

Aircraft Engine Aftermarket & MRO Market Forecasts To 2034 – Global Analysis By Aircraft Type (Commercial Aircraft, Business Jets, General Aviation Aircraft, Military Aircraft and Helicopters), Engine Type, MRO Service, Maintenance Mode, Engine Component, Replacement Part Type, Service Provider, End User and By Geography

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Abstracts

According to Statistics MRC, the Global Aircraft Engine Aftermarket & MRO Market is accounted for \$50.9 billion in 2026 and is expected to reach \$69.6 billion by 2034 growing at a CAGR of 4.0% during the forecast period. The Aircraft Engine Aftermarket & MRO Market covers a broad range of services required to sustain aircraft engine performance and airworthiness during their operational lifespan. These services include maintenance, repairs, overhauls, inspections, testing, modifications, component restoration, and replacement-part support. The market serves commercial and military aircraft, business and general aviation fleets, and helicopters, helping operators maintain reliability, safety, and regulatory compliance. Growth is supported by expanding global aircraft fleets, rising aircraft utilization, aging engine populations, and increasingly rigorous maintenance standards. Operators also rely on aftermarket and MRO services to maximize engine availability, extend service life, reduce lifecycle expenses, and maintain efficient aircraft operations.

Market Dynamics:

Driver:

Rising Aircraft Utilization and Flight Hours

Higher aircraft utilization is strengthening demand for aircraft engine aftermarket and MRO services because increased flying exposes engines to greater operational stress. Airlines and other operators increasingly aim to maximize aircraft availability and asset productivity by operating fleets more intensively. Higher flight hours and engine cycles can accelerate component fatigue, thermal degradation, wear, and performance deterioration. These conditions increase requirements for inspections, preventive maintenance, repairs, component replacement, and scheduled overhauls. As operators seek to maintain reliable aircraft availability while maximizing fleet utilization, engines require consistent technical attention throughout their service lives. Consequently, rising flight activity and utilization rates create continuous demand for specialized engine MRO capabilities.

Restraint:**High Cost of Engine MRO Services**

High expenditure associated with aircraft engine aftermarket and MRO activities can constrain market growth. Modern engines incorporate complex architectures and advanced materials that require specialized technicians, sophisticated equipment, dedicated facilities, and rigorous testing procedures. Comprehensive overhaul and repair activities can therefore involve considerable labor, replacement components, inspection requirements, and certification expenses. Financially constrained airlines and smaller operators may attempt to defer certain non-essential maintenance activities or select more economical service alternatives when regulations permit. In addition, increasing costs for skilled personnel, spare parts, tooling, facilities, and specialized equipment can raise total maintenance budgets. These financial pressures may limit MRO spending, particularly among cost-sensitive operators.

Opportunity:**Expansion of Engine Component Repair and Advanced Manufacturing**

Technological progress in component restoration and additive manufacturing is creating attractive opportunities for aircraft engine MRO providers. Advanced repair processes can return high-value engine components to service, reducing the need for expensive new replacements and lowering material consumption. Additive manufacturing can also support selected replacement components, tooling, and repair applications, potentially improving supply flexibility and shortening procurement lead times. Techniques

involving advanced coatings, precision machining, welding, and material restoration can improve component durability and extend usable life. MRO companies that develop these capabilities can broaden their service offerings, enhance turnaround efficiency, provide economical repair alternatives, and strengthen their competitiveness within the aircraft engine aftermarket.

Threat:

Economic Downturns and Aviation Industry Volatility

Economic weakness and fluctuations in aviation activity can adversely affect aircraft engine aftermarket and MRO demand. Reduced passenger traffic, lower airline revenues, decreased aircraft utilization, and tighter maintenance budgets may cause operators to postpone non-critical maintenance activities or major overhauls when regulations allow. Some airlines may also reduce fleet usage, accelerate aircraft retirement, or restructure operations during difficult financial periods. Lower flight hours and engine cycles can delay scheduled maintenance events, reducing short-term MRO demand. Financial distress among operators can additionally affect contract volumes and payment reliability. Therefore, prolonged economic uncertainty can constrain aftermarket expenditures and create revenue volatility for engine MRO providers worldwide.

