

Global Aerospace Material Market – Analysis By Material Type, By Aircraft Type, By Region, By Country: Opportunities and Forecasts (2016-2021) – By Material Type (Aluminium Alloys, Titanium Alloys, Super Alloys, Composites, Steel Alloys, Others); By Aircraft Type (Commercial Aircraft, Business, General & Personal Aviation, Civil & Military Helicopter, Military Aircraft); By Region (North America, Europe, Asia-Pacific, ROW) By Country (U.S., Canada, U.K., Germany, France, China, Japan, India, Brazil and Saudi Arabia)

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Abstracts

Executive Summary

A comprehensive research report created through extensive primary research (inputs from industry experts, companies, stakeholders) and secondary research, the report aims to present the analysis of global Aerospace Material market on the basis of Material Type (Aluminium Alloys, Titanium Alloys, Super Alloys, Composites, Steel Alloys and Other); By Aircraft Type (Commercial Aircraft, Business, General & Personal Aviation, Civil & Military Helicopter and Military Aircraft); By Region (North America, Europe, Asia-Pacific and ROW) and By Country (U.S., Canada, U.K., Germany, France, China, Japan, India, Brazil and Saudi Arabia)

Global Aerospace Material Market is forecasted to grow at a CAGR of 6.87% during 2016 – 2021. The strong growth in Global Aerospace Material market is driven by

increasing number of commercial aircraft and orders worldwide and increasing military spending by the major countries. Apart from that, the continuous development and enhancing functionalities of the aerospace materials to reduce the weight of the aircrafts and enhancing fuel efficiency are propelling the aerospace material market.

The titanium alloys (In terms of value) hold the major percentage share in the total aerospace material market. However, the composites are projected to grow at a significant rate as these are light weight, economical, enhances fuel efficiency leading to reduction in operating of the of the airlines. In the past few years, the use of composites have been extended to the functional components such as wings, fuselage skins, engines and landing gears from traditional light structural or cabin components. The aerospace material market is expected to rise in the forecasted period due to increasing number of commercial aircraft orders and deliveries which consumes the largest share of the aerospace material. Among the regions, Asia Pacific is predicted to advance at the highest rate, mainly driven by robust economic growth, rising per capita income leading to more propensity to travel.

Scope of the Report

Global Market (Actual Period: 2011-2015, Forecast Period: 2016E-2021)

Aerospace Material Market – Market Value and Forecast

By Material Type (Aluminium Alloys, Titanium Alloys, Super Alloys, Composites, Steel Alloys, Others)

By Aircraft Type (Commercial Aircraft, Business, General & Personal Aviation, Civil & Military Helicopter, Military Aircraft)

Regional Markets – N. America, Europe, APAC, RoW (Actual Period: 2011-2015, Forecast Period: 2016E-2021)

Aerospace Material Market – Market Value and Forecast

By Material Type (Aluminium Alloys, Titanium Alloys, Super Alloys, Composites, Steel Alloys, Others)

By Aircraft Type (Commercial Aircraft, Business, General & Personal Aviation,

Civil & Military Helicopter, Military Aircraft)

Country Analysis - U.S., Canada, U.K., Germany, France, China, Japan, India, Brazil, Saudi Arabia (Actual Period: 2011-2015, Forecast Period: 2016E-2021)

Aerospace Material Market – Market Value and Forecast

By Aircraft Type (Commercial Aircraft, Business, General & Personal Aviation, Civil & Military Helicopter, Military Aircraft)

Other Report Highlights

Market Dynamics – Trends, Drivers, Challenges

Policy and Regulation

SWOT Analysis

Porter's Five Forces Analysis

Company Analysis - Alcoa Corporation, ATI, Constellium, Cytac Solvay Group, DuPont, Kobe Steel, Ltd, Toray Industries, Inc., Teijin Limited, Aleris Inc, AMG Advanced Metallurgical Group

Customization of the Report

The report could be customized according to the client's specific research requirements. No additional cost will be required to pay for limited additional research.

