VISUAL APPROACH
ANALYTICS

Aircraft Intelligence Monthly

CHART LIBRARY

November 2026

Published 11/16/2026

This document is for informational purposes only and is not intended as financial or investment advice for any organization or individual. The information contained in this document may not be suitable for all organizations and is not a substitute for professional advice. Organizations are advised to conduct their own due diligence and seek independent advice from a qualified financial advisor before making any investment decisions.

This document is based solely on publicly available data and reports and does not contain any insider information. The information contained in this report has been obtained from sources believed to be reliable, but its accuracy cannot be guaranteed. No representation, warranty or undertaking, express or implied, is made as to the accuracy or completeness of the information contained in this report and no liability is accepted by the authors, contributors or publishers for any loss or damage, direct or indirect, that may arise from any reliance on the information contained in this report.

Copyright 2026 Visual Approach LLC https://visualapproach.io

CONTENTS

2 **CHART LIBRARY**

3 Narrowbody lease extensions no longer a given as transitions resume

4 Fuel costs drive parked narrowbody divergence; GTF remains outlier

5 GTF spare engine lease rates plummet with increased supply

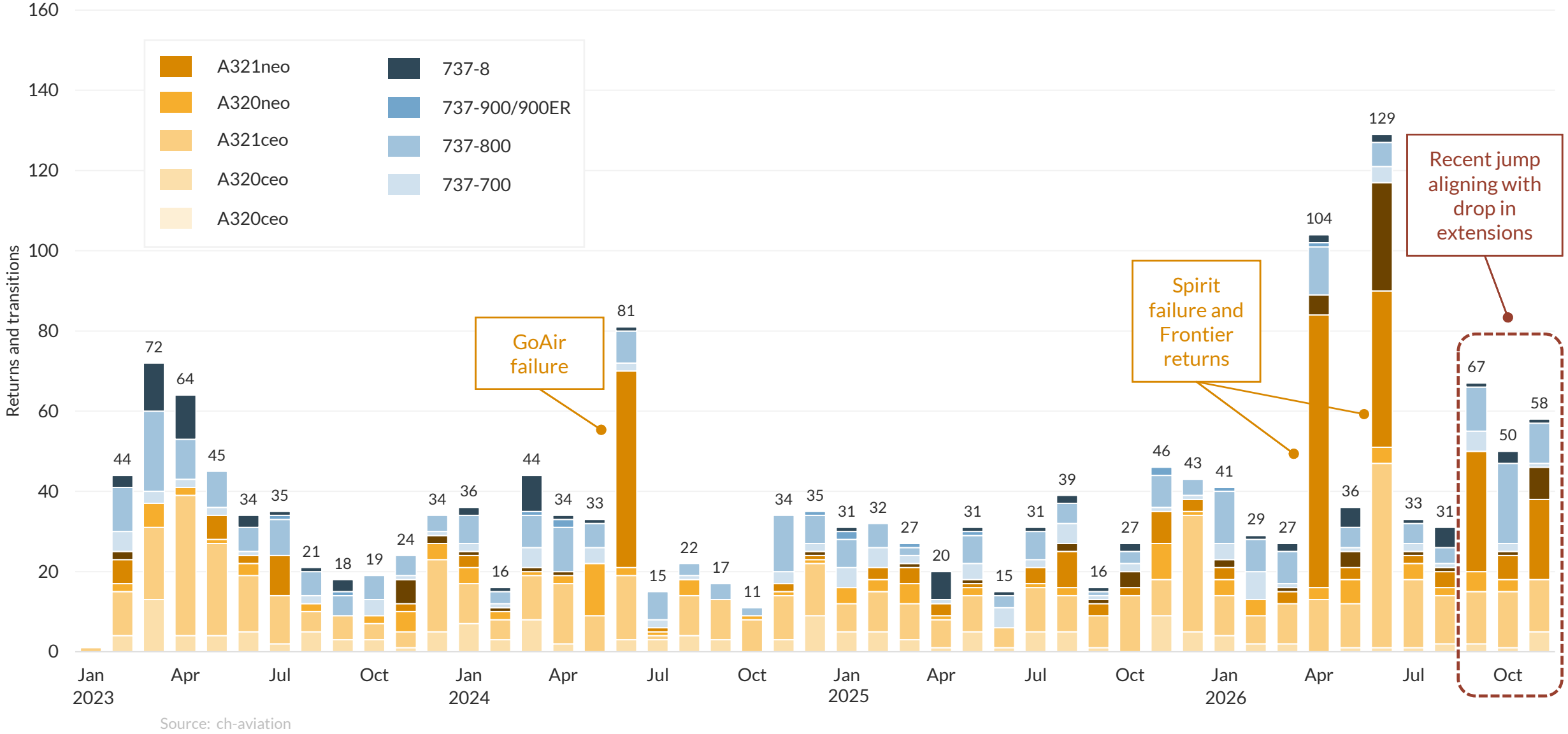
6 Spare parts inflation hitting ceiling in legacy engine valuations