Covid-19 Impact:

The COVID-19 crisis significantly disrupted the Aircraft Engine Aftermarket & MRO Market as travel restrictions and weak passenger demand caused extensive aircraft groundings and reduced fleet utilization. Lower flight activity resulted in fewer engine operating cycles and reduced requirements for maintenance, repairs, overhauls, and replacement components. Airlines facing severe financial pressure deferred non-essential MRO activities and major engine shop visits to conserve cash, while some utilized engines from stored or retired aircraft instead. Spare-parts activity also contracted considerably during the initial lockdown period. These conditions reduced MRO revenues, increased operational uncertainty, and postponed engine aftermarket recovery, although demand gradually strengthened as aviation activity resumed.

The Commercial Aircraft segment is expected to be the largest during the forecast period

The Commercial Aircraft segment is expected to account for the largest market share

during the forecast period, driven by the extensive commercial aircraft fleet, intensive aircraft utilization, and continuous demand for engine servicing. Airlines require regular engine inspections, maintenance, repairs, component replacement, and overhaul activities to sustain safety, reliability, and aircraft availability. Commercial engines accumulate substantial flight hours and operating cycles, resulting in recurring aftermarket requirements throughout their service lives. Aging aircraft also contribute to demand for refurbishment, component restoration, and engine life-extension programs. These factors collectively strengthen the need for specialized engine MRO capabilities and support the dominant position of commercial aircraft within the aftermarket market.

The Specialized Engine MRO Providers segment is expected to have the highest CAGR during the forecast period

Over the forecast period, the Specialized Engine MRO Providers segment is predicted to witness the highest growth rate, driven by rising requirements for dedicated engine servicing, advanced repair capabilities, and highly specialized maintenance expertise. These companies concentrate on engine-specific activities such as overhaul, repair, inspection, testing, component restoration, and performance optimization. Their focused capabilities enable operators to address increasingly complex engine maintenance requirements while improving reliability and operational availability. Airlines and other aircraft operators are increasingly engaging specialized providers to manage maintenance expenses, enhance turnaround efficiency, and access advanced technical resources. The growing sophistication of modern aircraft engines and expanding demand for specialized maintenance solutions are expected to further support this segment's rapid growth.

Region with largest share:

During the forecast period, the North America region is expected to hold the largest market share, driven by its large aircraft fleet, substantial flight activity, and highly developed engine maintenance ecosystem. The region hosts numerous major engine manufacturers, independent MRO organizations, airline maintenance divisions, and specialized aftermarket providers. Intensive aircraft utilization creates continuous requirements for engine inspections, repairs, component servicing, and overhaul activities. The presence of older aircraft and mature engine fleets also encourages refurbishment and service-life extension programs. Furthermore, established aviation regulations, advanced maintenance infrastructure, skilled technical capabilities, and strong spending across commercial and defense aviation collectively support North America's dominant position in the global aircraft engine aftermarket and MRO industry.

Region with highest CAGR:

Over the forecast period, the Asia Pacific region is anticipated to exhibit the highest CAGR, driven by expanding aircraft fleets, increasing air passenger demand, higher flight activity, and continued development of aviation maintenance infrastructure.

Airlines are increasingly investing in fleet expansion while seeking nearby engine MRO facilities capable of providing efficient maintenance and shorter turnaround times. The region's expanding population of commercial aircraft is generating growing demand for engine repairs, inspections, component servicing, and overhaul activities. Furthermore, increasing aviation investments across major regional markets, including China, India, Singapore, and other developing economies, are supporting the establishment and enhancement of specialized engine aftermarket capabilities and strengthening long-term MRO market opportunities.

Key players in the market

Some of the key players in Aircraft Engine Aftermarket & MRO Market include GE Aerospace, RTX Corporation, Rolls-Royce Holdings plc, Safran SA, MTU Aero Engines AG, Lufthansa Technik AG, StandardAero, Singapore Technologies Engineering Ltd., AAR Corp., Delta TechOps, Air France Industries KLM Engineering & Maintenance, SIA Engineering Company, Hong Kong Aircraft Engineering Company, SR Technics, Chromalloy Gas Turbine LLC, Israel Aerospace Industries Ltd., Sanad and Turkish Technic.