Contents

1. RESEARCH METHODOLOGY

2. EXECUTIVE SUMMARY

3. STRATEGIC RECOMMENDATIONS

3.1 Escalate the focus on the Asia Pacific Region

3.2 Surging demand for low cost carriers

4. GLOBAL AEROSPACE MATERIAL MARKET: AN OVERVIEW

4.1 Industry Overview

4.2 Product Overview

4.3 Global Aerospace Material Market: Growth and Forecast

4.3.1. Market Size, By Value (2011-2015)

4.3.2. Market Size, By Value (2016-2021)

5. GLOBAL AEROSPACE MATERIAL MARKET; BY TYPE

5.1 Global Aerospace Material Market: By Type: Breakdown (Aluminium, Titanium, Super Alloys, Composites, Steel and Other)

5.1.1 By Value, % (2015)

5.1.2 By Value, % (Forecast 2021F)

5.2 Global Aerospace Material Market; By Type: By Value

5.2.1 Market Size By Value (2011-2015)

5.2.2 Market Size By Value (2016-2021)

6. GLOBAL AEROSPACE MATERIAL MARKET: BY AIRCRAFT TYPE (COMMERCIAL AIRCRAFT, BUSINESS, GENERAL & PERSONAL AVIATION, HELICOPTER CIVIL & MILITARY HELICOPTER, MILITARY AIRCRAFT)

6.1 Global Aerospace Material Market: By Aircraft Type

6.1.1 Market Size By Value (2011-2015)

6.1.2 Market Size By Value (2016-2021)

7. NORTH AMERICA AEROSPACE MATERIAL MARKET: AN ANALYSIS

7.1 Market Size, By Value (2011-2015)

7.2 Market Size, By Value (2016-2021)

8. NORTH AMERICA AEROSPACE MATERIAL MARKET: AN ANALYSIS

8.1 North America Aerospace Material Market: By Type: Breakdown (Aluminium, Titanium, Super Alloys, Composites, Steel and Other)

8.1.1 By Value, % (2015)

8.1.2 By Value, % (Forecast 2021F)

8.2 North America Aerospace Material Market; By Type: By Value

8.2.1 Market Size, By Value (2011-2015)

8.2.2 Market Size, By Value (2016-2021)

9. NORTH AMERICA AEROSPACE MATERIAL MARKET: BY AIRCRAFT TYPE (COMMERCIAL AIRCRAFT, BUSINESS, GENERAL & PERSONAL AVIATION, HELICOPTER CIVIL & MILITARY, MILITARY AIRCRAFT)

9.1 North America Aerospace Material Market: By Aircraft Type Market Size By Value (2011-2015)

9.1.1 Market Size, By Value (2011-2015)

9.1.2 Market Size, By Value (2016-2021)

10. NORTH AMERICA NORTH AMERICA AEROSPACE MATERIAL MARKET: COUNTRY ANALYSIS (U.S., CANADA)

10.1 U.S. Aerospace Material Market

10.1.1 Market Size, By Value (2011-2021)

10.1.2 Market Size, By Value (2016-2021)

10.2 U.S. Aerospace Material Market, By Aircraft Type

10.2.1 Market Size, By Value (2011-2015)

10.2.2 Market Size, By Value (2016-2021)

10.3 Canada Aerospace Material Market,

10.3.1 Market Size, By Value (2011-2015)

10.3.2 Market Size, By Value (2016-2021)

10.4 Canada Aerospace Material Market, By Aircraft Type

10.4.1 Market Size, By Value (2011-2015)

10.4.2 Market Size, By Value (2016-2021)

11. EUROPE AEROSPACE MATERIAL MARKET: AN ANALYSIS

11.1 Market Size, By Value (2011-2015)

11.2 Market Size, By Value (2016-2021)

12. EUROPE AEROSPACE MATERIAL MARKET: AN ANALYSIS

12.1 Europe Aerospace Material Market: By Type: Breakdown (Aluminium, Titanium, Super Alloys, Composites, Steel and Other)