7 Engine utilization diverges across fleets, and within airframes

8 High fares cushion fuel spike, creating capacity dilemma for airlines

Leased aircraft transitions and lease returns

(Number of aircraft on lease with transitioned operators or returned to lessor)



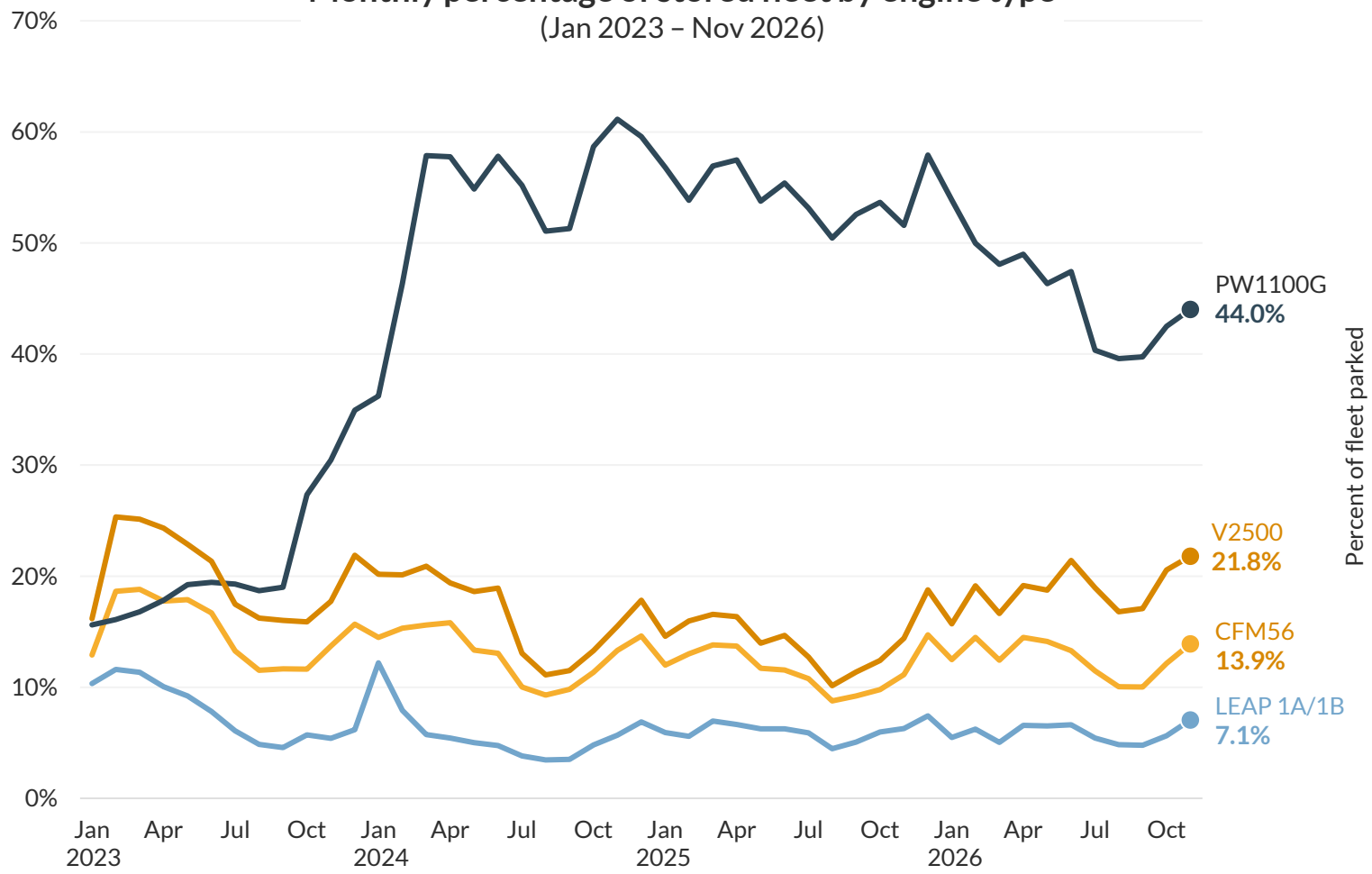
Source: ch-aviation

Percentage of Airbus and Boeing narrowbody fleet stored by engine type

(Aircraft counted as stored or in long-term maintenance: 737NG, 737 MAX, A320ceo, A320neo families)

