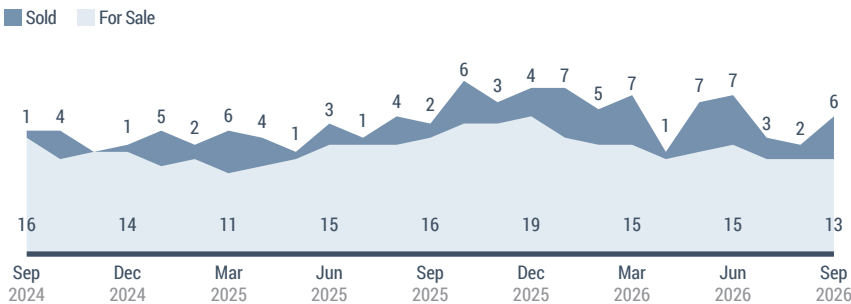
One of the most popular models in its class, the AW109 serves a range of missions globally. There is a high concentration of corporate configured examples, which could affect values and transactions should demand in that market decline. Inventory level has reduced to 6.3% of the fleet, and market values have been adjusted slightly during Q3 2026 based on market activity.

LEONARDO AW139

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	15 (1.1%)	13 (1.0%)
Avg Asking Price (USD)	6.53M	6.19M
Avg Days on Market	307	297
Sold in Past 12 Months	54	58
Sold in Past 3 Months	15	11

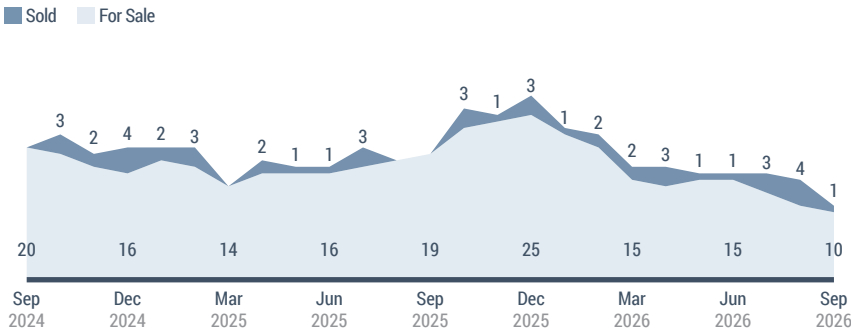
Highly popular Medium Twin with more than 1,000 in service worldwide in a wide range of missions. There is little interest in the older, short nose models but newer builds are in high demand. Availability is at just 1.0% of the fleet. Market values were adjusted based on market activity. With early build offshore and corporate machines being replaced, pre-owned availability is expected to increase in the next few years and secondary markets for the type will emerge.

SIKORSKY S-76

Market Value (Million USD)



For Sale vs. Sold



Market Indicators (vs. Previous Quarter)

- Transaction Level (Past 12 Months)
- Inventory Level
- Average Asking Price
- Average Days on Market

MARKET

	Jun-26	Sep-26
No. for Sale (% of fleet)	15 (5.0%)	10 (3.4%)
Avg Asking Price (USD)	1.46M	1.55M
Avg Days on Market	419	555
Sold in Past 12 Months	20	25
Sold in Past 3 Months	5	8

While the S-76 has reached the end of its production life, the type remains popular in offshore support and corporate markets. Demand has increased in recent months and market values have been adjusted to reflect the latest market conditions. Relatively low values make the type attractive for pre-owned buyers, and eight transactions were recorded in Q3 2026. The S-76 has been superseded in the offshore market by newer models, but the type remains popular in the corporate market.

Source: AMSTAT & ASG



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