12.1.1 By Value, % (2015)

12.1.2 By Value, % (Forecast 2021F)

12.2 Europe Aerospace Material Market; By Material Type: By Value

12.2.1 Market Size, By Value (2011-2015)

12.2.2 Market Size, By Value (2016-2021)

13. EUROPE AEROSPACE MATERIAL MARKET: BY AIRCRAFT TYPE (COMMERCIAL AIRCRAFT, BUSINESS, GENERAL & PERSONAL AVIATION, HELICOPTER CIVIL & MILITARY HELICOPTER, MILITARY AIRCRAFT)

13.1 Europe Aerospace Material Market: By Aircraft Type

13.1.1 Market Size, By Value (2011-2015)

13.1.2 Market Size, By Value (2016-2021)

14. EUROPE AEROSPACE MATERIAL MARKET: COUNTRY ANALYSIS (U.K., GERMANY, FRANCE AND OTHERS)

14.1 U.K. Aerospace Material Market

14.1.1 Market Size, By Value (2011-2015)

14.1.2 Market Size, By Value (2016-2021)

14.2 U.K. Aerospace Material Market, By Aircraft Type

14.2.1 Market Size, By Value (2011-2015)

14.2.2 Market Size, By Value (2016-2021)

14.3 Germany Aerospace Material Market

14.3.2 Market Size, By Value (2016-2021)

14.4 Germany Aerospace Material Market, By Aircraft Type

14.4.1 Market Size, By Value (2011-2015)

14.4.2 Market Size, By Value (2016-2021)

14.5 France Aerospace Material Market,

14.5.1 Market Size, By Value (2011-2015)

14.5.2 Market Size, By Value (2016-2021)

14.6 France Aerospace Material Market, By Aircraft Type

14.6.1 Market Size, By Value (2011-2015)

14.6.2 Market Size, By Value (2016-2021)

14.7 Rest of Europe Aerospace Material Market

14.7.1 Market Size, By Value (2011-2015)

14.7.2 Market Size, By Value (2016-2021)

14.8 Rest of Europe Aerospace Material Market, By Aircraft Type

14.8.1 Market Size, By Value (2011-2015)

14.8.2 Market Size, By Value (2016-2021)

15. ASIA-PACIFIC AEROSPACE MATERIAL MARKET: AN ANALYSIS

15.1 Market Size, By Value (2011-2015)

15.2 Market Size, By Value (2016-2021)

16. ASIA-PACIFIC AEROSPACE MATERIAL MARKET: AN ANALYSIS

16.1 Asia-Pacific Aerospace Material Market: By Type: Breakdown (Aluminium, Titanium, Super Alloys, Composites, Steel and Other)

16.1.1 By Value, % (2015)

16.1.2 By Value, % (Forecast 2021F)

16.2 Asia-Pacific-Aerospace Material Market; By Type: By Value

16.2.1 Market Size, By Value (2011-2015)

16.2.2 Market Size, By Value (2016-2021)

17. ASIA-PACIFIC -AEROSPACE MATERIAL MARKET: BY AIRCRAFT TYPE (COMMERCIAL AIRCRAFT, BUSINESS, GENERAL & PERSONAL AVIATION, HELICOPTER CIVIL & MILITARY HELICOPTER , MILITARY AIRCRAFT)