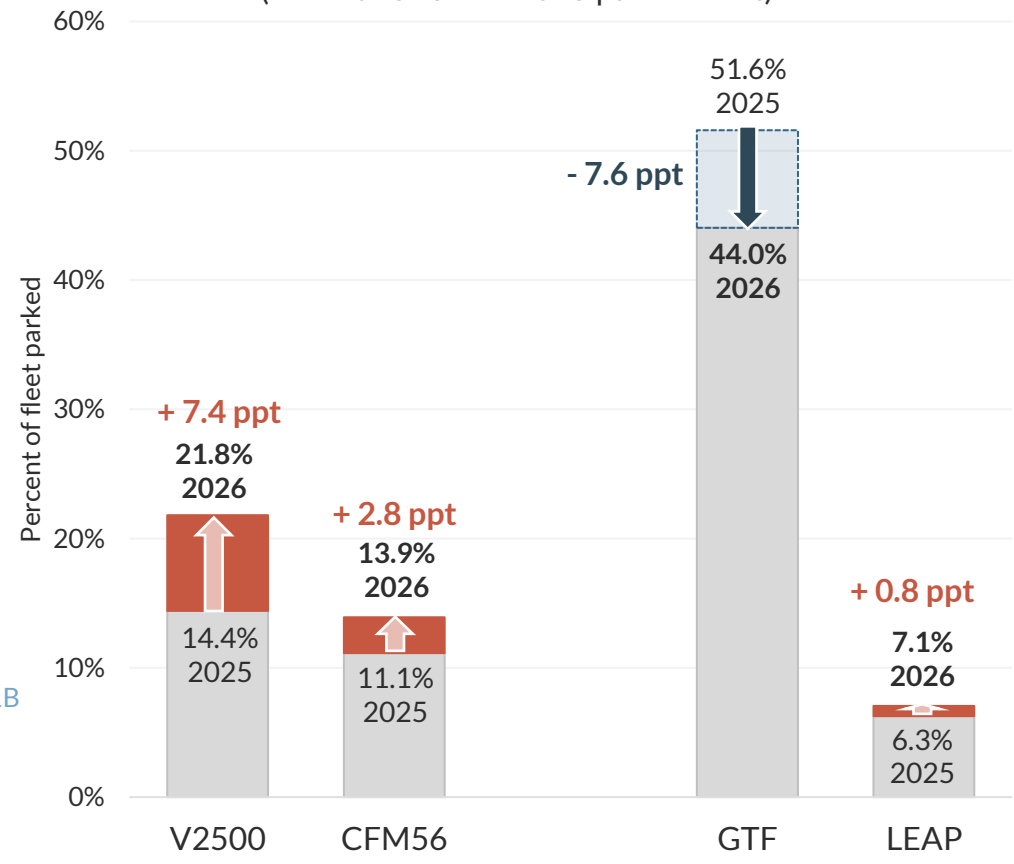
Monthly percentage of stored fleet by engine type

(Jan 2023 – Nov 2026)



Year-over-year change in parked narrowbody by engine type

(Nov 2026 vs Nov 2025 parked fleet)

