

Type : *Airbus A320ceo*
Model : *A320-200ceo*
Family : *A318/A319/A320/A321*

Airframe Manufacturer : *Airbus Industries*
Model Launch : *1984*

No of Engines : *2*
Engine Type - Model :
IAE V2527-A5 / CFM56-5B

Seat Capacity :
140-180

Weight and Payload :
78,000 Kgs Max Design Take Off Weight (MDTOW)
16,600 Kgs Max Payload Weight

Range Capacity :
2,850 nm / 5,280 km (150 Pax)

Other Important Features :
Full glass cockpit, liquid crystal display (LCD), electronic flight instrument system (EFIS), electronic centralised aircraft monitor (ECAM), and composite primary structures, sharklet retrofit option

Appraiser's Opinion

A320-200ceo



Amit Tyagi

ISTAT Certified Senior Appraiser

Appraiser's Opinion

The A320ceo family includes the A318, A319, A320, and A321 models. It boasts a production tally of about 8100 aircraft. This figure comprises 4752 A320ceo units. Consequently, it emerged as one of the most triumphant aircraft initiatives in history. Launched in March 1984, the A320 undertook its maiden flight on February 22, 1987, and was subsequently introduced into service by Air France in April 1988. Since its initial deployment, Airbus has consistently enhanced the model, incorporating improvements to its powerplants, integrating sharklets, and offering flexible cabin configurations. These significant enhancements have notably extended the program's lifecycle.

The Airbus A320ceo engages in vibrant competition, primarily with the Boeing 737-800. The Airbus A320ceo, offers a diverse range of seating possibilities, typically accommodating between 140 to 170 passengers, with a maximum capacity that can stretch to embrace as many as 180 travellers. Airbus bestows upon its customers the gift of flexibility by presenting a selection of distinct weight variants (WV) to suit individual preferences. These weight variants, namely 73.5 tonnes, 75.5 tonnes, and 77.0 tonnes, are certified concurrently with the fundamental weight variant upon the model's approval.

At present, this single-aisle passenger aircraft stands adorned with a choice of either the CFM56-5B or the IAE V2527-A5 powerplant. Contrastingly, its counterpart in competition, the B737-800, confines its engine option to the CFM56-7B. In the earlier A320ceo models, the engines included CFM56-5A and V2500-A1 variants. The last A320ceo aircraft delivered with the CFM56-5A or V2500-A1 was 2003 and 1994 respectively.

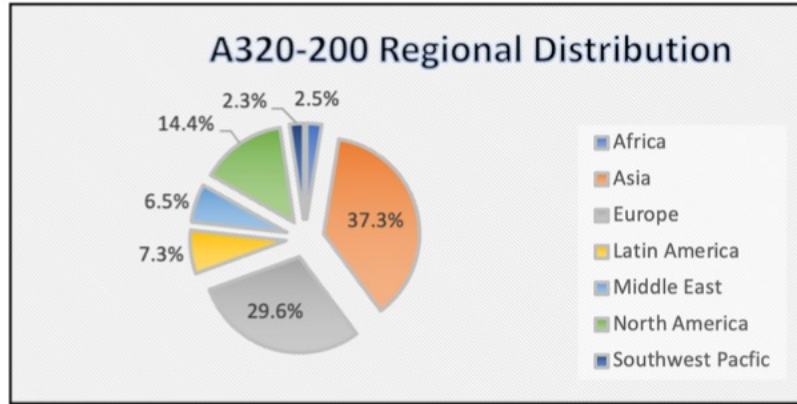
When comparing these two engine types, a discernible pattern emerges. The CFM56 engine boasts lower maintenance costs, whilst the V2500 engine generally demonstrates a reduced fuel burn, albeit accompanied by higher maintenance expenses.