17.1 Asia-Pacific Aerospace Material Market: By Aircraft Type

17.1.1 Market Size, By Value (2011-2015)

17.1.2 Market Size By Value (2016-2021)

18. ASIA-PACIFIC AEROSPACE MATERIAL MARKET: COUNTRY ANALYSIS (CHINA, JAPAN, INDIA AND REST OF ASIA-PACIFIC)

18.1 China Aerospace Material Market

18.1.1 Market Size, By Value (2011-2015)

18.1.2 Market Size, By Value (2016-2021)

18.2 China Aerospace Material Market, By Aircraft Type

18.2.1 Market Size, By Value (2011-2015)

18.2.2 Market Size, By Value (2016-2021)

18.3 Japan Aerospace Material Market

18.3.1 Market Size, By Value (2011-2015)

18.3.2 Market Size, By Value (2016-2021)

18.4 Japan Aerospace Material Market, By Aircraft Type

18.4.1 Market Size, By Value (2011-2015)

18.4.2 Market Size, By Value (2016-2021)

18.5 India Aerospace Material Market

18.5.1 Market Size, By Value (2011-2015)

18.5.2 Market Size, By Value (2016-2021)

18.6 India Aerospace Material Market, By Aircraft Type

18.6.1 Market Size, By Value (2011-2015)

18.6.2 Market Size, By Value (2016-2021)

18.7 Rest of Asia-Pacific Aerospace Material Market

18.7.1 Market Size, By Value (2011-2015)

18.7.2 Market Size, By Value (2016-2021)

18.8 Rest of Asia-Pacific Aerospace Material Market, By Aircraft Type

18.8.1 Market Size, By Value (2011-2015)

18.8.2 Market Size, By Value (2016-2021)

19 ROW AEROSPACE MATERIAL MARKET: AN ANALYSIS

19.1 Market Size, By Value (2011-2015)

19.2 Market Size, By Value (2016-2021)

20. ROW AEROSPACE MATERIAL MARKET: AN ANALYSIS

20.1 ROW Aerospace Material Market: By Type: Breakdown (Aluminium, Titanium, Super Alloys, Composites, Steel and Other)

20.1.1 By Value, % (2015)

20.1.2 By Value, % (Forecast 2021F)

20.2 ROW Aerospace Material Market; By Type: By Value

20.2.1 Market Size, By Value (2011-2015)

20.2.2 Market Size, By Value (2016-2021)

21. ROW AEROSPACE MATERIAL MARKET: BY AIRCRAFT TYPE (COMMERCIAL AIRCRAFT, BUSINESS, GENERAL & PERSONAL AVIATION, HELICOPTER CIVIL &

MILITARY, MILITARY AIRCRAFT)

21.1 ROW Aerospace Material Market: By Aircraft Type

21.1.1 Market Size, By Value (2011-2015)

21.1.2 Market Size, By Value (2016-2021)

22. ROW AEROSPACE MATERIAL MARKET: COUNTRY ANALYSIS (BRAZIL, SAUDI ARABIA AND OTHERS)

22.1 Brazil Aerospace Material Market

22.1.1 Market Size, By Value (2011-2015)

22.1.2 Market Size, By Value (2016-2021)

22.2 Brazil Aerospace Material Market, By Aircraft Type

22.2.1 Market Size, By Value (2011-2015)

22.2.2 Market Size, By Value (2016-2021)

22.3 Saudi Arabia Aerospace Material Market

22.3.1 Market Size, By Value (2011-2015)

22.3.2 Market Size, By Value (2016-2021)

22.4 Saudi Arabia Aerospace Material Market, By Aircraft Type

22.4.1 Market Size, By Value (2011-2015)

22.4.2 Market Size, By Value (2016-2021)

22.5 Others Aerospace Material Market

22.5.1 Market Size, By Value (2011-2015)

22.5.2 Market Size, By Value (2016-2021)

22.6 Other Aerospace Material Market, By Aircraft Type

22.6.1 Market Size, By Value (2011-2015)

22.6.2 Market Size, By Value (2016-2021)

23. MARKET DYNAMICS

23.1 Market Drivers

23.2 Restraints

24. MARKET TRENDS

25. PORTER'S FIVE FORCES ANALYSIS – GLOBAL AEROSPACE MATERIAL MARKET

26. SWOT ANALYSIS – GLOBAL AEROSPACE MATERIAL MARKET

27. POLICY AND REGULATORY LANDSCAPE

28. COMPANY PROFILING

28.1 Alcoa Corporation

28.2 ATI

28.3 Constellium

28.4 Cytec Solvay Group

28.5 DuPont

28.6 Kobe Steel, Ltd

28.7 Toray Industries, Inc.

28.8 Tejin Limited

28.9 Aleris Inc

28.10 AMG Advanced Metallurgical Group

List Of Figures

LIST OF FIGURES

Figure 1: Global Aerospace Material Market Size, By Value, 2011-2015 (USD Billion)

Figure 2: Global Aerospace Material Market Size, By Value, 2016-2021 (USD Billion)

Figure 3: Air passenger traffic, 2015-2029F (In Billion)

Figure 4: Projected growth in air passenger traffic, 2015-2040 (%)