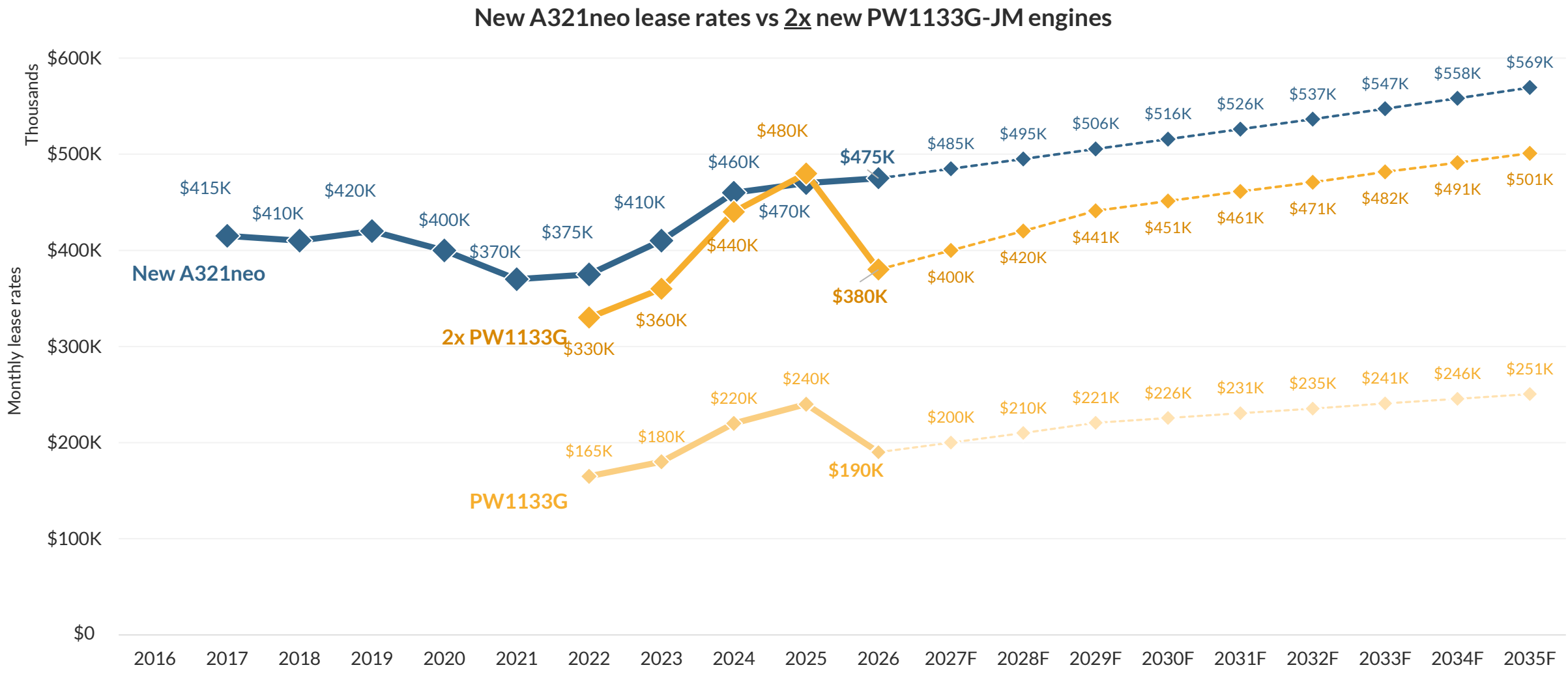


Source: ch-aviation

New PW1133G engine lease rates vs new A321neo aircraft lease rate

(Current lease rates as of November 2026, typical lease terms)

