

Global Aircraft Struts Market Growth 2026-2032

<https://marketpublishers.com/r/GC0324411A0EN.html>

Date: June 2026

Pages: 98

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

ID: GC0324411A0EN

Abstracts

The global Aircraft Struts market size is predicted to grow from US\$ 5009 million in 2025 to US\$ 8271 million in 2032; it is expected to grow at a CAGR of 7.5% from 2026 to 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 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.

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 rotatable/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.

LP Information, Inc. (LPI) ' newest research report, the "Aircraft Struts Industry Forecast" looks at past sales and reviews total world Aircraft Struts sales in 2025, providing a comprehensive analysis by region and market sector of projected Aircraft Struts sales for 2026 through 2032. With Aircraft Struts sales broken down by region, market sector and sub-sector, this report provides a detailed analysis in US\$ millions of the world Aircraft Struts industry.

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

This Insight Report evaluates the key market trends, drivers, and affecting factors shaping the global outlook for Aircraft Struts 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 Struts.

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

Segmentation by Type:

Rigid Aircraft Struts

Spring Steel Aircraft Struts

Shock Struts

Segmentation by Delivery Form:

Shipset / Landing Gear System

Subsystem / Major Component

Detail Part

Segmentation by Structural Role:

Shock/Oleo Strut

inner/outer cylinder, sliding tube

Others

Segmentation by Application:

Commercial Aircraft

Military Aircraft

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 analysing the company's coverage, product portfolio, its market penetration.

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 Addressed in this Report

What is the 10-year outlook for the global Aircraft Struts market?

What factors are driving Aircraft Struts market growth, globally and by region?

Which technologies are poised for the fastest growth by market and region?

How do Aircraft Struts market opportunities vary by end market size?

How does Aircraft Struts break out by Type, by Application?

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