Figure 5: Air passenger traffic, 2015-2029F (In Billion)

Figure 6: Global Aerospace Material Market Size and Share, By Type, (In Value Share) 2015

Figure 7: Key Drivers

Figure 8: Global Aerospace Material Market Size and Share, By Type, (In Value Share) 2015

Figure 9: Key Drivers

Figure 10: Global Aerospace Material Market: By Type, By Value, 2011-2015 (USD Billion)

Figure 11: Global Aerospace Material Market: By Type, By Value, 2016-2021 (USD Billion)

Figure 12: Global Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 13: Global Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 14: North America Aerospace Material Market Size, By Value, 2011-2015 (USD Billion)

Figure 15: North America Aerospace Material Market Size, By Value, 2016-2021 (USD Billion)

Figure 16: North America Aerospace Material Market Size and Share, By Type, (In Value Share) 2015

Figure 17: Key Drivers

Figure 18: North America Aerospace Material Market Size and Share, By Type, (In Value Share) 2015

Figure 19: Key Drivers

Figure 20: North America Aerospace Material Market: By Type, By Value, 2011-2015 (USD Billion)

Figure 21: North America Aerospace Material Market: By Type, By Value, 2016-2021 (USD Billion)

Figure 22: North America Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 23: North America Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 24: North America Country Share, 2011-2015(% of total)

Figure 25: North America Country Share, 2016-2021(% of total)

Figure 26: U.S. Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 26: U.S. Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 27: U.S. Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 28: U.S. Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 29: Canada Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 29: Canada Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 30: Canada Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 31: Canada Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 32: Europe Aerospace Material Market Size, By Value, 2011-2015 (USD Billion)

Figure 33: Europe Aerospace Material Market Size, By Value, 2016E-2021F (USD Billion)

Figure 34: Europe Aerospace Material Market Size and Share, By Segments, (In Value Share) 2015

Figure 35: Key Drivers

Figure 36: Europe Aerospace Material Market Size and Share, By Segments, (In Value Share) 2015

Figure 37: Key Drivers

Figure 38: Europe Aerospace Material Market: By Type, By Value, 2011-2015 (USD Billion)

Figure 39: Europe Aerospace Material Market: By Type, By Value, 2016-2021 (USD Billion)

Figure 40: Europe Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 41: Growth in scheduled airline seats from Europe to region (%), 2015-2016

Figure 42: Europe Aerospace Material Market: By Aircraft Type, By Value, 2011-2021 (USD Billion)

Figure 43: Europe Country Share, 2011-2015(% of total)

Figure 44: Europe Country Share, 2016-2021(% of total)

Figure 45: U.K. Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 45: U.K. Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 46: U.K. Aerospace Material Market: By Aircraft Type, By Value, 2011-2021

(USD Billion)

Figure 47: U.K. Aerospace Material Market: By Aircraft Type, By Value, 2011-2021

(USD Billion)

Figure 48: Germany Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 48: Germany Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 49: Germany Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 50: Germany Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 51: France Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 51: France Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 52: France Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 53: France Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 54: Rest of Europe Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 54: Rest of Europe Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 55: Rest of Europe Aerospace Material Market: By Aircraft Type, By Value, 2011-2021 (USD Billion)

Figure 56: Rest of Europe Aerospace Material Market: By Aircraft Type, By Value, 2011-2021 (USD Billion)

Figure 57: Asia-Pacific Aerospace Material Market Size, By Value, 2011-2015 (USD Billion)

Figure 58: Asia-Pacific Aerospace Material Market Size, By Value, 2016E-2021F (USD Billion)

Figure 59: Seat Capacity of Asia Pacific's Top 10 Markets, 2014

Figure 60: Asia-Pacific Aerospace Material Market Size and Share, By Type , (In Value Share) 2015

Figure 61: Key Drivers

Figure 62: Asia-Pacific Aerospace Material Market Size and Share, By Type, (In Value Share) 2015

Figure 63: Key Drivers

Figure 64: Asia-Pacific Aerospace Material Market: By Type, By Value, 2011-2015 (USD Billion)

Figure 65: Asia-Pacific Aerospace Material Market: By Type, By Value, 2016-2021

(USD Billion)

