

Global Aircraft Composite Structural Components Market 2026 by Company, Regions, Type and Application, Forecast to 2032

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Abstracts

According to our (Global Info Research) latest study, the global Aircraft Composite Structural Components market size was valued at US\$ 17389 million in 2025 and is forecast to a readjusted size of US\$ 26354 million by 2032 with a CAGR of 6.1% during review period.

Aircraft composite structural components refer to aircraft-installed structural or functional parts manufactured from carbon fibre, glass fibre, aramid fibre and other reinforcement systems combined with thermoset or thermoplastic resin matrices such as epoxy, bismaleimide, phenolic, PEEK, PEKK and PPS. These components are produced through aerospace-qualified processes including prepreg lay-up, automated fibre placement, automated tape laying, autoclave curing, resin transfer moulding, vacuum-assisted processing, thermoplastic forming and welding, bonded sandwich construction, secondary assembly and non-destructive inspection.

This research scope focuses on composite parts installed on aircraft, helicopters, UAVs, eVTOL aircraft and other aviation platforms, including wing structures, fuselage sections, empennage parts, flight control surfaces, doors, fairings, nacelle and thrust reverser structures, radomes, composite ducting, structural cabin sandwich panels, rotor blades and UAV composite airframes. The core value proposition of these products lies in weight reduction, fatigue resistance, corrosion avoidance, aerodynamic performance, parts consolidation and lifecycle efficiency.

Indicative pricing varies significantly by certification level, size and structural criticality: small covers, fairings, ducts and interior sandwich panels may range from hundreds to tens of thousands of US dollars per unit; medium-sized control surfaces, doors,

radomes and nacelle composite assemblies may range from tens of thousands to several hundred thousand US dollars; while large wing boxes, fuselage sections, empennage structures or shipset-level composite assemblies can reach several hundred thousand to several million US dollars.

Based on our research, aircraft composite structural components should not be treated as a generic carbon-fibre parts market. The industry is better understood as a certified aerospace manufacturing segment built around aircraft weight reduction, structural integrity, platform qualification and long-cycle OEM supply relationships. The core research boundary should therefore be aircraft-installed composite structures and functional composite parts, rather than upstream fibres, prepregs, resins or composite manufacturing equipment. The engineering role of composites has already been validated by modern widebody platforms, where carbon-fibre structures are used extensively in fuselage sections, wings, empennage and flight control surfaces. This has moved the industry from an 'advanced material application' phase into a mainstream aircraft architecture phase. As a result, the sector combines the stability of a mature aerospace supply chain with structural growth drivers from new aircraft programmes, production-rate recovery, defence UAVs, eVTOL platforms and process innovation in thermoplastic composites.

From a supply-side perspective, the global industry remains concentrated in North America, Europe, Japan and a limited number of Asian and Middle Eastern manufacturing clusters. The first tier consists of OEM-related and Tier 1 aerostructure groups such as Boeing/Spirit, Airbus internal aerostructure operations, RTX/Collins, Safran, GKN, FACC, Leonardo, Mitsubishi Heavy Industries, Kawasaki Heavy Industries and Subaru. These companies are embedded in major aircraft programmes, have long certification histories and benefit from high switching costs. A second tier is formed by platform specialists and regional manufacturers such as Aernnova, Sonaca/Aciturri, Daher, Latécoère, Albany Engineered Composites, Qarbon Aerospace, Kaman, CTRM, Strata, Turkish Aerospace, IAI, AIDC, KAI and a growing group of Chinese suppliers including AVIC-related entities, Jialiqi, ATCC and Guanglian Aviation. The difference between the broad supplier universe and the core formal list is driven mainly by evidence quality, revenue transparency and mixed business models, rather than by a lack of product relevance.

Demand is supported by three principal sources: commercial aircraft production and fleet renewal, military aircraft and UAV platform upgrades, and recurring demand for nacelles, radomes, ducts, doors, fairings and other specialist composite parts. Airbus and Boeing delivery and backlog disclosures indicate that the underlying commercial

aerospace demand base remains substantial, although production recovery continues to be constrained by engines, labour, supplier capacity and certification timing. In this market, entry barriers are not limited to material capability. They also include design validation, process repeatability, non-destructive inspection, batch consistency, OEM qualification and programme-specific approval. For that reason, the medium-term market is unlikely to be disrupted by a large number of low-barrier entrants. Incremental capacity is more likely to come from existing Tier 1 suppliers, regional aerospace industrial groups and certified specialist composite manufacturers.