Key Developments:

In July 2026, CFM, the 50/50 joint venture of GE Aerospace and Safran Aircraft Engines, signed an MoU with IndiGo that includes support for establishing IndiGo's engine MRO facility and a long-term material-services agreement covering spare parts.

In February 2026, GE Aerospace announced a multi-year investment plan supported by Singapore's Economic Development Board to expand engine-repair capabilities, including AI-enabled inspection, predictive maintenance, and automated repair technologies for its MRO operations.

In January 2026, Rolls-Royce and Turkish Technic advanced their partnership through the establishment of a new independent engine maintenance center at Istanbul Airport, targeted to support Trent XWB-84, Trent XWB-97 and Trent 7000 engines.

Aircraft Types Covered:

Commercial Aircraft

Business Jets

General Aviation Aircraft

Military Aircraft

Helicopters

Engine Types Covered:

Turbofan Engines

Turbojet Engines

Turboprop Engines

Turboshaft Engines

Piston Engines

MRO Services Covered:

Maintenance

Repair

Overhaul

Refurbishment

Modification

Testing

Maintenance Modes Covered:

On-Wing Maintenance

Off-Wing Maintenance

Scheduled Maintenance

Unscheduled Maintenance

Engine Components Covered:

Fan & Fan Case

Compressor

Combustion System

Turbine

Exhaust System

Gearbox

Bearings

Seals & Gaskets

Fuel System

Lubrication System

Accessory System

Engine Control System

Replacement Part Type Covered:

New Replacement Parts

Used Serviceable Parts

Repaired Parts

Overhauled Parts

Reclaimed Parts

PMA Parts

DER-Approved Parts

Consumables & Expendables

Service Providers Covered:

Engine OEMs

Independent MRO Providers

Airline MRO Providers

Specialized Engine MRO Providers

Parts & Component Specialists

End Users Covered:

Airlines

Aircraft Leasing Companies

Military & Defense Organizations

Business Aviation Operators

General Aviation Operators

Helicopter Operators

Government Operators

Regions Covered:

North America

United States

Canada

Mexico

Europe

United Kingdom

Germany

France

Italy

Spain

Netherlands

Belgium

Sweden

Switzerland

Poland

Rest of Europe

Asia Pacific

China

Japan

India

South Korea

Australia

Indonesia

Thailand

Malaysia

Singapore

Vietnam

Rest of Asia Pacific

South America

Brazil

Argentina

Colombia

Chile

Peru

Rest of South America

Rest of the World (RoW)

Middle East

Saudi Arabia

United Arab Emirates

Qatar

Israel

Rest of Middle East

Africa

South Africa

Egypt

Morocco

Rest of Africa

What our report offers:

Market share assessments for the regional and country-level segments

Strategic recommendations for the new entrants

Covers Market data for the years 2023, 2024, 2025, 2026, 2027, 2028, 2030, 2032 and 2034

Market Trends (Drivers, Constraints, Opportunities, Threats, Challenges, Investment Opportunities, and recommendations)

Strategic recommendations in key business segments based on the market estimations

Competitive landscaping mapping the key common trends

Company profiling with detailed strategies, financials, and recent developments

Supply chain trends mapping the latest technological advancements

Free Customization Offerings:

All the customers of this report will be entitled to receive one of the following free customization options:

Company Profiling

Comprehensive profiling of additional market players (up to 3)

SWOT Analysis of key players (up to 3)

Regional Segmentation

Market estimations, Forecasts and CAGR of any prominent country as per the client's interest (Note: Depends on feasibility check)

Competitive Benchmarking

Benchmarking of key players based on product portfolio, geographical presence, and strategic alliances

Contents

1 EXECUTIVE SUMMARY

- 1.1 Market Snapshot and Key Highlights
- 1.2 Growth Drivers, Challenges, and Opportunities
- 1.3 Competitive Landscape Overview
- 1.4 Strategic Insights and Recommendations

