



MODEL A320ceo	ENGINE CFM56-5B4	YOM 2015	AGE 11 yrs	REGION W. Europe	MSN SAMPLE
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CONDITION-ADJUSTED VALUE RANGE

\$28.7M – \$31.8M

Condition-adjusted indicative range based on inputs provided

ASKING PRICE SIGNAL

Enter an asking price in the form to activate the market signal analysis.

Compare your asking price against observed CMV and receive a signal (ABOVE / WITHIN / BELOW market range).

For exact CMV and condition-adjusted valuation:
Upgrade to BASIC → [shop.avialinker.com](#)



\$28.7M CMV \$30.2M \$31.8M

ADJUSTED CMV **\$30.2M**

RANGE FLOOR \$28.7M	RANGE CEILING \$31.8M	ADJUSTED CMV \$30.2M
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KEY INSIGHTS

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Life-Stage: Mid-Life Asset

At 11 years, maintenance history and upcoming shop visit timing are the primary value drivers. Technical profile and records quality determine negotiating position more than headline age.
- 2

Condition: Above Half-Life

Above-half-life component positioning generates a net positive adjustment of \$6.5M, supporting pricing toward the upper end of the indicative range. Condition data should be independently verified.
- 3

Market Reference

No asking price provided. This output serves as a standalone market reference for the described configuration, age, and region. Enter an asking price to activate negotiation signal analysis.

VALUATION REFERENCE

How the Market Reference Value is adjusted to reflect actual technical condition of this aircraft.

COMPONENT / ADJUSTMENT	IMPACT	RUNNING TOTAL	VISUAL
Market Reference Value (Half-Life)	\$23.8M	\$23.8M	
Engine cycle position	+\$1.8M	\$25.6M	
Engine LLP position	+\$3.8M	\$29.4M	
C-Check -- fresh at redelivery	+\$0.9M	\$30.2M	
CMV Adjusted -- Current Condition	\$30.2M	\$30.2M	

KEY TAKEAWAY

The adjusted CMV of \$30.2M places this asset within observed market range. Negotiation leverage rests on near-term maintenance exposure and records quality. Focus due diligence on engine shop visit timing, LLP traceability, and delivery condition definition before committing to transaction terms.

EXECUTIVE SUMMARY

Market evidence indicates a selective but stable buyer environment. For mid-life assets, technical positioning -- particularly engine cycle status and C-Check proximity - is the primary driver of transaction outcomes and negotiating leverage.

Based on the technical profile provided, the adjusted indicative value for this A320ceo (CFM56-5B4, 11 years) is approximately \$30.2M, with an indicative negotiation reference range of \$28.7M to \$31.8M. The Market Reference Value for this model and engine at standard mid-life condition is \$23.8M. Technical condition adjustments of +\$6.5M reflect the asset's actual maintenance position relative to the market baseline. No asking price was provided. This output serves as a standalone market reference.

VALUE DECOMPOSITION -- MARKET REFERENCE VALUE TO CMV ADJUSTED

Each maintenance component assessed relative to half-life. Positive = above half-life remaining; negative = below average or near-due.

MARKET REF. VALUE \$23.8M	→	TOTAL ADJUSTMENTS +\$6.5M	→	CMV ADJUSTED \$30.2M	→	FLOOR \$28.7M
COMPONENT / ADJUSTMENT		RELATIVE IMPACT	USD (M)	RUNNING TOTAL		
Market Reference Value (Half-Life)			\$23.8M	\$23.8M		
Engine cycle position			+\$1.8M	\$25.6M		
Engine LLP position			+\$3.8M	\$29.4M		
C-Check -- fresh at redelivery			+\$0.9M	\$30.2M		
Engine SV penalty			N/A	--		
Landing gear			N/A	--		
APU position			Baseline	Mid-life -- included in CMV base		
Harsh environment			N/A	--		
Engine status			N/A	--		
Events history			N/A	--		
Preservation			N/A	--		
CMV Adjusted -- Current Condition			\$30.2M	\$30.2M		

TECHNICAL NOTES

Flags generated by the valuation engine based on inputs provided. Each note identifies a factor requiring verification before any transaction decision.

NOTE

At 11 years of age, upcoming maintenance exposure is an increasing value driver. Engine shop visit timing and C-Check interval should be confirmed via operator records before any purchase commitment.

NOTE

Valuation is based on configuration and operational history as declared by the user. Actual market value may vary depending on physical condition, records quality, and documentation completeness at time of inspection.

WHAT THIS REPORT DOES NOT DETERMINE

Final transaction outcomes depend on factors requiring direct negotiation and independent verification:

- / Physical condition of airframe, engines, cabin, or avionics -- requires independent inspection by a qualified MRO or technical consultant.
- / Authenticity or completeness of maintenance records, AD compliance status, or airworthiness documentation.
- / Legal status, ownership chain, liens, or encumbrances on the asset under any applicable registry.
- / Exact comparable transaction prices -- secondary market data is indicative, private, and subject to rapid change.
- / Impact of undisclosed events: structural repairs, incidents, operator-specific maintenance deferrals, or regulatory eligibility in any target jurisdiction.

