

Global Aircraft Engine Leasing Market 2026 by Company, Regions, Type and Application, Forecast to 2032

<https://marketpublishers.com/r/A776AC6CE4D2EN.html>

Date: January 2026

Pages: 91

Price: US\$ 3,480.00 (Single User License)

ID: A776AC6CE4D2EN

Abstracts

According to our (Global Info Research) latest study, the global Aircraft Engine Leasing market size was valued at US\$ 7551 million in 2025 and is forecast to a readjusted size of US\$ 12205 million by 2032 with a CAGR of 7.0% during review period.

Aircraft engine leasing refers to a practice in which airlines or other aircraft operators obtain the right to use aircraft engines through leasing rather than purchasing them outright, in order to meet operational needs such as regular operation, spare coverage, or support during maintenance. The engines are typically owned by specialized engine lessors or aviation asset management companies. Lease portfolios may include both brand-new engines and used engines that have been overhauled and refurbished.

From a business model perspective, aircraft engine leasing is generally divided into short-term leasing and long-term leasing. Short-term leasing is most commonly used for “spare engines,” ensuring uninterrupted flight operations when an operator’s own engines are undergoing major maintenance (MRO) or suffer unexpected failures. Long-term leasing is closer to an asset-substitution solution: airlines can use leased engines over an extended period to reduce upfront capital expenditure. Lease agreements usually specify strict terms regarding operating hours, cycles, maintenance responsibilities, and the required return condition.

From a cost and financial management standpoint, engine leasing can significantly ease an airline’s funding burden. Aircraft engines are expensive, require substantial maintenance spending, and face rapid technological iteration. Leasing converts large capital expenditures into predictable operating expenses, improves asset turnover efficiency, and enhances budget stability. At the same time, leasing helps airlines

respond flexibly to uncertainties arising from capacity changes, new aircraft introductions, or route-network adjustments.

From an industry chain perspective, aircraft engine leasing is a typical business that integrates aviation finance with aviation engineering, involving multiple stakeholders such as engine OEMs, maintenance organizations (MROs), insurers, and financial institutions. With the continued growth of global air transport and the expansion of aircraft fleets, engine leasing has become an important tool for airlines to safeguard operational reliability, improve operational flexibility, and optimize their financial structure.

Aircraft engine leasing is an aviation asset service model in which airlines or other aircraft operators obtain the right to use engines through leasing rather than purchasing them outright, primarily to support operational continuity, spare coverage, and maintenance replacement needs. Engines are typically owned by specialized engine leasing companies or aviation asset management firms. Lease portfolios may include both brand-new engines and used engines that have been overhauled and refurbished. Lease agreements are governed by constraints such as operating hours, cycles, maintenance responsibilities, airworthiness compliance, and return conditions, making the business fundamentally an asset-pricing and risk-management activity built on controllable engineering status.

From a product-structure perspective, aircraft engine leasing can be classified along five commonly used dimensions: by lease term (short-term vs. long-term); by purpose (spare-engine leasing, maintenance-replacement leasing, and capacity-support leasing); by aircraft platform (narrowbody vs. widebody engine leasing); by asset attribute (new-engine leasing vs. refurbished used-engine leasing); and by pricing mechanism (fixed rent, pay-by-the-hour (PBH), lease structures linked to maintenance reserves, short-term exchange packages, and bundled “lease + MRO” solutions). In practice, these dimensions often overlap, and the industry typically defines product boundaries using a combination of “use case + pricing mechanism” to better match an airline’s operating rhythm and cost objectives.

In terms of application structure, airlines are the primary demand drivers. Short-term leases are more oriented toward spare-engine pools and AOG coverage, providing rapid replacement when engines are queued for shop visits, when unexpected groundings occur, or during peak capacity periods. Long-term leasing is closer to an asset-substitution solution, helping airlines reduce upfront capital expenditures and improve cost predictability. Low-cost carriers and fast-growing airlines often place

greater emphasis on the cash-flow flexibility enabled by leasing, while major network carriers focus more on operational reliability and fleet-planning assurance. Meanwhile, collaboration between MRO providers and lessors is strengthening through integrated “shop visit + spare engine” offerings, which improve bay utilization and turnaround efficiency, reduce aircraft-on-ground losses, and enhance the controllability of maintenance planning.

From a cost-structure and profitability standpoint, value creation in engine leasing comes from a system-level optimization of “cost of capital—utilization/turnover efficiency—maintenance strategy—residual value management.” Funding costs define the base pricing envelope; maintenance strategy and return conditions shape the engine’s rentable time and availability status; turnover efficiency determines revenue output per unit of asset base; and residual value management spans the full lifecycle and is closely linked to trading in used engines and used serviceable materials (USM). Profitability is materially influenced by engine generation, supply–demand tightness, shop-visit lead times and MRO capacity constraints, and contract design, with players that have stronger engineering management and global redeployment capabilities generally achieving higher-quality earnings for a given asset base.