2 RESEARCH FRAMEWORK

- 2.1 Study Objectives and Scope
- 2.2 Stakeholder Analysis
- 2.3 Research Assumptions and Limitations
- 2.4 Research Methodology
 - 2.4.1 Data Collection (Primary and Secondary)
 - 2.4.2 Data Modeling and Estimation Techniques
 - 2.4.3 Data Validation and Triangulation
 - 2.4.4 Analytical and Forecasting Approach

3 MARKET DYNAMICS AND TREND ANALYSIS

- 3.1 Market Definition and Structure
- 3.2 Key Market Drivers
- 3.3 Market Restraints and Challenges
- 3.4 Growth Opportunities and Investment Hotspots
- 3.5 Industry Threats and Risk Assessment
- 3.6 Technology and Innovation Landscape
- 3.7 Emerging and High-Growth Markets
- 3.8 Regulatory and Policy Environment
- 3.9 Impact of COVID-19 and Recovery Outlook

4 COMPETITIVE AND STRATEGIC ASSESSMENT

- 4.1 Porter's Five Forces Analysis
 - 4.1.1 Supplier Bargaining Power
 - 4.1.2 Buyer Bargaining Power
 - 4.1.3 Threat of Substitutes
 - 4.1.4 Threat of New Entrants

- 4.1.5 Competitive Rivalry
- 4.2 Market Share Analysis of Key Players
- 4.3 Product Benchmarking and Performance Comparison

5 GLOBAL AIRCRAFT ENGINE AFTERMARKET & MRO MARKET, BY AIRCRAFT TYPE

- 5.1 Commercial Aircraft
- 5.2 Business Jets
- 5.3 General Aviation Aircraft
- 5.4 Military Aircraft
- 5.5 Helicopters

6 GLOBAL AIRCRAFT ENGINE AFTERMARKET & MRO MARKET, BY ENGINE TYPE

- 6.1 Turbofan Engines
- 6.2 Turbojet Engines
- 6.3 Turboprop Engines
- 6.4 Turboshift Engines
- 6.5 Piston Engines

7 GLOBAL AIRCRAFT ENGINE AFTERMARKET & MRO MARKET, BY MRO SERVICE

- 7.1 Maintenance
- 7.2 Repair
- 7.3 Overhaul
- 7.4 Refurbishment
- 7.5 Modification
- 7.6 Testing

8 GLOBAL AIRCRAFT ENGINE AFTERMARKET & MRO MARKET, BY MAINTENANCE MODE

- 8.1 On-Wing Maintenance
- 8.2 Off-Wing Maintenance
- 8.3 Scheduled Maintenance
- 8.4 Unscheduled Maintenance

9 GLOBAL AIRCRAFT ENGINE AFTERMARKET & MRO MARKET, BY ENGINE COMPONENT

- 9.1 Fan & Fan Case
- 9.2 Compressor
- 9.3 Combustion System
- 9.4 Turbine
- 9.5 Exhaust System
- 9.6 Gearbox
- 9.7 Bearings
- 9.8 Seals & Gaskets
- 9.9 Fuel System
- 9.10 Lubrication System
- 9.11 Accessory System
- 9.12 Engine Control System

10 GLOBAL AIRCRAFT ENGINE AFTERMARKET & MRO MARKET, BY REPLACEMENT PART TYPE

- 10.1 New Replacement Parts
- 10.2 Used Serviceable Parts
- 10.3 Repaired Parts
- 10.4 Overhauled Parts
- 10.5 Reclaimed Parts
- 10.6 PMA Parts
- 10.7 DER-Approved Parts
- 10.8 Consumables & Expendables

11 GLOBAL AIRCRAFT ENGINE AFTERMARKET & MRO MARKET, BY SERVICE PROVIDER

- 11.1 Engine OEMs
- 11.2 Independent MRO Providers
- 11.3 Airline MRO Providers
- 11.4 Specialized Engine MRO Providers
- 11.5 Parts & Component Specialists

12 GLOBAL AIRCRAFT ENGINE AFTERMARKET & MRO MARKET, BY END USER

- 12.1 Airlines
- 12.2 Aircraft Leasing Companies
- 12.3 Military & Defense Organizations
- 12.4 Business Aviation Operators
- 12.5 General Aviation Operators
- 12.6 Helicopter Operators
- 12.7 Government Operators

