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By Frederick Simanjuntak, Tesalonika Barus and Anastasia Anggita, Makarim & Taira S. The Indonesian aviation sector has grown rapidly over the past few years. Due to this, airlines and lessors have been capitalising on the general availability of diverse sources of funding. In particular, aircraft sale-leaseback or lease transactions are used more frequently due to competitive pricing and Indonesia has been trying to develop a legal framework to accommodate the financing and leasing of aircraft.

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In the past, the team has been involved in various types of transactions such as JOLCO, US EXIM backed financing of Boeing aircraft, US tax leasing, ECA supported financing of Airbus aircraft, Export Development Canada (EDC) financed Bombardier aircraft, BNDES financed Embraer 190 aircraft, Chinese lessors’ cross-border leases and more.

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In addition to new aircraft delivery financing, the secondary aircraft market represents a significant financing and investment opportunity. Owners of the more than 21,000 commercial (Boeing and Airbus) aircraft in service today, will drive refinancing requirements in the range of \$43B per year.

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