Airbus introduced the next-generation A320neo aircraft on December 1, 2010. This innovative aircraft took to the skies for its maiden flight on September 25, 2014, marking a significant milestone. It was then officially launched by Lufthansa on January 25, 2016. The A320neo (New Engine Option) was meticulously designed to usher the A320 into the contemporary era, marked by significant advancements in fuel efficiency, environmental conscientiousness, and passenger well-being. These notable enhancements primarily include state-of-the-art sharklets and a pair of cutting-edge engine options that is Pratt & Whitney's innovative PurePower PW1100G-JM geared turbofan and CFM International's forward-looking LEAP-1A.

The introduction of the new sharklets promises to elevate aerodynamic performance, accompanied by substantial weight reductions that result in significant fuel consumption reductions. Simultaneously, these next-generation engines are poised to deliver substantial fuel savings while reducing Nitrogen Oxide emissions in the vicinity. According to Airbus, the A320neo boasts a remarkable 20% reduction in fuel consumption and a corresponding decrease in CO2 emissions compared to its predecessors.

With regards to the geographical spread of the A320-200ceo specifically, most of the fleet is concentrated in Asia (37.3%), followed by Europe (29.6%), North America (14.4%), Latin America (7.3%), Middle East (6.5%), Africa (2.5%) and Southwest Pacific (2.3%).

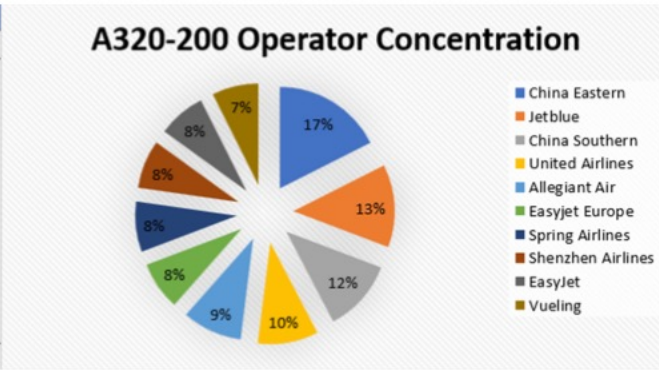
Appraiser's Opinion (contd..)



CAPA – 22 Aug. 2023

China Eastern leads the pack with the most extensive A320-200 fleet, trailed closely by JetBlue and China Southern. The accompanying graph provides a visual depiction of the top 10 operators of the A320-200ceo fleet.

A320-200 - Top 10 Operators in Operation		
Operator	Region	No. of Aircraft
China Eastern	Asia Pacific	173
Jetblue	North America	130
China Southern	Asia Pacific	114
United Airlines	North America	95
Allegiant Air	North America	94
Easyjet Europe	Europe	76
Spring Airlines	Asia Pacific	79
Shenzhen Airlines	Asia Pacific	76
EasyJet	Europe	75
Vueling	Europe	73
Top 10 Total		985



Disclaimer

The opinions and commentary mentioned is solely that of the author. The data used to derive such opinions is sourced from designated sources through proper means of subscriptions. For fin-S Demo or Certified Appraisal Report(s), please contact support@sparta.aero or valuationblr@acumen.aero respectively.

Market Outlook

Amidst the backdrop of economic challenges that have influenced consumer purchasing power and incurred operational expenses for airlines, the resurgence in air travel demand has showcased remarkable resilience throughout the first half of 2023. According to the International Air Transport Association (IATA), industry-wide revenue passenger kilometres (RPKs) increased by 26.2% year-on-year (YoY) in July 2023, reaching 95.6% of the traffic numbers observed in 2019 and domestic passenger traffic has already reached 8.3% higher than 2019 level. Available seat kilometres (ASKs) also witnessed robust growth of 23.7% YoY, totalling 96.1% of pre-pandemic capacity. The recovery of international traffic remained stable in July, with industry-wide international RPKs standing at 11.3% below pre-COVID levels. Passenger load factors have approached the levels achieved in 2019, reaching an industry-wide average of 85.2%, only 0.4 percentage points (ppts) away from full recovery.

