

Global Aircraft Engine Leasing Market Growth (Status and Outlook) 2026-2032

<https://marketpublishers.com/r/G646FE874214EN.html>

Date: January 2026

Pages: 99

Price: US\$ 3,660.00 (Single User License)

ID: G646FE874214EN

Abstracts

The global Aircraft Engine Leasing market size is predicted to grow from US\$ 7179 million in 2025 to US\$ 11891 million in 2032; it is expected to grow at a CAGR of 7.5% from 2026 to 2032.

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.

LPI (LP Information)' newest research report, the “Aircraft Engine Leasing Industry Forecast” looks at past sales and reviews total world Aircraft Engine Leasing sales in 2025, providing a comprehensive analysis by region and market sector of projected Aircraft Engine Leasing sales for 2026 through 2032. With Aircraft Engine Leasing sales broken down by region, market sector and sub-sector, this report provides a detailed

analysis in US\$ millions of the world Aircraft Engine Leasing industry.

This Insight Report provides a comprehensive analysis of the global Aircraft Engine Leasing landscape and highlights key trends related to product segmentation, company formation, revenue, and market share, latest development, and M&A activity. This report also analyses the strategies of leading global companies with a focus on Aircraft Engine Leasing portfolios and capabilities, market entry strategies, market positions, and geographic footprints, to better understand these firms' unique position in an accelerating global Aircraft Engine Leasing market.

This Insight Report evaluates the key market trends, drivers, and affecting factors shaping the global outlook for Aircraft Engine Leasing and breaks down the forecast by Type, by Application, geography, and market size to highlight emerging pockets of opportunity. With a transparent methodology based on hundreds of bottom-up qualitative and quantitative market inputs, this study forecast offers a highly nuanced view of the current state and future trajectory in the global Aircraft Engine Leasing.

This report presents a comprehensive overview, market shares, and growth opportunities of Aircraft Engine Leasing market by product type, application, key players and key regions and countries.

Segmentation by Type:

Turbofan

Turboprop

Turbojet

Others

Segmentation by Compatible Models:

Narrow-Body

Wide-Body

Regional Jets

Others

Segmentation by Rental Model:

Dry Lease

Wet Lease

Segmentation by Application:

Airlines

Secondary Lessors

MRO Providers

Others

This report also splits the market by region:

Americas

United States

Canada

Mexico

Brazil

APAC

China

Japan

Korea

Southeast Asia

India

Australia

Europe

Germany

France

UK

Italy

Russia

Middle East & Africa

Egypt

South Africa

Israel

Turkey

GCC Countries

The below companies that are profiled have been selected based on inputs gathered from primary experts and analyzing the company's coverage, product portfolio, its market penetration.

AerCap

Willis Lease Finance

Engine Lease Finance

FTAI Aviation

SMBC Group

GA Telesis

AJW Group

Contents

1 SCOPE OF THE REPORT

- 1.1 Market Introduction
- 1.2 Years Considered
- 1.3 Research Objectives
- 1.4 Market Research Methodology
- 1.5 Research Process and Data Source
- 1.6 Economic Indicators
- 1.7 Currency Considered
- 1.8 Market Estimation Caveats

