

# The 2025-2030 World Outlook for Aircraft Line Maintenance

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## Abstracts

This study covers the world outlook for aircraft line maintenance across more than 190 countries. For each year reported, estimates are given for the latent demand, or potential industry earnings (P.I.E.), for the country in question (in millions of U.S. dollars), the percent share the country is of the region, and of the globe. These comparative benchmarks allow the reader to quickly gauge a country vis-à-vis others. Using econometric models which project fundamental economic dynamics within each country and across countries, latent demand estimates are created. This report does not discuss the specific players in the market serving the latent demand, nor specific details at the product level. The study also does not consider short-term cyclicalities that might affect realized sales. The study, therefore, is strategic in nature, taking an aggregate and long-run view, irrespective of the players or products involved.

In this report we define the sales of aircraft line maintenance as including all commonly understood products and/or services falling within this broad category, irrespective of product packaging, formulation, size, or form. Companies participating in this industry include ABX Air, Aegean Airlines, Aero-Dienst, Aeroflot, Aerolineas Argentina, AeroLogic, AeroMod International, Aeronautical Engineers, Inc., Afriqiyah Airways, Air Canada, Aircraft Maintenance Services Australia PTY, Ltd., AJW Technique, AMECO, ANA Line Maintenance Technics, Antonov, Apple Aviation, Asiana Airlines, ASL Airlines France, Assistance Aérienne du Mali (ASAM SA), Atlas Air, Austrian Airlines, Avia Solutions Group, Aviation Safety Network (ASN), Batam Aero Technik, BCT Aviation Maintenance, Boeing, Bombardier, BOSA, British Airways, Brussels Airlines, Bulgaria Air, CaerAv, Canadian airline West Jet, Cargo Aircraft Management, Casebank Technologies, Cebu Pacific Air, Certified Aviation Services, China Air Cargo Corporation, Comac, Comair, Delta Air Lines, DHL, Duncan Aviation, easyJet, EGYPTAIR Maintenance & Engineering, Embraer, EMCOR, Emirates, Ethiopian

Airlines, Etihad Airways, European Aviation Safety Agency (EASA), Eurowings, EVA Air, FADEC, FEAM, Federal Aviation Regulations (FAR), Finnair, FL Technics, GE Aviation, GMR Aero Technic Ltd (GATL), GoAir, Grupo Aeromexico, Gulf Air, HAECO, Hawaiian Airlines, Heston Services, Ltd., Honeywell, Hong Long Aircraft Engineering, Iberia Maintenance, Icelandair, International Air Transport Association (IATA), Intersky, Iraqi Airways, Japan Airlines, Jetstar, Korean Air Maintenance & Engineering, Linhas Aereas Brasileiras, Lufthansa, Messier-Bugatti-Dowty, Monarch Aircraft Engineering, Moog, MTU Aero Engines, Nayak Group, Neos, Nepal Airways, NokScoot Airlines Company, Ltd., Nordic Regional Airlines, Olympic Air, PEMCO, Philippine Airlines, Pratt & Whitney, Qatar Airways, Rolls-Royce, RwandAir, Saab, Sabena Technics, Safran SA, SAMCO Aircraft Maintenance, Saudia Aerospace Engineering Industries (SAEI), SIA Engineering Company, Silk Way Technics, Singapore Airlines, Sino Jet, Sky Aerospace Engineering, Skyways Technics, Spirit Aerosystems, SR Technics, Storm Aviation, STS Aviation Group, Sun Country Airlines, Surinam Airways, TAP Maintenance & Engineering, TC MRO, The Monarch Group, Thomas Cook Aircraft Engineering, Tigerair Australia, Transport Services Group, Inc., Triumph Aviation Services, Turkish Airlines, Unison, United Airlines, Ural Airlines, UTC Aerospace Systems, VietJet Air, Vietnam Airlines, Virgin America, Wamos Air, Werner Aero Services, WestJet, Williams International, Wizz Air, and WOW Air. In addition to the sources indicated, additional information available to the public via news and/or press releases published by players in the industry was considered in defining and calibrating this category. All figures are in a common currency (U.S. dollars, millions) and are not adjusted for inflation (i.e., they are current values). Exchange rates used to convert to U.S. dollars are averages for the year in question. Future exchange rates are assumed to be constant in the future at the current level (the average of the year of this publication's release in 2024).

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