KEY ASSUMPTIONS -- SCOPE OF THIS REPORT

1. Half-life baseline: Market Reference Value assumes all major components at mid-interval. Actual adjustments derive from declared maintenance data only.
2. Single-asset analysis: This report covers one aircraft as described. Fleet transactions, sale-leaseback structures, or package deals require separate analysis.
3. Market data vintage: CMV reference data sourced from Q2 2026 publications (calibrated 2026-06-09). Values may shift with MRO cost changes or market demand shocks.

PRE-LOI TRANSACTION FRAMEWORK

Key elements to confirm before advancing to a Letter of Intent. A structured approach reduces negotiation risk and establishes a defensible position at SPA stage.

1. Asset Valuation

Establish an independent CMV before negotiations begin. Anchoring to the seller's asking price without a market reference is a structural negotiation disadvantage. This report provides an indicative CMV. For opening bid, walk-away threshold and full negotiation strategy, see the ANALYSIS report at shop.avialinker.com.

2. Transaction Structure

Define deal type before drafting the LOI: outright purchase, pitch-right, sale-leaseback (SLB), dry lease, wet lease, or ACMI. Define redelivery conditions: as-is/where-is, as-if (post-maintenance), or post-lease redelivery with agreed physical and records standards.

3. Aircraft History

Verify operator sequence, registration history, and incident records before LOI. Avialinker MSN Lookup provides free history narrative for 90,000+ aircraft -- avialinker.com. If information is non-conclusive, request full records from the seller or commission an independent records audit.

4. Jurisdiction & Airworthiness Acceptance

Confirm the target operating jurisdiction (EASA, FAA, GCAA, CAAC, etc.) before LOI. Airworthiness acceptance requirements, records traceability standards, and AD compliance documentation vary by registry. Jurisdiction affects both acceptance cost and residual value.

5. LOI Terms & Deposit Mechanics

Structure the LOI with: exclusivity period and extension conditions; escrow account and deposit amount; refundable vs. non-refundable conditions and triggers; technical acceptance protocol and go/no-go criteria; governing law and dispute resolution jurisdiction.

AIRCRAFT TECHNICAL SPECIFICATIONS

AIRCRAFT TYPE	A320ceo
ENGINE TYPE	CFM56-5B4
YEAR OF MANUFACTURE	2015
AGE (YEARS)	11 years
OPERATING REGION	Western Europe
CABIN CONFIGURATION	Not provided
IFE	None / AVOD not installed
MSN	SAMPLE
REPORT REFERENCE	AVL-SAMPLE-A320CEO

MAINTENANCE STATUS

COMPONENT	STATUS	NEXT DUE	REMAINING LIFE
Engine 1	GOOD	See timeline	100%
Engine 2	GOOD	See timeline	100%
C-Check	FRESH	See timeline	100%
APU	GOOD	See timeline	65%
Main LG	GOOD	Within limits	100%
Nose LG	GOOD	Within limits	100%

APU STATUS

APU TYPE	STATUS Post-OH	INDICATIVE VALUE \$0.8M	LIFE REMAINING 90%
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Note: APU indicative replacement values are derived from publicly available market references. Status-adjusted contribution: Post-OH 92.5%, Mid-life 65%, Near-OH 35% of replacement value.

LANDING GEAR STATUS

COMPONENT	STATUS	CYCLES	YEARS	CYCLE LIMIT	OH COST	LIFE CONSUMED
Nose Landing Gear (NLG)	GOOD	--	--	60,000 cyc	\$0.5M	0%
Main Landing Gear -- Left (MLG-L)	GOOD	--	--	60,000 cyc	\$0.9M	0%
Main Landing Gear -- Right (MLG-R)	GOOD	--	--	60,000 cyc	\$0.9M	0%

Note: Landing gear overhaul intervals are defined by cycles and calendar years (whichever is binding). Status-adjusted OH cost is included in the valuation adjustment waterfall.

LLP POSITION (INDICATIVE)

LLP PART	CSN	OEM LIMIT	STATUS	REM. LIFE
Fan Disc (Eng 1)	--	20,000	GOOD	--
HPT Disc (Eng 1)	--	15,000	GOOD	--
Fan Disc (Eng 2)	--	20,000	GOOD	--
HPT Disc (Eng 2)	--	15,000	GOOD	--
LPT Disc (Eng 1 & 2)	--	--	GOOD	--

24-MONTH MAINTENANCE TIMELINE

CLEAN 24-MONTH MAINTENANCE WINDOW

No major scheduled maintenance events are due within the 24-month horizon. C-Check performed at redelivery -- full interval restarted (approx. 30 months). Engine shop visit exposure is outside the 24-month window based on current cycle position. Near-term cost exposure is limited to routine line maintenance and minor scheduled items only.