2 EXECUTIVE SUMMARY

- 2.1 World Market Overview
 - 2.1.1 Global Aircraft Engine Leasing Market Size (2021-2032)
 - 2.1.2 Aircraft Engine Leasing Market Size CAGR by Region (2021 VS 2025 VS 2032)
 - 2.1.3 World Current & Future Analysis for Aircraft Engine Leasing by Country/Region (2021, 2025 & 2032)
- 2.2 Aircraft Engine Leasing Segment by Type
 - 2.2.1 Turbofan
 - 2.2.2 Turboprop
 - 2.2.3 Turbojet
 - 2.2.4 Others
 - 2.2.5 Aircraft Engine Leasing Market Size by Type
 - 2.2.5.1 Aircraft Engine Leasing Market Size CAGR by Type (2021 VS 2025 VS 2032)
 - 2.2.5.2 Global Aircraft Engine Leasing Market Size Market Share by Type (2021-2026)
- 2.3 Aircraft Engine Leasing Segment by Compatible Models
 - 2.3.1 Narrow-Body
 - 2.3.2 Wide-Body
 - 2.3.3 Regional Jets
 - 2.3.4 Others
 - 2.3.5 Aircraft Engine Leasing Market Size by Compatible Models
 - 2.3.5.1 Aircraft Engine Leasing Market Size CAGR by Compatible Models (2021 VS 2025 VS 2032)
 - 2.3.5.2 Global Aircraft Engine Leasing Market Size Market Share by Compatible Models (2021-2026)

2.4 Aircraft Engine Leasing Segment by Rental Model

2.4.1 Dry Lease

2.4.2 Wet Lease

2.4.3 Aircraft Engine Leasing Market Size by Rental Model

2.4.3.1 Aircraft Engine Leasing Market Size CAGR by Rental Model (2021 VS 2025 VS 2032)

2.4.3.2 Global Aircraft Engine Leasing Market Size Market Share by Rental Model (2021-2026)

2.5 Aircraft Engine Leasing Segment by Application

2.5.1 Airlines

2.5.2 Secondary Lessors

2.5.3 MRO Providers

2.5.4 Others

2.5.5 Aircraft Engine Leasing Market Size by Application

2.5.5.1 Aircraft Engine Leasing Market Size CAGR by Application (2021 VS 2025 VS 2032)

2.5.5.2 Global Aircraft Engine Leasing Market Size Market Share by Application (2021-2026)

3 AIRCRAFT ENGINE LEASING MARKET SIZE BY PLAYER

3.1 Aircraft Engine Leasing Market Size Market Share by Player

3.1.1 Global Aircraft Engine Leasing Revenue by Player (2021-2026)

3.1.2 Global Aircraft Engine Leasing Revenue Market Share by Player (2021-2026)

3.2 Global Aircraft Engine Leasing Key Players Head office and Products Offered

3.3 Market Concentration Rate Analysis

3.3.1 Competition Landscape Analysis

3.3.2 Concentration Ratio (CR3, CR5 and CR10) & (2024-2026)

3.4 New Products and Potential Entrants

3.5 Mergers & Acquisitions, Expansion

4 AIRCRAFT ENGINE LEASING BY REGION

4.1 Aircraft Engine Leasing Market Size by Region (2021-2026)

4.2 Global Aircraft Engine Leasing Annual Revenue by Country/Region (2021-2026)

4.3 Americas Aircraft Engine Leasing Market Size Growth (2021-2026)

4.4 APAC Aircraft Engine Leasing Market Size Growth (2021-2026)

4.5 Europe Aircraft Engine Leasing Market Size Growth (2021-2026)

4.6 Middle East & Africa Aircraft Engine Leasing Market Size Growth (2021-2026)

5 AMERICAS

- 5.1 Americas Aircraft Engine Leasing Market Size by Country (2021-2026)
- 5.2 Americas Aircraft Engine Leasing Market Size by Type (2021-2026)
- 5.3 Americas Aircraft Engine Leasing Market Size by Application (2021-2026)
- 5.4 United States
- 5.5 Canada
- 5.6 Mexico
- 5.7 Brazil

6 APAC

- 6.1 APAC Aircraft Engine Leasing Market Size by Region (2021-2026)
- 6.2 APAC Aircraft Engine Leasing Market Size by Type (2021-2026)
- 6.3 APAC Aircraft Engine Leasing Market Size by Application (2021-2026)
- 6.4 China
- 6.5 Japan
- 6.6 South Korea
- 6.7 Southeast Asia
- 6.8 India
- 6.9 Australia