In terms of technology evolution, thermoset carbon-fibre composites remain the mainstream solution for high-performance aircraft structures, and prepreg-autoclave processing continues to be widely used for safety-critical components. At the same time, thermoplastic composites, automated fibre placement, automated tape laying, co-curing, co-bonding, optimized sandwich structures and lower-cost automation are becoming increasingly important competitive themes. Thermoplastic composites offer potential advantages in cycle time, weldability, recyclability and long-term production efficiency, but wider use in primary aircraft structures will still require qualification, design confidence and supply-chain maturity. The future of the industry is therefore unlikely to be a simple 'composites replacing metals' story. It will be shaped by the optimal combination of material systems, structural criticality, production rates, certification requirements and total lifecycle economics.

This report is a detailed and comprehensive analysis for global Aircraft Composite Structural Components market. Both quantitative and qualitative analyses are presented by company, by region & country, by Structural Location 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 Composite Structural Components market size and forecasts, in consumption value (\$ Million), 2021-2032

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

Global Aircraft Composite Structural Components market size and forecasts, by

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Structural Location and by Application, in consumption value (\$ Million), 2021-2032

Global Aircraft Composite Structural Components 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 Composite Structural Components

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 Composite Structural Components 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 Boeing, Airbus SE, incl. Airbus Atlantic, RTX Corporation, Safran SA, GKN Aerospace, FACC AG, Leonardo S.p.A., Mitsubishi Heavy Industries, Aernnova Aerospace, Sonaca Group, etc.

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

Market segmentation

Aircraft Composite Structural Components market is split by Structural Location and by Application. For the period 2021-2032, the growth among segments provides accurate calculations and forecasts for Consumption Value by Structural Location and by Application. This analysis can help you expand your business by targeting qualified niche markets.

Market segment by Structural Location

Fuselage Structures

Wing Structures

Empennage and Control Surfaces

Nacelles, Fairings and Doors

Other

Market segment by Manufacturing Process

Prepreg-autoclave Processing

Resin Infusion / RTM / OOA Processing

Thermoplastic Composite Forming and Welding

Sandwich and Bonded Assembly

Other

Market segment by Certification and Structural Criticality

Flight-critical Composite Structures

Primary Load-bearing Composite Structures

Secondary / Semi-structural Composite Components

Other

Market segment by Application

Fixed-wing aircraft

Helicopter

Multirotor

Glider

Other

Market segment by players, this report covers

Boeing

Airbus SE, incl. Airbus Atlantic

RTX Corporation

Safran SA

GKN Aerospace

FACC AG

Leonardo S.p.A.

Mitsubishi Heavy Industries

Aernnova Aerospace

Sonaca Group

Daher

Kawasaki Heavy Industries

Subaru Corporation

Albany Engineered Composites

Qarbon Aerospace

AVICOPTER PLC

AVIC High-Technology

Guanglian Aviation Industry

ATCC Innovation Technology

Anhui Jialiqi

Aerospace Industrial Development Corporation

Korea Aerospace Industries

CTRM

Strata Manufacturing

Turkish Aerospace Industries

Israel Aerospace Industries

Saab AB

Lat?co?re

Kaman Corporation

Park Aerospace

COTESA GmbH

Senior Aerospace BWT

FDC Aero Composites

General Dynamics Mission Systems

Saint-Gobain Aerospace

SABCA

Bombardier Inc.

Embraer S.A.

Songwol Technologies

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 Composite Structural Components product scope, market overview, market estimation caveats and base year.

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

Chapter 3, the Aircraft Composite Structural Components 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 Structural Location and by Application, with consumption value and growth rate by Structural Location, 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 Composite Structural Components market forecast, by regions, by Structural Location 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 Composite Structural Components.

Chapter 13, to describe Aircraft Composite Structural Components research findings and conclusion.

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