Figure 66: Asia-Pacific Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 67: Asia-Pacific Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 68: Asia-Pacific Country Share, 2011-2015(% of total)

Figure 69: Asia-Pacific Country Share, 2016-2021(% of total)

Figure 70: China Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 70: China Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 71: China Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 72: China Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 73: Japan Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 73: Japan Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 74: Japan Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 75: Japan Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 76: India Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 76: India Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 77: India Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 78: India Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 79: Rest of Asia-Pacific Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 79: Rest of Asia-Pacific Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 80: Rest of Asia-Pacific Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 81: Rest of Asia-Pacific Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 82: ROW Aerospace Material Market Size, By Value, 2011-2015 (USD Billion)

Figure 83: ROW Aerospace Material Market Size, By Value, 2016E-2021F (USD Billion)

Figure 84: Traffic volumes between expanding regions (2010 & 2030)

Figure 85: ROW Aerospace Material Market Size and Share, By Segments, (In Value Share) 2015

Figure 86: Key Drivers

Figure 87: ROW Aerospace Material Market Size and Share, By Segments, (In Value Share) 2015

Figure 88: Key Drivers

Figure 89: ROW Aerospace Material Market: By Type, By Value, 2011-2015 (USD Billion)

Figure 90: ROW Aerospace Material Market: By Type, By Value, 2016-2021 (USD Billion)

Figure 91: ROW Country Share, 2011-2015(% of total)

Figure 92: ROW Country Share, 2016-2021 (% of total)

Figure 93: ROW Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 94: ROW Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 95: Brazil Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 95: Brazil Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 96: Brazil Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 97: Brazil Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 98: Saudi Arabia Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 98: Saudi Arabia Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 99: Saudi Arabia Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 100: Saudi Arabia Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 101: Other Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 101: Other Aerospace Material Market Size, By Value, 2011-2021 (USD Billion)

Figure 102: Other Aerospace Material Market: By Aircraft Type, By Value, 2011-2015 (USD Billion)

Figure 103: Other Aerospace Material Market: By Aircraft Type, By Value, 2016-2021 (USD Billion)

Figure 104: Annual GDP Growth worldwide (%), 2011-2015

Figure 105: Global Revenue Passenger -Kilometres (RPK) Y-O-Y Growth, 2011-2015

Figure 106: Aircraft Deliveries worldwide, 2013-2015

Figure 107: Net Sales by Business Segment (% Share), 2015

Figure 108: % Share of Net Sales, By Region, 2015

Figure 109: Net Sales by Product (% Share), 2015

Figure 110: % Share of Net Sales, By Region, 2015
Figure 111: Net Sales by Industry Segment (% Share), 2015
Figure 112: Net Sales by Business Segment (% Share), 2015
Figure 113: % Share of Net Sales, By Region, 2015
Figure 114: Net Sales by Business Segment (% Share), 2015
Figure 115: % Share of Net Sales, By Region, 2015
Figure 116: % share of Revenue, By Business Segment 2016
Figure 117: % share of Revenue, By Region 2016
Figure 118: Net Sales by Business Segment (% Share), 2015
Figure 119: % Share of Net Sales, By Region, 2015
Figure 120: Net Sales by Business Segment (% Share), 2015
Figure 121: % Share of Net Sales, By Region, 2015
Figure 122: Net Sales by Business Segment (% Share), 2015
Figure 123: % Share of Net Sales, By Region, 2015
Figure 124: Net Sales by Business Segment (% Share), 2016
Figure 125: % Revenue by Reportable Segment, By Region, 2016
Figure 126: Net Sales by Business Segment (% Share), 2015
Figure 127: % Share of Net Sales, By Region, 2015

List Of Tables

LIST OF TABLES

Table 1: Most commonly used aluminium alloys in aerospace industry

Table 2: Most commonly used titanium alloys in aerospace industry

Table 3: Most commonly used Super Alloys in aerospace industry

Table 4: Aircraft Deliveries, 2011-2015

Table 5: Key Indicator 2015-35

Table 6: New Deliveries of Single-aisle aircraft, By Region

Table 7: New Deliveries of Twin-aisle aircraft, By Region

Table 8: General Aviation Shipment, by Type of Airplane Manufactured Worldwide (2014-2015)