Powered by Collateral Verifications

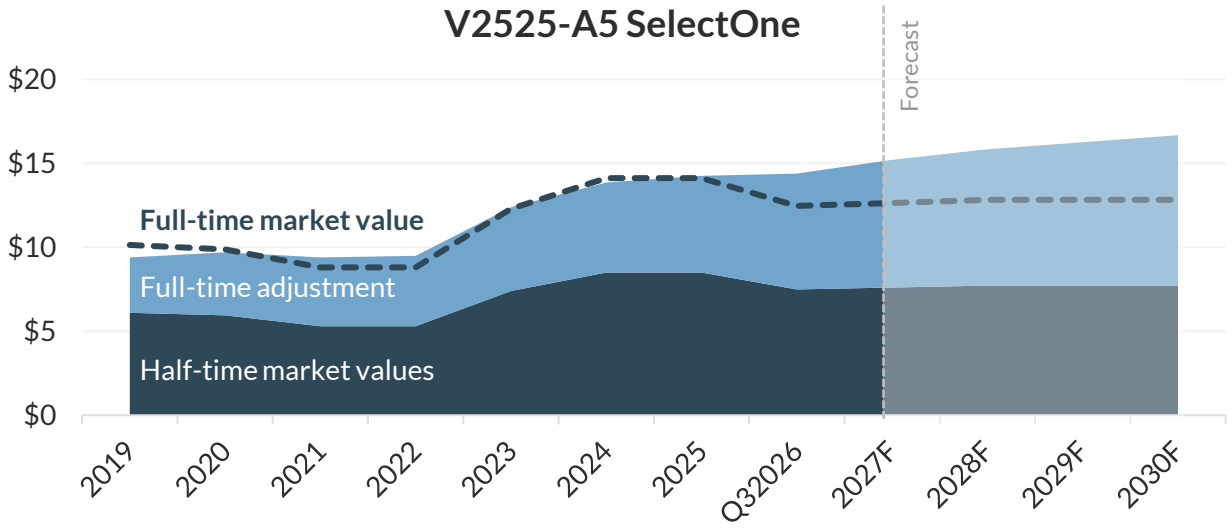


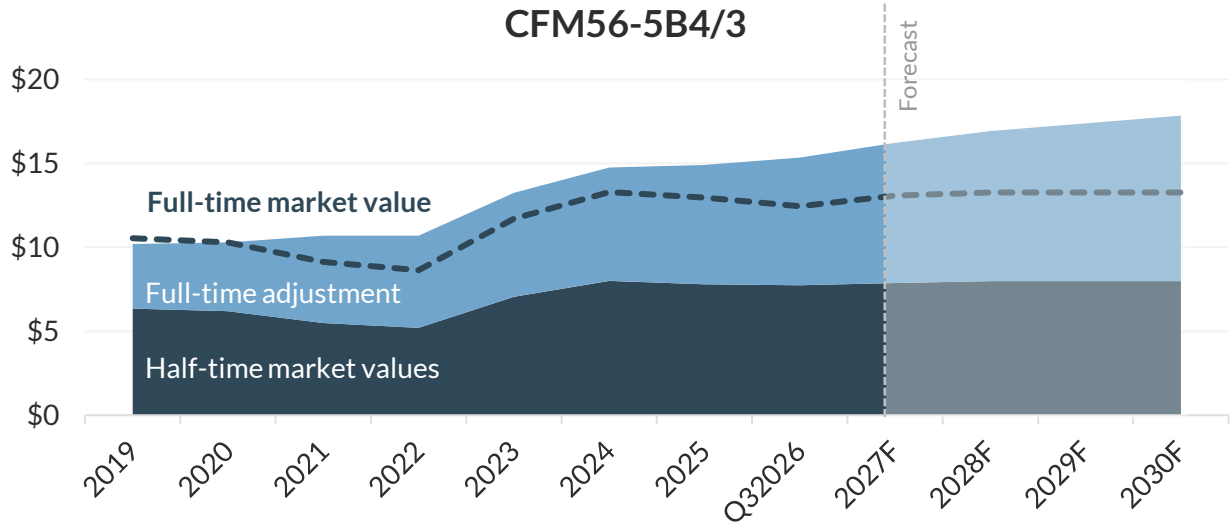
Source: Collateral Verifications

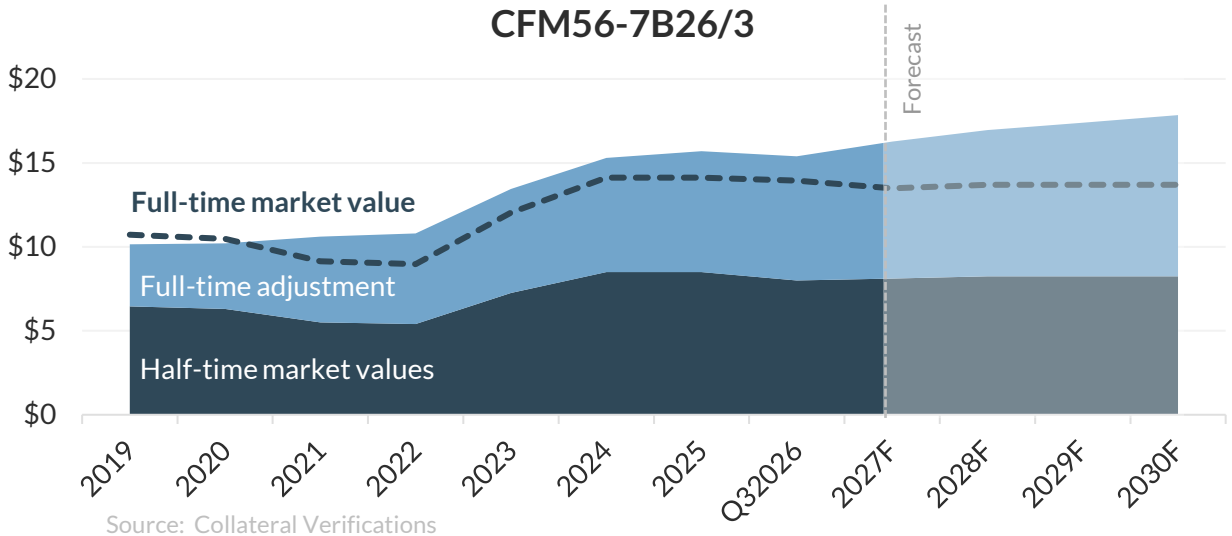
Prior-gen engine half-time value, full-time maintenance adjustment, and full-time market value

