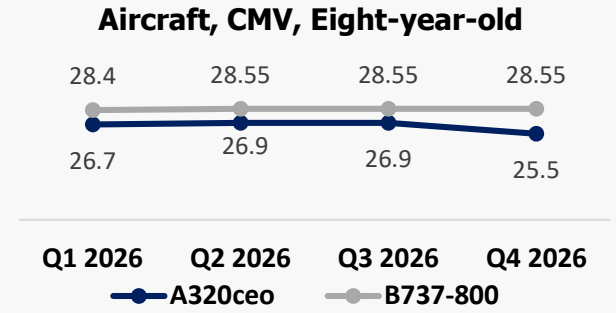
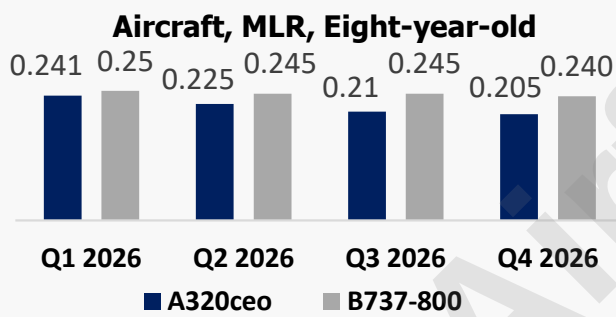
Single-aisle, Midlife aircraft | Ishka Airfinance (IA) data, Q3 2026| USD millions

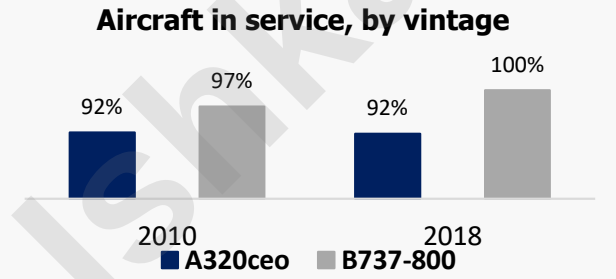
Older Generation NB| Pricing ceiling reached?

IA CMV and MLR movement

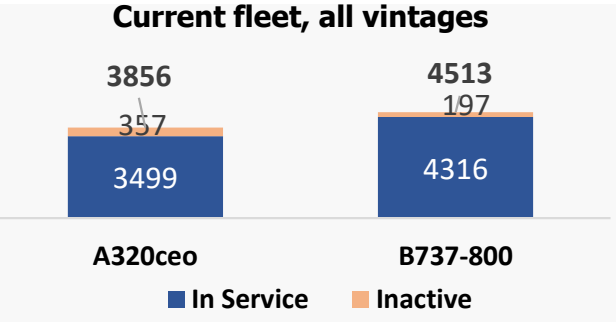




Supply and current fleet



Source: Ishka Airfinance Fleet Intelligence



Source: Ishka Airfinance Fleet Intelligence

[+] **Encumbered aircraft** - *subject to a sale and leaseback transaction*

- Ishka Airfinance (IA) data has indicated a broad plateau in Current Market Values (CMVs) for midlife Airbus A320ceo and Boeing 737 NG aircraft throughout most of the past year, with the 737 NG maintaining its pricing premium. However, the A320ceo has shown the first signs of softness in CMVs in recent revisions to IA data.

- Meanwhile, there has been some softening in the lease rate environment, particularly for older A320ceos. 737 NG rates have exhibited more resilience.

- Respondents to the Ishka Airfinance Aircraft Pricing Benchmark confirmed broadly stable aircraft values. Engine values continue to be a key pillar of overall aircraft values, though participants report that even those aircraft in low maintenance condition can command a premium in certain cases.

- The trading market remains active with continued high pricing going into the fourth quarter, according to sources.

- Worries of the year's high oil price environment feeding through into midlife narrowbody pricing seems to have largely not materialised, as the underlying market dynamics around supply and demand continue.

Ishka Airfinance

Single-aisle Aircraft | Midlife Aircraft | Data collected in Q3 2026 | USD, millions

Methodology and key information

Assets covered

- The Ishka Airfinance Aircraft Pricing Benchmark (APB) typically covers pricing sentiment for both single-aisle and twin-aisle aircraft, including the A320neo, A320ceo, B737 MAX 8 and B737-800. The APB also covers the A350-900, A330-300, B787-9 and the B777-300ER. In the 3rd Edition we initiated coverage of Turboprops (Q400, ATR72-600) and Regional Jets (A220-300, and E190). For this edition, we have focused on mid-life narrowbody aircraft.
- The IA APB covers both naked/unencumbered and encumbered (lease attached or subject to a sale and leaseback transaction) aircraft
- The IA APB covers – new build, eight-year-old and 16-year-old asset vintages
- For older aircraft, the data presented reflects best efforts to consider aircraft in overall 'half-life' condition

Data collection

- The data shown in this document was collected from a broad and active set of those in the business of buying, leasing, financing and/or selling aircraft (e.g., lessors, airlines, investors, aviation banks, asset managers, part-out companies, advisors), who have shared their views anonymously
- Market participants were asked about a price range for spot prices and monthly lease rents they had reviewed or participated in. This may include asks/bids won or in which the contributor participated, or trades undertaken
- The data collected may include operators covering all types of creditworthiness, business models and geographies
- The data collection was made through videocalls, phone calls or e-mails during the third quarter of 2026
- The first edition of the Ishka Aircraft Pricing Benchmark was published in January 2021

Data processing

- The minimum and maximum values for the low-end range and high-end range are the values as collected, i.e., no data removal for outliers was performed
- From the data collected, Ishka Airfinance has calculated the minimum and maximum for both the low-end ranges and high-end ranges of prices and lease rates, a mean was also computed for the different vintages and lease types using the midpoints in the range.
- In order to provide meaningful data a minimum number of datapoints is required (quorum). If insufficient data is available, we can elect not to publish the data for that asset/vintage.

Ishka Airfinance

For more information on the Ishka Airfinance Aircraft Pricing Benchmark, please contact

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