Table 9: Worldwide Business Jet and Turboprop Shipments (2014-2015)

Table 10: Worldwide Piston Engine and Rotorcraft Shipments (2014-2015)

Table 11: Customer Delivery Region (in Per cent of Total) for General Aviation Airplane Shipments by Type of Airplane Manufactured Worldwide (2014–2015)

Table 13: Propensity to travel in North America, (2015,2016, 2021 &2035)

Table 14: Airbus orders and deliveries in North America, 31st August, 2016

Table 15: Passenger Aircraft Airbus Fleet in Service in North America, 2016

Table 16: Boeing orders and deliveries in North America, September, 2016

Table 17: New Airplane Deliveries, 2014-2033

Table 18: Aircraft fleet, 2013 and 2033F

Table 12: North America Airline Industry Net Profit, 2011-2014 (USD Billion)

Table 19: Passenger Traffic Forecast in the U.S. % (2015-2025)

Table 20: Boeing orders and deliveries in U.S., September, 2016

Table 21: Unit sale of General Aircraft by Major Player, 2015

Table 22: U.S. military aircraft fleet 2016

Table 23: Commercial aircraft Fleet 2015

Table 24: Passenger Traffic Forecast Canada % (2015-2025)

Table 25: Boeing orders and deliveries in Canada, September, 2016

Table 26: Europe Airline Industry Net Profit, 2011-2014 (USD Billion)

Table 27: New Airplane Deliveries, 2014-2033

Table 28: Aircraft fleet, 2013 and 2033F

Table 29: Airbus orders and deliveries in Europe, 31st August, 2016

Table 30: Passenger Aircraft Airbus Fleet in Service in Europe, 2016

Table 31: Boeing orders and deliveries in Europe, September, 2016

Table 32: European –Manufactured General Aviation Airplane Shipment by Type, 2011-2015

Table 33: Propensity to travel in Europe, (2015,2016, 2021 &2035)
Table 34: Boeing orders and deliveries in U.K., September, 2016
Table 35: Military Aircrafts fleet – 2016
Table 36: Boeing orders and deliveries in Germany, September, 2016
Table 37: Boeing orders and deliveries in France, September, 2016
Table 38: Military Aircrafts fleet France – 2016
Table 39: Propensity to Travel - 2016
Table 40: APAC Airline Industry Net Profit, 2011-2014 (USD Billion)
Table 41: Economic Impact of Air transport in APAC
Table 42: New Airplane Deliveries in APAC, 2015
Table 43: Aircraft fleet in APAC, 2015 and 2035F
Table 44: Global Air Passenger by region (% of total flow, 2015 and 2035F)
Table 45: Airbus orders and deliveries in APAC, 31st August, 2016
Table 46: Boeing orders and deliveries in APAC, September, 2016
Table 47: Asia-Pacific Active Fleet of Military Aircraft 2016
Table 48: Passenger Traffic Forecast in the APAC, 2015-2025 (%)
Table 49: Boeing orders and deliveries in China, September, 2016
Table 50: Boeing orders and deliveries in Japan, September, 2016
Table 51: Middle East traffic (yearly growth)
Table 52: Middle East Fleet in-service & deliveries
Table 53: Latin America traffic (yearly growth)
Table 54: Latin America Fleet in-service & deliveries
Table 55: ROW Airline Industry Net Profit, 2011-2014 (USD Billion)
Table 56: Africa traffic (yearly growth)
Table 57: Africa Fleet in-service & deliveries
Table 58: Propensity to travel in ROW, (2015,2016, 2021 &2035)
Table 59: Airbus orders and deliveries in ROW, 31st August, 2016
Table 60: Passenger Aircraft Airbus Fleet in Service in ROW, 2016
Table 61: Boeing orders and deliveries in ROW, September, 2016
Table 62: New Airplane Deliveries in ROW, 2014-2033
Table 63: Aircraft fleet in ROW, 2013 and 2033F
Table 64: Single Aisle Aircraft Fleet 2015-2035

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