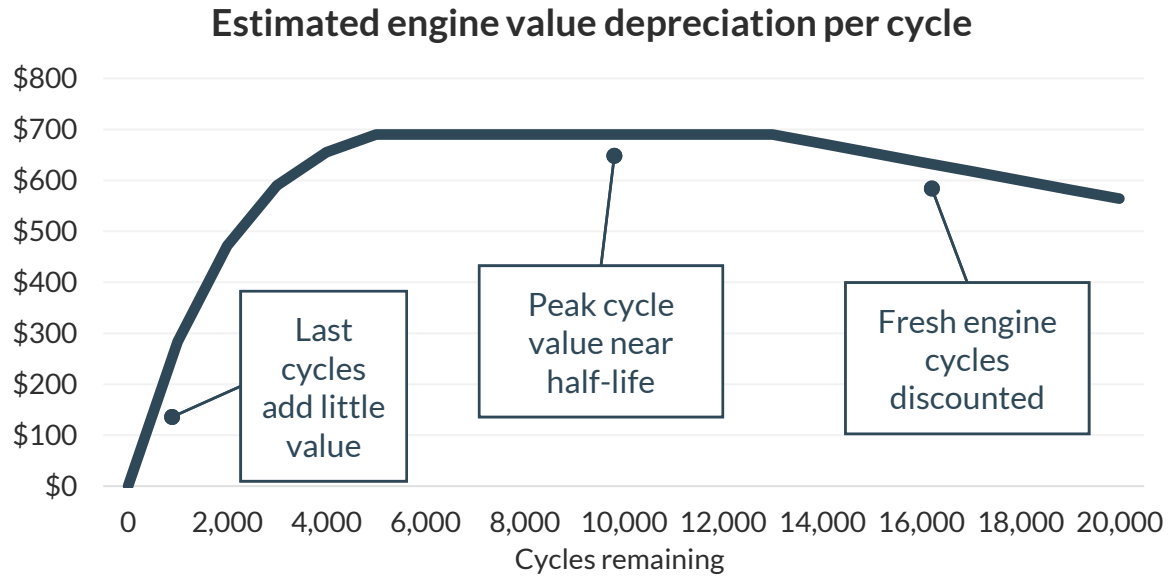
(Half-time market values, full-time maintenance adjustments, and full-life value)