7 EUROPE

- 7.1 Europe Aircraft Engine Leasing Market Size by Country (2021-2026)
- 7.2 Europe Aircraft Engine Leasing Market Size by Type (2021-2026)
- 7.3 Europe Aircraft Engine Leasing Market Size by Application (2021-2026)
- 7.4 Germany
- 7.5 France
- 7.6 UK
- 7.7 Italy
- 7.8 Russia

8 MIDDLE EAST & AFRICA

- 8.1 Middle East & Africa Aircraft Engine Leasing by Region (2021-2026)
- 8.2 Middle East & Africa Aircraft Engine Leasing Market Size by Type (2021-2026)
- 8.3 Middle East & Africa Aircraft Engine Leasing Market Size by Application

(2021-2026)

8.4 Egypt

8.5 South Africa

8.6 Israel

8.7 Turkey

8.8 GCC Countries

9 MARKET DRIVERS, CHALLENGES AND TRENDS

9.1 Market Drivers & Growth Opportunities

9.2 Market Challenges & Risks

9.3 Industry Trends

10 GLOBAL AIRCRAFT ENGINE LEASING MARKET FORECAST

10.1 Global Aircraft Engine Leasing Forecast by Region (2027-2032)

10.1.1 Global Aircraft Engine Leasing Forecast by Region (2027-2032)

10.1.2 Americas Aircraft Engine Leasing Forecast

10.1.3 APAC Aircraft Engine Leasing Forecast

10.1.4 Europe Aircraft Engine Leasing Forecast

10.1.5 Middle East & Africa Aircraft Engine Leasing Forecast

10.2 Americas Aircraft Engine Leasing Forecast by Country (2027-2032)

10.2.1 United States Market Aircraft Engine Leasing Forecast

10.2.2 Canada Market Aircraft Engine Leasing Forecast

10.2.3 Mexico Market Aircraft Engine Leasing Forecast

10.2.4 Brazil Market Aircraft Engine Leasing Forecast

10.3 APAC Aircraft Engine Leasing Forecast by Region (2027-2032)

10.3.1 China Aircraft Engine Leasing Market Forecast

10.3.2 Japan Market Aircraft Engine Leasing Forecast

10.3.3 Korea Market Aircraft Engine Leasing Forecast

10.3.4 Southeast Asia Market Aircraft Engine Leasing Forecast

10.3.5 India Market Aircraft Engine Leasing Forecast

10.3.6 Australia Market Aircraft Engine Leasing Forecast

10.4 Europe Aircraft Engine Leasing Forecast by Country (2027-2032)

10.4.1 Germany Market Aircraft Engine Leasing Forecast

10.4.2 France Market Aircraft Engine Leasing Forecast

10.4.3 UK Market Aircraft Engine Leasing Forecast

10.4.4 Italy Market Aircraft Engine Leasing Forecast

10.4.5 Russia Market Aircraft Engine Leasing Forecast

10.5 Middle East & Africa Aircraft Engine Leasing Forecast by Region (2027-2032)

10.5.1 Egypt Market Aircraft Engine Leasing Forecast

10.5.2 South Africa Market Aircraft Engine Leasing Forecast

10.5.3 Israel Market Aircraft Engine Leasing Forecast

10.5.4 Turkey Market Aircraft Engine Leasing Forecast

10.6 Global Aircraft Engine Leasing Forecast by Type (2027-2032)

10.7 Global Aircraft Engine Leasing Forecast by Application (2027-2032)

10.7.1 GCC Countries Market Aircraft Engine Leasing Forecast

11 KEY PLAYERS ANALYSIS

11.1 AerCap

11.1.1 AerCap Company Information

11.1.2 AerCap Aircraft Engine Leasing Product Offered

11.1.3 AerCap Aircraft Engine Leasing Revenue, Gross Margin and Market Share (2021-2026)

11.1.4 AerCap Main Business Overview

11.1.5 AerCap Latest Developments

11.2 Willis Lease Finance

11.2.1 Willis Lease Finance Company Information

