

September 9-10, 2025

CCH Congress Center, Hamburg, Germany

Tuesday 9th September, 2025

12:00PM – 12:55PM

Narrowbody focus: Keeping the balance between current and next generation engines

Content Summary:

The panel discussion focused on engine maintenance challenges and strategies across both current and next-generation narrow-body engines.

The discussion focused on engine maintenance strategies for current and next-generation engines. Air Canada's Philip Lee highlighted the transition from CFM 5A to 5B engines, emphasizing module maintenance and MES-type shop visits. Derek Siebert from Lufthansa Technik noted the decline of CFM 5A and 5C engines and the rise of 5B and 7B engines..

Key insights included the shift toward end-of-life solutions for legacy engines like the CFM56 family, with operators increasingly favoring mobile engine services (MES) and module replacements over full overhauls. Material shortages, particularly HPT blades, remain a significant challenge, with panelists emphasizing the importance of repair development and engineering solutions to address these constraints. The panel consensus predicted that an influx of used serviceable material (USM) would likely occur in 3-5 years, once next-generation engine durability issues are resolved and aircraft deliveries stabilize.

The discussion also highlighted ongoing supply chain challenges affecting both legacy and new-generation engines, with OEMs struggling to support both platforms simultaneously. Panelists emphasized the need for better communication, increased repair development, and multiple sourcing strategies to address these issues. They identified opportunities for smaller MRO players to enter the market through lighter worksopes, module exchanges, and repair services—introducing the concept of "MRE" (Maintenance, Repair and Exchange) as an emerging approach. The panel agreed on the importance of smart forecasting and collaboration between OEMs and MROs to address supply chain issues and support both legacy and new engine platforms. Airlines were encouraged to develop tailored maintenance strategies rather than strictly following OEM workscope planning guides, with Air Canada cited as an example of extending on-wing time through creative approaches like thrust management and targeted module replacements.