Across the value chain, upstream participants include engine OEMs and critical component suppliers; midstream players include engine lessors, aviation asset managers, financial institutions, and insurers; and downstream participants include airlines and MRO providers. The competitive landscape is characterized by both concentration and specialization: integrated aviation leasing platforms leverage capital strength and customer reach to build large-scale engine pools; independent engine lessors differentiate through fast delivery, flexible contract products, and refined engine-platform management; and vertically integrated players with MRO capabilities or USM ecosystems enhance turnover and residual value control through “leasing + maintenance + reuse” closed loops. Looking ahead, the industry is expected to continue evolving toward greater service orientation and refinement—PBH and bundled offerings will expand, digital health monitoring and life-remaining management will strengthen engineering-based pricing, more mature used-engine and USM markets will improve circular utilization, and fleet growth in emerging aviation markets will accelerate localized deployment of engine pools and maintenance resources.

This report is a detailed and comprehensive analysis for global Aircraft Engine Leasing market. Both quantitative and qualitative analyses are presented by company, by region & country, by Type and by Application. As the market is constantly changing, this report explores the competition, supply and demand trends, as well as key factors that

contribute to its changing demands across many markets. Company profiles and product examples of selected competitors, along with market share estimates of some of the selected leaders for the year 2025, are provided.

Key Features:

Global Aircraft Engine Leasing market size and forecasts, in consumption value (\$ Million), 2021-2032

Global Aircraft Engine Leasing market size and forecasts by region and country, in consumption value (\$ Million), 2021-2032

Global Aircraft Engine Leasing market size and forecasts, by Type and by Application, in consumption value (\$ Million), 2021-2032

Global Aircraft Engine Leasing market shares of main players, in revenue (\$ Million), 2021-2026

The Primary Objectives in This Report Are:

To determine the size of the total market opportunity of global and key countries

To assess the growth potential for Aircraft Engine Leasing

To forecast future growth in each product and end-use market

To assess competitive factors affecting the marketplace

This report profiles key players in the global Aircraft Engine Leasing market based on the following parameters - company overview, revenue, gross margin, product portfolio, geographical presence, and key developments. Key companies covered as a part of this study include AerCap, Willis Lease Finance, Engine Lease Finance, FTAI Aviation, SMBC Group, GA Telesis, AJW Group, etc.

This report also provides key insights about market drivers, restraints, opportunities, new product launches or approvals.

Market segmentation

Aircraft Engine Leasing market is split by Type and by Application. For the period 2021-2032, the growth among segments provides accurate calculations and forecasts for Consumption Value by Type and by Application. This analysis can help you expand

your business by targeting qualified niche markets.

Market segment by Type

Turbofan

Turboprop

Turbojet

Others

Market segment by Compatible Models

Narrow-Body

Wide-Body

Regional Jets

Others

Market segment by Rental Model

Dry Lease

Wet Lease

Market segment by Application

Airlines

Secondary Lessors

MRO Providers

Others

Market segment by players, this report covers

AerCap

Willis Lease Finance

Engine Lease Finance

FTAI Aviation

SMBC Group

GA Telesis

AJW Group

Market segment by regions, regional analysis covers

North America (United States, Canada and Mexico)

Europe (Germany, France, UK, Russia, Italy and Rest of Europe)

Asia-Pacific (China, Japan, South Korea, India, Southeast Asia and Rest of Asia-Pacific)

South America (Brazil, Rest of South America)

Middle East & Africa (Turkey, Saudi Arabia, UAE, Rest of Middle East & Africa)

The content of the study subjects, includes a total of 13 chapters:

Chapter 1, to describe Aircraft Engine Leasing product scope, market overview, market estimation caveats and base year.

Chapter 2, to profile the top players of Aircraft Engine Leasing, with revenue, gross margin, and global market share of Aircraft Engine Leasing from 2021 to 2026.

Chapter 3, the Aircraft Engine Leasing competitive situation, revenue, and global market share of top players are analyzed emphatically by landscape contrast.

Chapter 4 and 5, to segment the market size by Type and by Application, with consumption value and growth rate by Type, by Application, from 2021 to 2032.

Chapter 6, 7, 8, 9, and 10, to break the market size data at the country level, with revenue and market share for key countries in the world, from 2021 to 2026. and Aircraft Engine Leasing market forecast, by regions, by Type and by Application, with consumption value, from 2027 to 2032.

Chapter 11, market dynamics, drivers, restraints, trends, Porters Five Forces analysis.

Chapter 12, the key raw materials and key suppliers, and industry chain of Aircraft Engine Leasing.

Chapter 13, to describe Aircraft Engine Leasing research findings and conclusion.

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