

Type : A350
Model : A350-900
Family : *Wide-body*

Airframe Manufacturer : *Airbus*
Model Launch : *2006*

No of engines : *2*
Engine Type – Model : *RR Trent XWB*

Seat capacity :
440 Full Economy Configuration
300 – 350 in 3-Class Configuration

Weight and Payload :
283,000 Kg Max Take Off Weight (MTOW)

Range Capacity : *9700 nm / 15372 km*

Other important features :
70% airframe made of advanced materials, full LED mood lighting, 50% reduction in carbon footprint, IFE with WIFI onboard.

Appraiser's Opinion

A350-900



Ameya Gore
Sr. ISTAT Appraiser

Appraiser's Opinion

The Airbus A350-900 was launched in 2006, 2 years after the competing B787-9 program was launched. The first A350-900 entered into service with Qatar Airways in late 2014 and has subsequently been operated by 35+ airline operators worldwide. With the decline in demand for the A380 on long haul routes, the A350 and B787 family aircraft have become the mainstay assets in airline fleets. The composite airframes equipped with fuel efficient engine technologies and modern passenger cabin interiors provide a suitable combination of comfort and efficiency to airline operators. Based on the data available, the maintenance costs associated with the heavy maintenance is lower compared with previous generation assets such as A330 or B777. This reduction in costs can be attributed to optimisation of the maintenance tasks in the MPD (Maintenance Planning Document) and higher maintenance intervals for heavy structure checks. Engine reliability and on-wing life improvements have also contributed to lower unit costs for engine maintenance compared with previous generation aircraft.

The backlog of 300+ aircraft suggests that the aircraft production cycle will continue for nearly 5-6 more years depending on the production rate fluctuations. The passenger demand is yet to fully recover to pre-COVID levels and this will help in maintaining demand for wide body aircraft in the foreseeable future. With the older wide body assets becoming economically unviable to operate as well as demand for freighter conversion increasing due to lower market values, the future demand will continue to be high for the A350 and B787 families. Also, most aircraft are relatively new and have operated lower than expected hours (mostly due to grounding during the pandemic). This will contribute to sustained values for the future when the leases start to expire and the assets are traded or undergo transitions. One key factor that will need to be monitored closely during the lease transitions is costs associated with cabin refurbishment and modifications.

Wide-body aircraft are often highly customised to suit each airline's requirements and hence are non-standard in their LOPA layouts. The typical costs of cabin modifications for A330 or B777 have been seen to be in range of \$ 10-16 Million. Based on the level of sophistication and modernisation of the A350 cabin, the costs could be higher. But at the moment, due to lack of adequate data points it is difficult to estimate the cost exposure with a reasonable accuracy. However, this cost will have a significant impact on the marketability of assets in second or third leases.

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.