13 GLOBAL AIRCRAFT ENGINE AFTERMARKET & MRO MARKET, BY GEOGRAPHY

- 13.1 North America
 - 13.1.1 United States
 - 13.1.2 Canada
 - 13.1.3 Mexico
- 13.2 Europe
 - 13.2.1 United Kingdom
 - 13.2.2 Germany
 - 13.2.3 France
 - 13.2.4 Italy
 - 13.2.5 Spain
 - 13.2.6 Netherlands
 - 13.2.7 Belgium
 - 13.2.8 Sweden
 - 13.2.9 Switzerland
 - 13.2.10 Poland
 - 13.2.11 Rest of Europe
- 13.3 Asia Pacific
 - 13.3.1 China
 - 13.3.2 Japan
 - 13.3.3 India
 - 13.3.4 South Korea
 - 13.3.5 Australia
 - 13.3.6 Indonesia
 - 13.3.7 Thailand
 - 13.3.8 Malaysia
 - 13.3.9 Singapore
 - 13.3.10 Vietnam

- 13.3.11 Rest of Asia Pacific
- 13.4 South America
 - 13.4.1 Brazil
 - 13.4.2 Argentina
 - 13.4.3 Colombia
 - 13.4.4 Chile
 - 13.4.5 Peru
 - 13.4.6 Rest of South America
- 13.5 Rest of the World (RoW)
 - 13.5.1 Middle East
 - 13.5.1.1 Saudi Arabia
 - 13.5.1.2 United Arab Emirates
 - 13.5.1.3 Qatar
 - 13.5.1.4 Israel
 - 13.5.1.5 Rest of Middle East
 - 13.5.2 Africa
 - 13.5.2.1 South Africa
 - 13.5.2.2 Egypt
 - 13.5.2.3 Morocco
 - 13.5.2.4 Rest of Africa

14 STRATEGIC MARKET INTELLIGENCE

- 14.1 Industry Value Network and Supply Chain Assessment
- 14.2 White-Space and Opportunity Mapping
- 14.3 Product Evolution and Market Life Cycle Analysis
- 14.4 Channel, Distributor, and Go-to-Market Assessment

15 INDUSTRY DEVELOPMENTS AND STRATEGIC INITIATIVES

- 15.1 Mergers and Acquisitions
- 15.2 Partnerships, Alliances, and Joint Ventures
- 15.3 New Product Launches and Certifications
- 15.4 Capacity Expansion and Investments
- 15.5 Other Strategic Initiatives

16 COMPANY PROFILES

- 16.1 GE Aerospace

- 16.2 RTX Corporation
- 16.3 Rolls-Royce Holdings plc
- 16.4 Safran SA
- 16.5 MTU Aero Engines AG
- 16.6 Lufthansa Technik AG
- 16.7 StandardAero
- 16.8 Singapore Technologies Engineering Ltd.
- 16.9 AAR Corp.
- 16.10 Delta TechOps
- 16.11 Air France Industries KLM Engineering & Maintenance
- 16.12 SIA Engineering Company
- 16.13 Hong Kong Aircraft Engineering Company
- 16.14 SR Technics
- 16.15 Chromalloy Gas Turbine LLC
- 16.16 Israel Aerospace Industries Ltd.
- 16.17 Sanad
- 16.18 Turkish Technic

List Of Tables

LIST OF TABLES

Table 1 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Region (2023-2034) (\$MN)

Table 2 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Aircraft Type (2023-2034) (\$MN)

Table 3 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Commercial Aircraft (2023-2034) (\$MN)

Table 4 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Business Jets (2023-2034) (\$MN)

Table 5 Global Aircraft Engine Aftermarket & MRO Market Outlook, By General Aviation Aircraft (2023-2034) (\$MN)

Table 6 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Military Aircraft (2023-2034) (\$MN)

Table 7 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Helicopters (2023-2034) (\$MN)

Table 8 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Engine Type (2023-2034) (\$MN)

Table 9 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Turbofan Engines (2023-2034) (\$MN)

Table 10 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Turbojet Engines (2023-2034) (\$MN)

Table 11 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Turboprop Engines (2023-2034) (\$MN)