Powered by Collateral Verifications





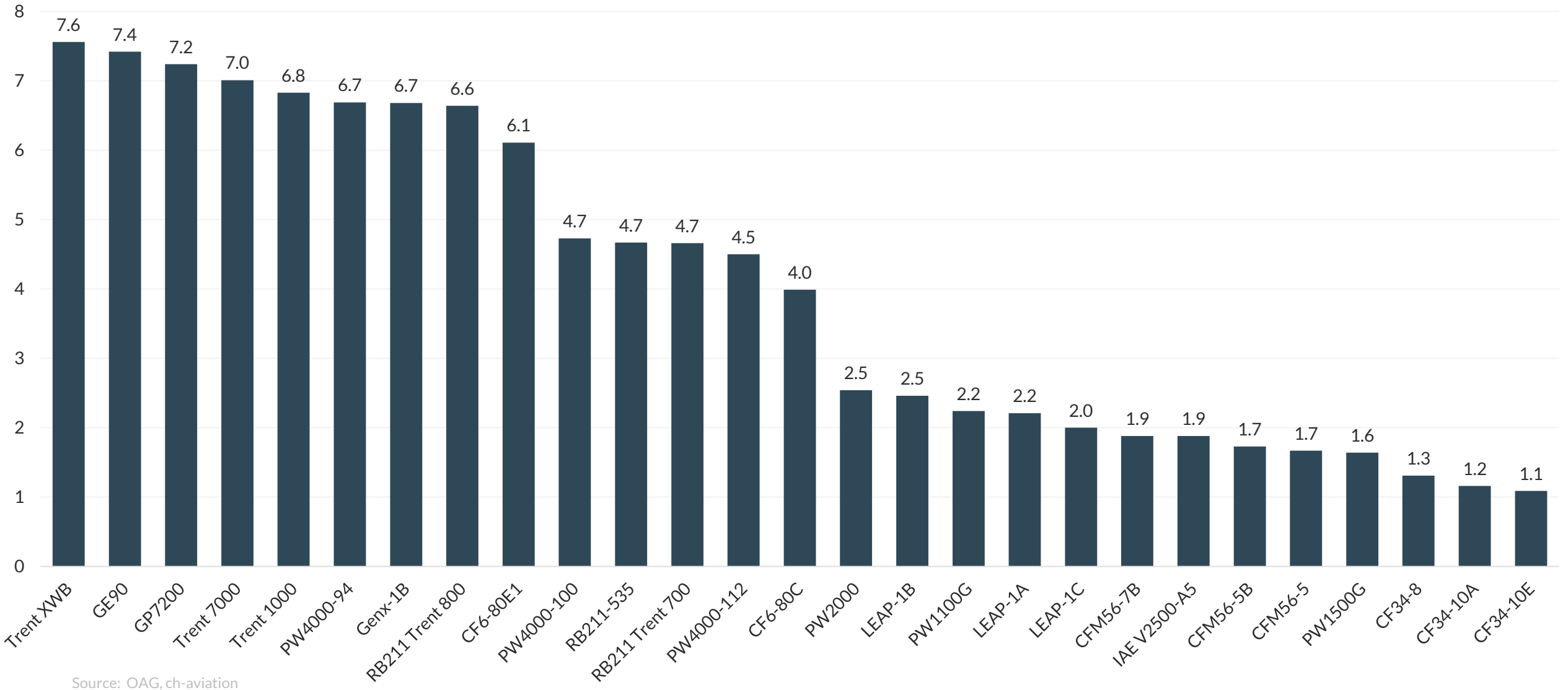




Source: Collateral Verifications

Hours per flight by engine families – October 2026

(Average flight hours per cycle, global scheduled passenger fleet for flights completed month of October 2026)