11.2.2 Willis Lease Finance Aircraft Engine Leasing Product Offered

11.2.3 Willis Lease Finance Aircraft Engine Leasing Revenue, Gross Margin and Market Share (2021-2026)

11.2.4 Willis Lease Finance Main Business Overview

11.2.5 Willis Lease Finance Latest Developments

11.3 Engine Lease Finance

11.3.1 Engine Lease Finance Company Information

11.3.2 Engine Lease Finance Aircraft Engine Leasing Product Offered

11.3.3 Engine Lease Finance Aircraft Engine Leasing Revenue, Gross Margin and Market Share (2021-2026)

11.3.4 Engine Lease Finance Main Business Overview

11.3.5 Engine Lease Finance Latest Developments

11.4 FTAI Aviation

11.4.1 FTAI Aviation Company Information

11.4.2 FTAI Aviation Aircraft Engine Leasing Product Offered

11.4.3 FTAI Aviation Aircraft Engine Leasing Revenue, Gross Margin and Market Share (2021-2026)

11.4.4 FTAI Aviation Main Business Overview

11.4.5 FTAI Aviation Latest Developments

11.5 SMBC Group

11.5.1 SMBC Group Company Information

11.5.2 SMBC Group Aircraft Engine Leasing Product Offered

11.5.3 SMBC Group Aircraft Engine Leasing Revenue, Gross Margin and Market Share (2021-2026)

11.5.4 SMBC Group Main Business Overview

11.5.5 SMBC Group Latest Developments

11.6 GA Telesis

11.6.1 GA Telesis Company Information

11.6.2 GA Telesis Aircraft Engine Leasing Product Offered

11.6.3 GA Telesis Aircraft Engine Leasing Revenue, Gross Margin and Market Share (2021-2026)

11.6.4 GA Telesis Main Business Overview

11.6.5 GA Telesis Latest Developments

11.7 AJW Group

11.7.1 AJW Group Company Information

11.7.2 AJW Group Aircraft Engine Leasing Product Offered

11.7.3 AJW Group Aircraft Engine Leasing Revenue, Gross Margin and Market Share (2021-2026)

11.7.4 AJW Group Main Business Overview

11.7.5 AJW Group Latest Developments

12 RESEARCH FINDINGS AND CONCLUSION

List Of Tables

LIST OF TABLES

Table 1. Aircraft Engine Leasing Market Size CAGR by Region (2021 VS 2025 VS 2032) & (\$ millions)

Table 2. Aircraft Engine Leasing Annual Sales CAGR by Country/Region (2021, 2025 & 2032) & (\$ millions)

Table 3. Major Players of Turbofan

Table 4. Major Players of Turboprop

Table 5. Major Players of Turbojet

Table 6. Major Players of Others

Table 7. Aircraft Engine Leasing Market Size CAGR by Type (2021 VS 2025 VS 2032) & (\$ millions)

Table 8. Global Aircraft Engine Leasing Market Size by Type (2021-2026) & (\$ millions)

Table 9. Global Aircraft Engine Leasing Market Size Market Share by Type (2021-2026)

Table 10. Major Players of Narrow-Body

Table 11. Major Players of Wide-Body

Table 12. Major Players of Regional Jets

Table 13. Major Players of Others

Table 14. Aircraft Engine Leasing Market Size CAGR by Compatible Models (2021 VS 2025 VS 2032) & (\$ millions)

Table 15. Global Aircraft Engine Leasing Market Size by Compatible Models (2021-2026) & (\$ millions)

Table 16. Global Aircraft Engine Leasing Market Size Market Share by Compatible Models (2021-2026)

Table 17. Major Players of Dry Lease

Table 18. Major Players of Wet Lease

Table 19. Aircraft Engine Leasing Market Size CAGR by Rental Model (2021 VS 2025 VS 2032) & (\$ millions)