Value Projections

Source: fin-S online valuation tool on SPARTA



Utility Type

BV/CMV (DEFAULT) FBV

Serial Number

Aircraft Type *

A350-900

Date of Manufacture *

20-12-2015

Engine Type *

Trent XWB-84

Max Take Off Weight *

623901.8

Lbs

Max Take Off Weight *

283000.00

Kgs

Modifications/Enhancements

ETOPs-Beyond 180 Minutes

Wi-fi

EFB

CDSS

Maintenance Condition*

Half Life Full Life Both

Please select Aircraft and Engine to enable full life

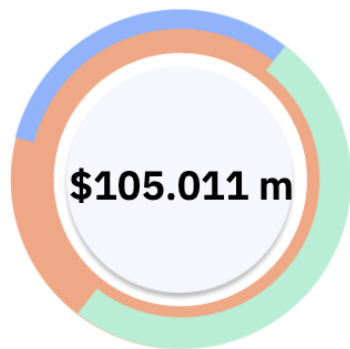
Inflation Rate *

2

%

Projection To *

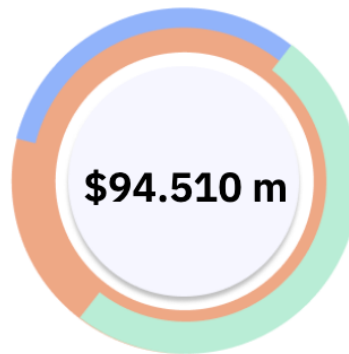
31-01-2036



Half Life

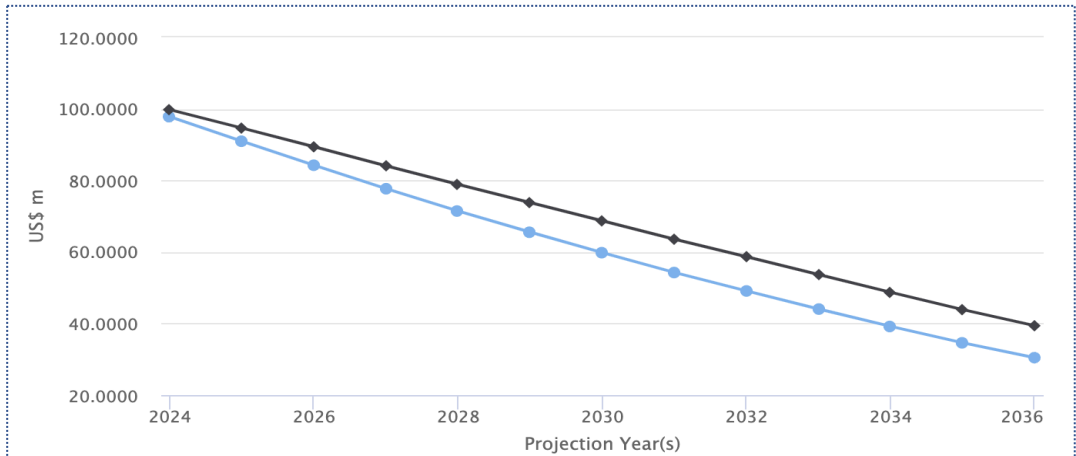
Current Base Value

Value as of: Jan 10, 2023



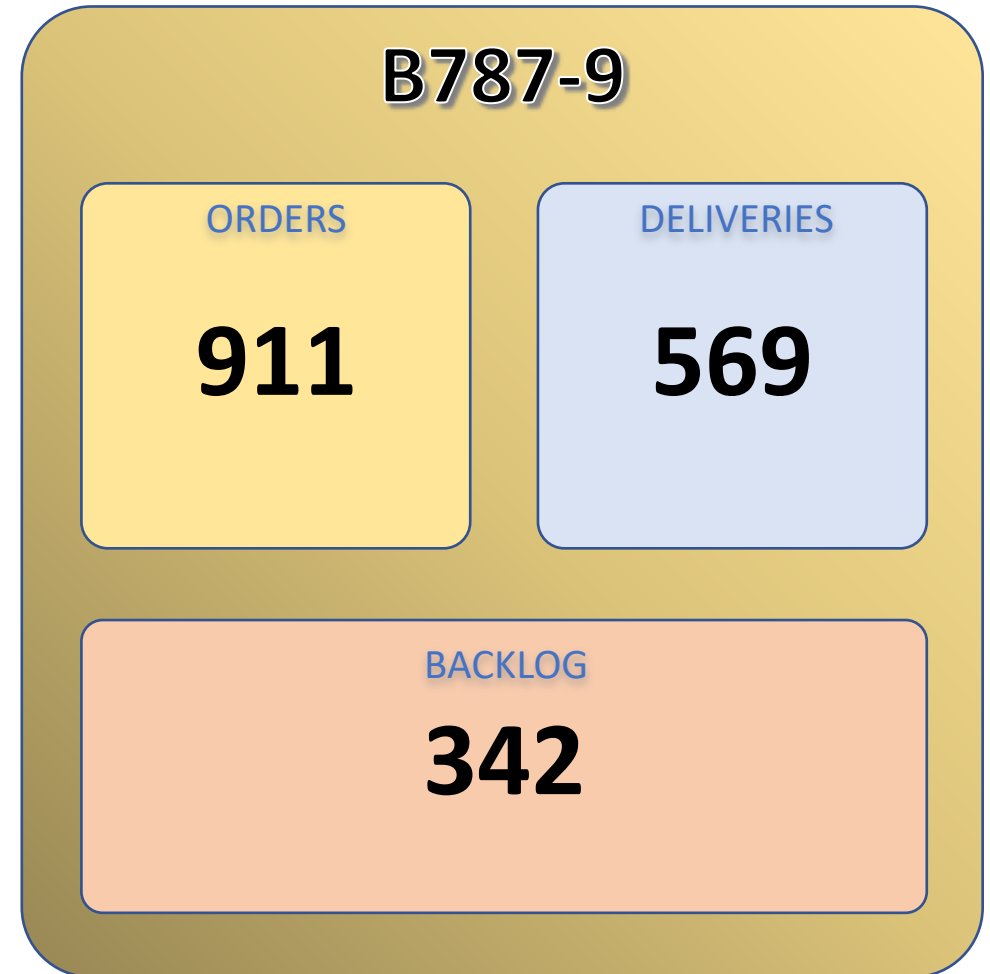
Half Life

Current Market Value



Date	Half Life @ 0%	Half Life @ 2%
Jan 2024	US\$97.808 m	US\$99.764 m
Jan 2025	US\$90.952 m	US\$94.626 m
Jan 2026	US\$84.243 m	US\$89.399 m
Jan 2027	US\$77.670 m	US\$84.072 m
Jan 2028	US\$71.437 m	US\$78.872 m
Jan 2029	US\$65.511 m	US\$73.776 m
Jan 2030	US\$59.796 m	US\$68.686 m
Jan 2031	US\$54.246 m	US\$63.557 m
Jan 2032	US\$49.094 m	US\$58.671 m
Jan 2033	US\$44.032 m	US\$53.674 m
Jan 2034	US\$39.167 m	US\$48.699 m
Jan 2035	US\$34.596 m	US\$43.876 m
Jan 2036	US\$30.443 m	US\$39.381 m

Orders and Backlog Status :



As of 31 Aug 2022, Source: Airbus and Boeing published data

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