

Please see our below comments

David Shute
Director Business Administration (BNP Paribas)

Our thoughts on the subject are as follows.

- 1) Economic benefits, - revenue from registration fees assuming effort required to collect outweigh what can be charged. For industry, potential to attract further aircraft financing and structuring around leasing and buying. Its another string to our bow.
- 2) IOM has registered 400+ aircraft, how much of the global market does this represent overall and since registry established? What economic benefits has the IOM derived to date from this activity? What is the breakeven point/date for such a startup activity?
- 3) Jersey's unique selling point - Possibly no VAT/GST, infrastructure/legal framework.
- 4) Should there be a CI Register? - If there are cost savings and the margins are perceived to be low, then why not but such questions as which legal system would apply etc would need to be ironed out first.