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Ongoing Supply Issues -

- **Titanium supply** still affected by Russia-Ukraine war; supply diversification lead time
- **AI data centre** build outs demand for DDR memory chips / 10x pricing / Demand expected to sustain past 2028
- **Engine production** outpaced by airframe builds and in-service fleet demands
- **New aircraft delivery delays** / MRO capacity strained supporting existing/older fleet
- **Skilled Labour** – Retirement 'brain drain' created experience gap. Apprentice intake still too low
- Engine / Landing Gear **MRO TAT's** continue to worsen – materials/labour/vendors
- **Technology advancements** – support spares/materials production lagging

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Engine Fan Blade Costs – Narrow Body A/C

CFM-56 / IAE V2500

Titanium Alloy

Qty 24 - B737NG
Qty 36 – A320

$70,000

Good supply of OVH Blades @ $35,000 or less

CFM LEAP -1A/B

Carbon Fibre
with Titanium
leading edge

Qty 18

2025 Price - $158,200
2026 Price - $172,400

No/limited used material available – yet!

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RR Trent 1000 Ingestion Event – A Cost(ly) Example

Hollow Titanium Fan Blade – 20 blades per engine set

All the fan blades were scrap on both engines

Replacement fan blades had to be sourced from the production line stock

2025 @ $290,000 per blade

2026 @ $303,000 per blade

$6,060,000 per engine set

Both engines also sustained core ingestion damage

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What are the solutions…

- Diversify supply → ongoing; lead time affected by contracts & quality demands

- Pool & Collaborate → Improved inventory management & increased stock holding

- Analysis → Understand the bottlenecks and critical paths; focus on resolutions

- Workforce Support → Training / retention (flexibility & Reward)

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