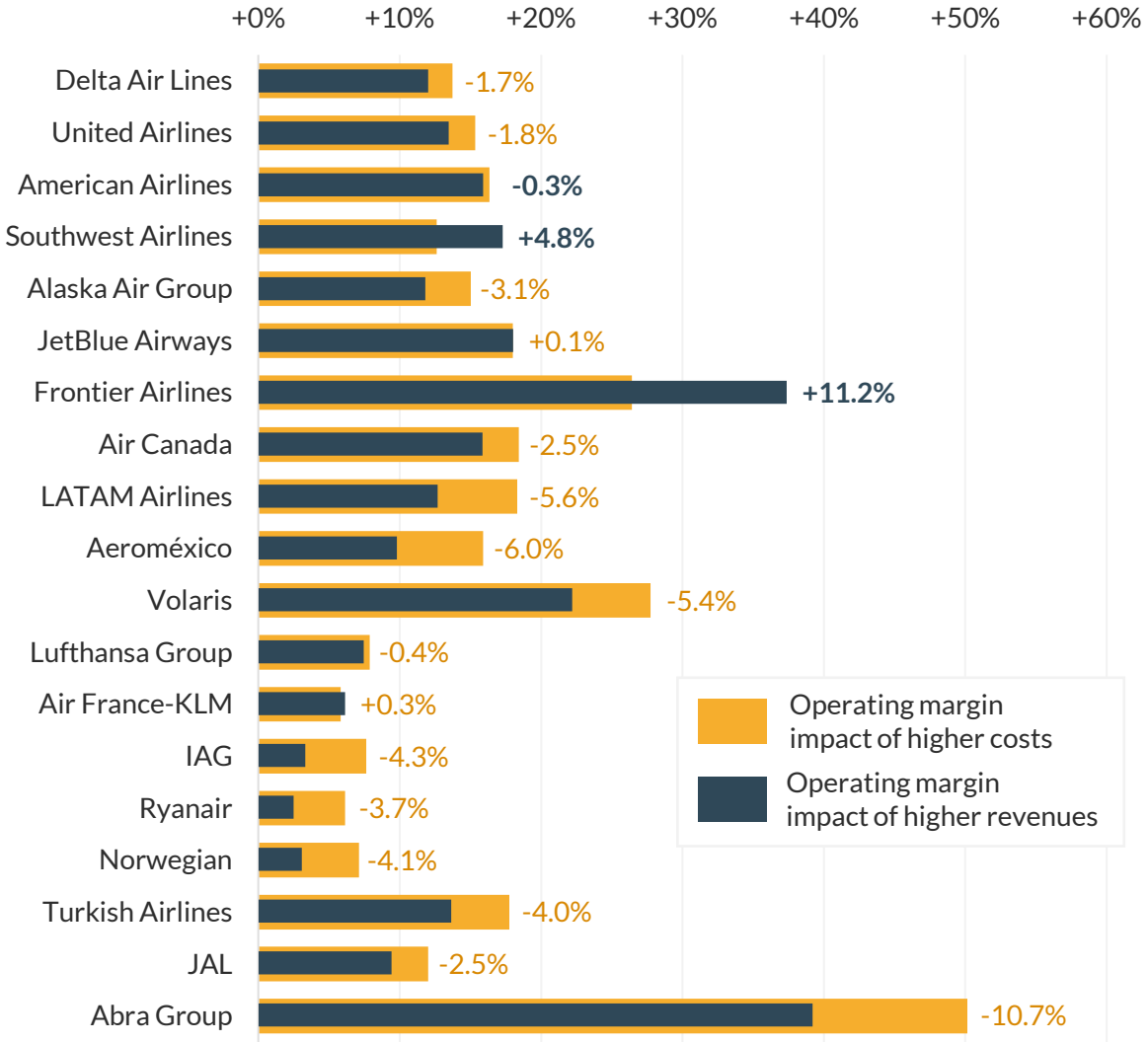


Source: OAG, ch-aviation

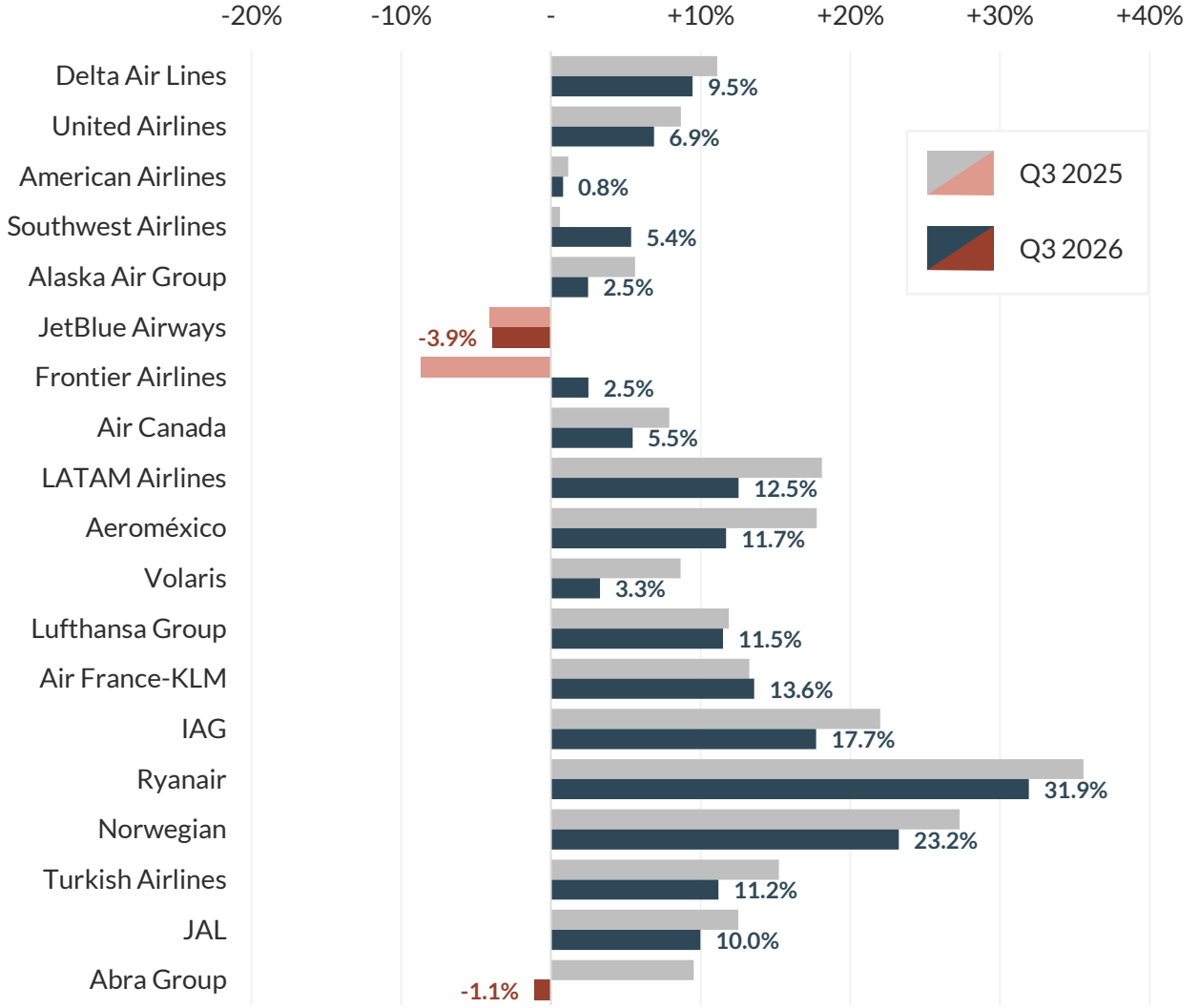
Q3 2026 impact of fuel and revenue increases on airline operating margins

(Changes in operating margin contribution of increased revenues and expenses, most recent airline operating profit margins as of Nov 2026)

Operating margin impact of revenues and expenses



Q3 2026 operating margin vs Q3 2025



Source: Airline earnings reports

