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Global Aircraft Struts Supply, Demand and Key Producers, 2026-2032

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Abstracts

The global Aircraft Struts market size is expected to reach $ 8488 million by 2032, rising at a market growth of 7.1% CAGR during the forecast period (2026-2032).

Aircraft struts typically refer to load bearing members or strut assemblies used for structural support and load transfer on aircraft, with the most representative examples in the landing gear domain being the shock strut (also known as an oleo strut) and its associated braces. Together with the primary landing gear structure, strut related hardware forms key elements of main landing gear, nose landing gear, and, on certain aircraft, wing landing gear assemblies. These struts are commonly manufactured from high strength metals to withstand severe operating conditions and to deliver reliable landing and ground taxi load carrying capability, while integrating with ATA 32 related brake, steering, retraction extension mechanisms, and control units to constitute a complete landing gear mechanical and control system. At the structural level, the core components related to struts often include sliding tubes that enable stroke and precision fit, and they frequently work in combination with side stays, lock stays, and drag braces to define ground load paths and motion constraints. Suppliers typically provide supporting stress and fatigue analysis as well as surface treatment processes to improve dimensional accuracy and durability. In terms of product form, some suppliers offer engineered strut families that are telescoping, compressible, or fixed, with end fittings that can integrate rod end bearings, clevises, or other connectors to accommodate a wide range of installation envelopes and kinematic constraints across military and commercial aircraft. From a delivery and commercial model perspective, the mainstream approach is to supply landing gear and strut related structural components and subsystems as part of new aircraft programs, and to provide maintenance, repair, and overhaul (MRO), spare parts, and on wing technical support throughout the operating life to improve reliability and maintainability. At the same time, operational

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health monitoring needs around landing gear can extend to monitoring parameters such as tire and shock strut pressure, supporting airline turnaround efficiency and maintenance decision making.

Capabilities around aircraft struts are more often delivered as part of an integrated landing gear system rather than as standalone parts. The value is not limited to the strength of a single member, but lies in how struts work with the main, nose, and, in some configurations, wing landing gear structure, along with ATA 32?related elements such as retraction/extension mechanisms, steering, and braking, to produce verifiable ground-operating performance and airworthiness compliance. For OEMs, struts and shock struts carry out critical load transfer and landing-impact absorption functions, directly affecting the aircraft structural load spectrum, tire wear, braking distance, and directional stability during ground operations. For operators, strut reliability and maintainability translate into dispatch reliability and turnaround efficiency. As a result, suppliers commonly enter aircraft platforms through program-based shipset delivery, providing complete documentation packages and test/verification support at entry into service, and then building recurring revenue over the operating life through spares, technical publications, and engineering support. This becomes especially prominent for military transport operations, unimproved or rough-field runways, and high-cycle usage, where the strut system must maintain consistent support and stroke control across varying loads and speeds to reduce overload risk and improve mission adaptability.

From a product and engineering execution perspective, an aircraft strut is not an isolated ?rod,? but a structural set designed around load paths and motion constraints, typically combining precision-fit components such as sliding tubes with load-bearing and constraint members including side stays, lock stays, and drag braces. Shock struts commonly employ pneumatic-hydraulic (oleo) damping to dissipate energy and manage rebound, and their performance depends not only on material strength but also on details such as sealing, fit clearances, surface finish, and corrosion-protection systems. Structural components are generally based on high-strength metal systems to balance weight, fatigue life, and corrosion resistance, supported by heat treatment, precision machining, and surface treatments to ensure wear resistance and dimensional stability. In terms of configurations, strut families often include telescoping, compressible, and fixed variants, and use end fittings to accommodate different installation envelopes. End connections may integrate bearings, clevises, or other connectors to reduce assembly error and joint wear. On the engineering side, suppliers frequently bundle stress and fatigue analyses, life assessments, non-destructive inspection (NDI/NDT) requirements, and ground-test methods to ensure consistent structural integrity and maintenance windows under high-cycle duty and complex load spectra.