Table 12 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Turboshift Engines (2023-2034) (\$MN)

Table 13 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Piston Engines (2023-2034) (\$MN)

Table 14 Global Aircraft Engine Aftermarket & MRO Market Outlook, By MRO Service (2023-2034) (\$MN)

Table 15 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Maintenance (2023-2034) (\$MN)

Table 16 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Repair (2023-2034) (\$MN)

Table 17 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Overhaul (2023-2034) (\$MN)

Table 18 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Refurbishment

(2023-2034) (\$MN)

Table 19 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Modification
(2023-2034) (\$MN)

Table 20 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Testing
(2023-2034) (\$MN)

Table 21 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Maintenance
Mode (2023-2034) (\$MN)

Table 22 Global Aircraft Engine Aftermarket & MRO Market Outlook, By On-Wing
Maintenance (2023-2034) (\$MN)

Table 23 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Off-Wing
Maintenance (2023-2034) (\$MN)

Table 24 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Scheduled
Maintenance (2023-2034) (\$MN)

Table 25 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Unscheduled
Maintenance (2023-2034) (\$MN)

Table 26 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Engine
Component (2023-2034) (\$MN)

Table 27 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Fan & Fan
Case (2023-2034) (\$MN)

Table 28 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Compressor
(2023-2034) (\$MN)

Table 29 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Combustion
System (2023-2034) (\$MN)

Table 30 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Turbine
(2023-2034) (\$MN)

Table 31 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Exhaust
System (2023-2034) (\$MN)

Table 32 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Gearbox
(2023-2034) (\$MN)

Table 33 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Bearings
(2023-2034) (\$MN)

Table 34 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Seals &
Gaskets (2023-2034) (\$MN)

Table 35 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Fuel System
(2023-2034) (\$MN)

Table 36 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Lubrication
System (2023-2034) (\$MN)

Table 37 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Accessory
System (2023-2034) (\$MN)

Table 38 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Engine Control System (2023-2034) (\$MN)

Table 39 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Replacement Part Type (2023-2034) (\$MN)

Table 40 Global Aircraft Engine Aftermarket & MRO Market Outlook, By New Replacement Parts (2023-2034) (\$MN)

Table 41 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Used Serviceable Parts (2023-2034) (\$MN)

Table 42 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Repaired Parts (2023-2034) (\$MN)

Table 43 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Overhauled Parts (2023-2034) (\$MN)

Table 44 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Reclaimed Parts (2023-2034) (\$MN)

Table 45 Global Aircraft Engine Aftermarket & MRO Market Outlook, By PMA Parts (2023-2034) (\$MN)

Table 46 Global Aircraft Engine Aftermarket & MRO Market Outlook, By DER-Approved Parts (2023-2034) (\$MN)

Table 47 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Consumables & Expendables (2023-2034) (\$MN)

Table 48 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Service Provider (2023-2034) (\$MN)

Table 49 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Engine OEMs (2023-2034) (\$MN)

Table 50 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Independent MRO Providers (2023-2034) (\$MN)

Table 51 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Airline MRO Providers (2023-2034) (\$MN)

Table 52 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Specialized Engine MRO Providers (2023-2034) (\$MN)

Table 53 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Parts & Component Specialists (2023-2034) (\$MN)

Table 54 Global Aircraft Engine Aftermarket & MRO Market Outlook, By End User (2023-2034) (\$MN)

Table 55 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Airlines (2023-2034) (\$MN)

Table 56 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Aircraft Leasing Companies (2023-2034) (\$MN)

Table 57 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Military &

Defense Organizations (2023-2034) (\$MN)

Table 58 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Business Aviation Operators (2023-2034) (\$MN)

Table 59 Global Aircraft Engine Aftermarket & MRO Market Outlook, By General Aviation Operators (2023-2034) (\$MN)

Table 60 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Helicopter Operators (2023-2034) (\$MN)

Table 61 Global Aircraft Engine Aftermarket & MRO Market Outlook, By Government Operators (2023-2034) (\$MN)

Note: Tables for North America, Europe, APAC, South America, and Rest of the World (RoW) Regions are also represented in the same manner as above.

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