ESTIMATED 24-MONTH MAJOR MAINTENANCE EXPOSURE

~\$0M

(no major events scheduled -- routine maintenance only)

MAINTENANCE COST CONTEXT

How to interpret 24-month exposure in a transaction context.

Cost Exposure vs. Transaction Price

The 24-month maintenance total should be modelled against the transaction price to calculate all-in acquisition cost. Near-term events (M+0 to M+6) are a direct negotiation lever -- the present value of these costs can be structured as a price reduction or seller-funded escrow at SPA stage.

Engine Shop Visit: Dominant Cost Driver

Engine shop visits account for the largest share of 24-month exposure in most transactions. Buyers should request current engine utilisation certificates and an independent MRO quote before LOI stage to quantify exposure precisely. The binding factor (cycles or hours) determines urgency.

C-Check: Reference for Negotiation

A C-Check due within the next 12 months should be treated as a direct price deduction or seller obligation in the SPA. Deferred items from the last check can materially increase scope. Request the last C-Check workscope and findings report as part of records due diligence.

MRO COST BENCHMARKS -- INDICATIVE (2026)

NB C-CHECK
\$2.5M--\$4.5M

CFM56 SV
\$6.0M--\$9.0M

NB LG OH
\$0.5M--\$0.9M

Note: Cost benchmarks are indicative. Actual costs depend on workscope, deferred items, labour rates, and condition found at teardown. Obtain current MRO quotes before committing to transaction terms.

METHODOLOGY

Data Sources

Base Current Market Values (CMV) are derived from observed market data compiled from publicly available market references and transaction data, combined with proprietary expert calibration (Q2 2026, updated 2026-06-09). Values reflect observed trading ranges for comparable assets in international secondary markets.

Adjustment Framework

The CMV is adjusted using a calibrated multi-factor model covering: regional operating environment (harsh environment discount 0-4%), engine status and utilisation, event and damage history, preservation status, and part-out floor calculation for mature assets. All adjustment factors were calibrated and validated against known market transactions.

Limitations

This report produces indicative values based on user-provided inputs and published market data. It does not constitute a certified appraisal and does not replace a physical inspection, records audit, or formal ISTAT-standard appraisal. Values should be treated as market intelligence for preliminary negotiation and due diligence preparation only.

NARROWBODY SECONDARY MARKET -- CONTEXT (Q2 2026)

Demand profile	Strong bid depth observed in the 10-14 year bracket. The A320ceo is a preferred platform for short-haul network stability.
Value trend	Narrowbody values +3-5% year-on-year. Supply remains constrained by continued delays in next-generation aircraft deliveries.
Market liquidity	High for V2500 and CFM56-5B assets. Broad operator and lessor base, deep MRO network, multiple exit routes.
Key risk	GTF engine groundings continue to redirect MRO capacity. Lease extensions are compressing available inventory.
Engine SV cost	Engine overhaul costs are the primary negotiation variable in transactions over 10 years. Obtain current MRO quotes for the specific engine variant.
Observed transactions	Observed transaction range (V2500/CFM56-5B, 10-12yr): \$19M-\$23M depending on technical condition.
Lease rate reference	Monthly indicative range: \$200K-\$235K for 11-13 year assets in current market conditions.
Records quality premium	Back-to-birth documentation commands a \$0.3M--\$0.8M premium over undocumented assets. EASA/TCCA acceptance requires full traceability.
Transaction timelines	Pre-purchase inspections average 4--8 weeks including records review. Total LOI to delivery: 8--16 weeks for standard transactions.

KEY TERMS

CMV	Current Market Value -- the price at which an asset would exchange hands between a willing buyer and seller with no compulsion to act.
HLV	Half-Life Value -- theoretical value assuming all major components are at the midpoint of their maintenance intervals.
LLP	Life-Limited Part -- components with a mandatory replacement interval (cycles or hours), typically in engines and landing gear.
CSN/CSLSV	Cycles Since New / Cycles Since Last Shop Visit -- metrics used to assess engine and component utilisation.
SV	Shop Visit -- major engine maintenance event typically involving removal and workshop overhaul.
C-Check	Heavy maintenance check performed approximately every 4-6 years, involving comprehensive airframe inspection and restoration.
APU	Auxiliary Power Unit -- small turbine providing ground power and pneumatics. Contributes materially to aircraft value.
LOI	Letter of Intent -- pre-contractual document outlining agreed transaction terms before SPA execution.
SPA	Sale and Purchase Agreement -- binding legal contract for aircraft transaction.
PPI	Pre-Purchase Inspection -- physical and records inspection commissioned by the buyer prior to transaction completion.

DISCLAIMER -- PLEASE READ

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