Table 20. Global Aircraft Engine Leasing Market Size by Rental Model (2021-2026) & (\$ millions)

Table 21. Global Aircraft Engine Leasing Market Size Market Share by Rental Model (2021-2026)

Table 22. Aircraft Engine Leasing Market Size CAGR by Application (2021 VS 2025 VS 2032) & (\$ millions)

Table 23. Global Aircraft Engine Leasing Market Size by Application (2021-2026) & (\$ millions)

Table 24. Global Aircraft Engine Leasing Market Size Market Share by Application

(2021-2026)

Table 25. Global Aircraft Engine Leasing Revenue by Player (2021-2026) & (\$ millions)

Table 26. Global Aircraft Engine Leasing Revenue Market Share by Player (2021-2026)

Table 27. Aircraft Engine Leasing Key Players Head office and Products Offered

Table 28. Aircraft Engine Leasing Concentration Ratio (CR3, CR5 and CR10) & (2024-2026)

Table 29. New Products and Potential Entrants

Table 30. Mergers & Acquisitions, Expansion

Table 31. Global Aircraft Engine Leasing Market Size by Region (2021-2026) & (\$ millions)

Table 32. Global Aircraft Engine Leasing Market Size Market Share by Region (2021-2026)

Table 33. Global Aircraft Engine Leasing Revenue by Country/Region (2021-2026) & (\$ millions)

Table 34. Global Aircraft Engine Leasing Revenue Market Share by Country/Region (2021-2026)

Table 35. Americas Aircraft Engine Leasing Market Size by Country (2021-2026) & (\$ millions)

Table 36. Americas Aircraft Engine Leasing Market Size Market Share by Country (2021-2026)

Table 37. Americas Aircraft Engine Leasing Market Size by Type (2021-2026) & (\$ millions)

Table 38. Americas Aircraft Engine Leasing Market Size Market Share by Type (2021-2026)

Table 39. Americas Aircraft Engine Leasing Market Size by Application (2021-2026) & (\$ millions)

Table 40. Americas Aircraft Engine Leasing Market Size Market Share by Application (2021-2026)

Table 41. APAC Aircraft Engine Leasing Market Size by Region (2021-2026) & (\$ millions)

Table 42. APAC Aircraft Engine Leasing Market Size Market Share by Region (2021-2026)

Table 43. APAC Aircraft Engine Leasing Market Size by Type (2021-2026) & (\$ millions)

Table 44. APAC Aircraft Engine Leasing Market Size by Application (2021-2026) & (\$ millions)

Table 45. Europe Aircraft Engine Leasing Market Size by Country (2021-2026) & (\$ millions)

Table 46. Europe Aircraft Engine Leasing Market Size Market Share by Country (2021-2026)

Table 47. Europe Aircraft Engine Leasing Market Size by Type (2021-2026) & (\$ millions)

Table 48. Europe Aircraft Engine Leasing Market Size by Application (2021-2026) & (\$ millions)

Table 49. Middle East & Africa Aircraft Engine Leasing Market Size by Region (2021-2026) & (\$ millions)

Table 50. Middle East & Africa Aircraft Engine Leasing Market Size by Type (2021-2026) & (\$ millions)

Table 51. Middle East & Africa Aircraft Engine Leasing Market Size by Application (2021-2026) & (\$ millions)

Table 52. Key Market Drivers & Growth Opportunities of Aircraft Engine Leasing

Table 53. Key Market Challenges & Risks of Aircraft Engine Leasing

Table 54. Key Industry Trends of Aircraft Engine Leasing

Table 55. Global Aircraft Engine Leasing Market Size Forecast by Region (2027-2032) & (\$ millions)

Table 56. Global Aircraft Engine Leasing Market Size Market Share Forecast by Region (2027-2032)