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From a supply and market coverage standpoint, manufacturing for aircraft struts and related structural components increasingly follows a multi-site, regionally proximate footprint. The key drivers are reduced logistics and delivery risk, closer alignment with final assembly lines, and meeting localization and sustainment requirements. Leading suppliers typically retain critical processes and system-integration capabilities in North America and Europe, while also deploying nearshore or cost-optimized locations to produce selected components and key parts, improving capacity flexibility and delivery resilience. Sales and service regions are often anchored by regional operating centers, with sales, engineering support, and MRO capabilities placed in customer-dense areas to form an integrated network spanning commercial coverage, in-service support, and rotable/turnaround asset management. For airlines and defense operators, the cost of aircraft-on-ground time often outweighs the part cost itself, which elevates the importance of spare availability, replacement lead time, and overhaul turnaround time. Suppliers respond with exchange pools, on-site technical representatives, and standardized tooling to shorten downtime. In parallel, to improve delivery efficiency and quality consistency, the industry commonly performs sub-assembly or installation coordination near customer final assembly lines, reducing cross-region transfers and rework, and enabling faster response to demand swings driven by fleet growth, scheduled maintenance windows, and unscheduled failures.

This report studies the global Aircraft Struts production, demand, key manufacturers, and key regions.

This report is a detailed and comprehensive analysis of the world market for Aircraft Struts and provides market size (US$ million) and Year-over-Year (YoY) Growth, considering 2025 as the base year. This report explores demand trends and competition, as well as details the characteristics of Aircraft Struts that contribute to its increasing demand across many markets.

Highlights and key features of the study
Global Aircraft Struts total production and demand, 2021-2032, (K Units)
Global Aircraft Struts total production value, 2021-2032, (USD Million)
Global Aircraft Struts production by region & country, production, value, CAGR, 2021-2032, (USD Million) & (K Units), (based on production site)
Global Aircraft Struts consumption by region & country, CAGR, 2021-2032 & (K Units)
U.S. VS China: Aircraft Struts domestic production, consumption, key domestic manufacturers and share
Global Aircraft Struts production by manufacturer, production, price, value and market

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share 2021-2026, (USD Million) & (K Units)
Global Aircraft Struts production by Type, production, value, CAGR, 2021-2032, (USD Million) & (K Units)
Global Aircraft Struts production by Application, production, value, CAGR, 2021-2032, (USD Million) & (K Units)

This report profiles key players in the global Aircraft Struts market based on the following parameters - company overview, production, value, price, gross margin, product portfolio, geographical presence, and key developments. Key companies covered as a part of this study include Crompton Technology Group, Lefiell Manufacturing, QRP, Safran Landing Systems, Collins Aerospace (RTX), Liebherr-Aerospace, H?roux-Devtek, TRIUMPH (Actuation & Landing Gear Systems), CIRCOR Aerospace (LOUD Engineering & Manufacturing), Sargent Aerospace & Defense (RBC Bearings), etc.

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

Stakeholders would have ease in decision-making through various strategy matrices used in analyzing the World Aircraft Struts market

Detailed Segmentation:

Each section contains quantitative market data including market by value (US$ Millions), volume (production, consumption) & (K Units) and average price (USD/Unit) by manufacturer, by Type, and by Application. Data is given for the years 2021-2032 by year with 2025 as the base year, 2026 as the estimate year, and 2027-2032 as the forecast year.

Global Aircraft Struts Market, By Region:

United States

China

Europe

Japan

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South Korea

ASEAN

India

Rest of World

Global Aircraft Struts Market, Segmentation by Type:

Rigid Aircraft Struts

Spring Steel Aircraft Struts

Shock Struts

Global Aircraft Struts Market, Segmentation by Delivery Form:

Shipset / Landing Gear System

Subsystem / Major Component

Detail Part

Global Aircraft Struts Market, Segmentation by Structural Role:

Shock/Oleo Strut

inner/outer cylinder, sliding tube

Others

Global Aircraft Struts Market, Segmentation by Application:

Commercial Aircraft

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Military Aircraft

Companies Profiled:

Crompton Technology Group

Lefiell Manufacturing

QRP

Safran Landing Systems

Collins Aerospace (RTX)

Liebherr-Aerospace

H?roux-Devtek

TRIUMPH (Actuation & Landing Gear Systems)

CIRCOR Aerospace (LOUD Engineering & Manufacturing)

Sargent Aerospace & Defense (RBC Bearings)

Key Questions Answered:

1. How big is the global Aircraft Struts market?
2. What is the demand of the global Aircraft Struts market?
3. What is the year over year growth of the global Aircraft Struts market?
4. What is the production and production value of the global Aircraft Struts market?
5. Who are the key producers in the global Aircraft Struts market?
6. What are the growth factors driving the market demand?

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