Even as the aviation industry strives toward potentially aligning with or even surpassing the activity levels of 2019, it remains significantly distant from the trajectory it would have naturally pursued if the COVID crisis had not occurred. To meet the resurgent passenger demands, there are now only 288 A320ceo aircraft remaining in storage, compared with 153 B737-800 units in storage.

The A320P2F aircraft has now become a valuable addition to the illustrious Airbus P2F family, which includes the A330-200P2F, A330-300P2F, and A321P2F programs. As a next-generation freighter, the A320P2F offers environmentally conscious benefits, showcasing superior fuel efficiency—a boon for its operators.

Market Outlook (contd..)

Moreover, it bestows enhanced operating economics by leveraging commonalities across these remarkable platforms. On July 15th, 2022, ST Engineering and Elbe Flugzeugwerke (EFW) jointly announced the delivery of the Airbus A320 Passenger-to-Freighter (A320P2F) converted aircraft to its inaugural customer, Vaayu Group (Vaayu). C-Cube is also trying to get A320-200CCF approval from EASA and has already been certified by FAA. These conversion options will support the values for the in-service fleet as the fleet continues to get older.

In light of the presence of contemporary aircraft like the A320neo and B737-Max in the market, older aircraft models (A320-200 & B737-800) which are already out of production, have experienced a downward pressure. Market values have continued to experience downward pressure due to COVID impact as well as availability of new technology aircraft. Market values were down by as much as 15%, but as the passenger traffic levels are already near pre-pandemic level so market values have continuously improved and are now near to base values.

As the new aircraft deliveries are expected to increase in future once ongoing supply chain issues have been sorted, demand for subject aircraft would be under pressure and hence market values are expected to see pressure over the long term, however the near term market values are expected to recover further.

Value Projection

Source : fin-S Online Valuation Application - SPARTA



A320 CEO- Acumen Values as of 1 st Jan 2023															
Year of build	Current market value	Current base value	Future Base Values at 0% inflation												
			2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
1993	5.13	5.24	-	-	-	-	-	-	-	-	-	-	-	-	-
1997	6.45	7.09	-	-	-	-	-	-	-	-	-	-	-	-	-
2001	9.24	9.88	8.63	7.47	6.39	-	-	-	-	-	-	-	-	-	-
2005	14.46	15.06	13.47	11.92	10.50	9.22	8.06	6.97	5.96	-	-	-	-	-	-
2009	20.42	20.95	19.11	17.39	15.74	14.17	12.67	11.21	9.88	8.67	7.58	6.56	5.61	-	-
2013	26.83	27.38	25.33	23.39	21.51	19.71	17.98	16.37	14.82	13.33	11.92	10.55	9.30	8.16	7.13
2016	32.09	32.58	30.48	28.39	26.40	24.43	22.56	20.75	19.01	17.34	15.79	14.29	12.86	11.50	10.17
2017	33.40	33.91	31.74	29.69	27.66	25.72	23.80	21.97	20.21	18.52	16.89	15.38	13.92	12.53	11.20
2018	34.66	35.18	33.03	30.91	28.91	26.94	25.05	23.18	21.40	19.69	18.04	16.46	14.98	13.56	12.20
2019	36.09	36.64	34.41	32.29	30.23	28.28	26.34	24.50	22.67	20.93	19.25	17.64	16.09	14.65	13.26
2020	37.59	38.16	35.91	33.72	31.65	29.63	27.71	25.82	24.01	22.22	20.51	18.87	17.29	15.77	14.35



Logs / Base Value

Value as of: Sep 20, 2023

BV and CMV FBV
 Asset Type: Aircraft Engine

Fleet Type: Serial Number: Aircraft Type:

Date of Manufacture: Engine Type:

Max Take Off Weight: Lbs Kgs

Maintenance Condition: Half Life Full Life Both

Value as of:

\$37.174 m

Half Life
Current Base Value

\$36.616 m

Half Life
Current Market Value

Give Us Your Feedback

Email us at valuationblr@acumen.aero *or* support@sparta.aero