Table 57. Global Aircraft Engine Leasing Market Size Forecast by Type (2027-2032) & (\$ millions)

Table 58. Global Aircraft Engine Leasing Market Size Forecast by Application (2027-2032) & (\$ millions)

Table 59. AerCap Details, Company Type, Aircraft Engine Leasing Area Served and Its Competitors

Table 60. AerCap Aircraft Engine Leasing Product Offered

Table 61. AerCap Aircraft Engine Leasing Revenue (\$ million), Gross Margin and Market Share (2021-2026)

Table 62. AerCap Main Business

Table 63. AerCap Latest Developments

Table 64. Willis Lease Finance Details, Company Type, Aircraft Engine Leasing Area Served and Its Competitors

Table 65. Willis Lease Finance Aircraft Engine Leasing Product Offered

Table 66. Willis Lease Finance Aircraft Engine Leasing Revenue (\$ million), Gross Margin and Market Share (2021-2026)

Table 67. Willis Lease Finance Main Business

Table 68. Willis Lease Finance Latest Developments

Table 69. Engine Lease Finance Details, Company Type, Aircraft Engine Leasing Area Served and Its Competitors

Table 70. Engine Lease Finance Aircraft Engine Leasing Product Offered

Table 71. Engine Lease Finance Aircraft Engine Leasing Revenue (\$ million), Gross

Margin and Market Share (2021-2026)

Table 72. Engine Lease Finance Main Business

Table 73. Engine Lease Finance Latest Developments

Table 74. FTAI Aviation Details, Company Type, Aircraft Engine Leasing Area Served and Its Competitors

Table 75. FTAI Aviation Aircraft Engine Leasing Product Offered

Table 76. FTAI Aviation Aircraft Engine Leasing Revenue (\$ million), Gross Margin and Market Share (2021-2026)

Table 77. FTAI Aviation Main Business

Table 78. FTAI Aviation Latest Developments

Table 79. SMBC Group Details, Company Type, Aircraft Engine Leasing Area Served and Its Competitors

Table 80. SMBC Group Aircraft Engine Leasing Product Offered

Table 81. SMBC Group Aircraft Engine Leasing Revenue (\$ million), Gross Margin and Market Share (2021-2026)

Table 82. SMBC Group Main Business

Table 83. SMBC Group Latest Developments

Table 84. GA Telesis Details, Company Type, Aircraft Engine Leasing Area Served and Its Competitors

Table 85. GA Telesis Aircraft Engine Leasing Product Offered

Table 86. GA Telesis Aircraft Engine Leasing Revenue (\$ million), Gross Margin and Market Share (2021-2026)

Table 87. GA Telesis Main Business

Table 88. GA Telesis Latest Developments

Table 89. AJW Group Details, Company Type, Aircraft Engine Leasing Area Served and Its Competitors

Table 90. AJW Group Aircraft Engine Leasing Product Offered

Table 91. AJW Group Aircraft Engine Leasing Revenue (\$ million), Gross Margin and Market Share (2021-2026)

Table 92. AJW Group Main Business

Table 93. AJW Group Latest Developments

List Of Figures

LIST OF FIGURES

Figure 1. Aircraft Engine Leasing Report Years Considered

Figure 2. Research Objectives

Figure 3. Research Methodology

Figure 4. Research Process and Data Source

Figure 5. Global Aircraft Engine Leasing Market Size Growth Rate (2021-2032) (\$ millions)

Figure 6. Aircraft Engine Leasing Sales by Geographic Region (2021, 2025 & 2032) & (\$ millions)

Figure 7. Aircraft Engine Leasing Sales Market Share by Country/Region (2025)

Figure 8. Aircraft Engine Leasing Sales Market Share by Country/Region (2021, 2025 & 2032)

Figure 9. Global Aircraft Engine Leasing Market Size Market Share by Type in 2025

Figure 10. Global Aircraft Engine Leasing Market Size Market Share by Compatible Models in 2025

Figure 11. Global Aircraft Engine Leasing Market Size Market Share by Rental Model in 2025

Figure 12. Aircraft Engine Leasing in Airlines

Figure 13. Global Aircraft Engine Leasing Market: Airlines (2021-2026) & (\$ millions)

Figure 14. Aircraft Engine Leasing in Secondary Lessors

Figure 15. Global Aircraft Engine Leasing Market: Secondary Lessors (2021-2026) & (\$ millions)

Figure 16. Aircraft Engine Leasing in MRO Providers

Figure 17. Global Aircraft Engine Leasing Market: MRO Providers (2021-2026) & (\$ millions)

Figure 18. Aircraft Engine Leasing in Others

Figure 19. Global Aircraft Engine Leasing Market: Others (2021-2026) & (\$ millions)

Figure 20. Global Aircraft Engine Leasing Market Size Market Share by Application in 2025

Figure 21. Global Aircraft Engine Leasing Revenue Market Share by Player in 2025

Figure 22. Global Aircraft Engine Leasing Market Size Market Share by Region (2021-2026)

Figure 23. Americas Aircraft Engine Leasing Market Size 2021-2026 (\$ millions)

Figure 24. APAC Aircraft Engine Leasing Market Size 2021-2026 (\$ millions)

Figure 25. Europe Aircraft Engine Leasing Market Size 2021-2026 (\$ millions)

Figure 26. Middle East & Africa Aircraft Engine Leasing Market Size 2021-2026 (\$

millions)

Figure 27. Americas Aircraft Engine Leasing Value Market Share by Country in 2025

Figure 28. United States Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 29. Canada Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 30. Mexico Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 31. Brazil Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 32. APAC Aircraft Engine Leasing Market Size Market Share by Region in 2025

Figure 33. APAC Aircraft Engine Leasing Market Size Market Share by Type (2021-2026)

Figure 34. APAC Aircraft Engine Leasing Market Size Market Share by Application (2021-2026)

Figure 35. China Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 36. Japan Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 37. South Korea Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 38. Southeast Asia Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 39. India Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 40. Australia Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 41. Europe Aircraft Engine Leasing Market Size Market Share by Country in 2025

Figure 42. Europe Aircraft Engine Leasing Market Size Market Share by Type (2021-2026)

Figure 43. Europe Aircraft Engine Leasing Market Size Market Share by Application (2021-2026)

Figure 44. Germany Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 45. France Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 46. UK Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 47. Italy Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 48. Russia Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 49. Middle East & Africa Aircraft Engine Leasing Market Size Market Share by Region (2021-2026)

Figure 50. Middle East & Africa Aircraft Engine Leasing Market Size Market Share by Type (2021-2026)

Figure 51. Middle East & Africa Aircraft Engine Leasing Market Size Market Share by Application (2021-2026)

Figure 52. Egypt Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 53. South Africa Aircraft Engine Leasing Market Size Growth 2021-2026 (\$

millions)

Figure 54. Israel Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 55. Turkey Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 56. GCC Countries Aircraft Engine Leasing Market Size Growth 2021-2026 (\$ millions)

Figure 57. Americas Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 58. APAC Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 59. Europe Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 60. Middle East & Africa Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 61. United States Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 62. Canada Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 63. Mexico Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 64. Brazil Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 65. China Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 66. Japan Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 67. Korea Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 68. Southeast Asia Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 69. India Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 70. Australia Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 71. Germany Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 72. France Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 73. UK Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 74. Italy Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 75. Russia Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 76. Egypt Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 77. South Africa Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 78. Israel Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 79. Turkey Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

Figure 80. Global Aircraft Engine Leasing Market Size Market Share Forecast by Type (2027-2032)

Figure 81. Global Aircraft Engine Leasing Market Size Market Share Forecast by Application (2027-2032)

Figure 82. GCC Countries Aircraft Engine Leasing Market Size 2027-2032 (\$ millions)

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