

Commercial Aircraft Maintenance, Repair & Overhaul (MRO)

Market and Technology Forecast to 2032



MARKET
FORECAST

Contents

1 Introduction

1.1 Scope

- 1.1.1 Introduction
- 1.1.2 Segmentation
- 1.1.3 Inclusions and Assumptions
- 1.1.4 Exclusions

1.2 Definitions

- 1.2.1 Regional Aircraft
- 1.2.2 Narrowbody Aircraft
- 1.2.3 Widebody Aircraft
- 1.2.4 Business Jets
- 1.2.5 OEMs

1.3 Methodology

1.4 Who will benefit from this study?

2 Executive Summary

2.1 Trends and Insights

2.2 Main Findings

2.3 Key Conclusions

3 Technologies and Developments

3.1 Technology overview

3.1.1 Industry 4.0

3.2 Predictive and Prescriptive Maintenance based on Data Analytics, Artificial Intelligence (AI), and Machine Learning (ML)

3.3 Augmented Reality (AR) and Virtual Reality (VR)

3.4 Robots and Drones for MRO

3.5 Internet of Things (IoT) and Cloud

3.6 Blockchain

3.7 Additive Manufacturing (AM)

4 Market Overview

4.1 Introduction

4.2 Market Structure

4.3 MRO market volumes distribution over forecast period by Region

4.4 Market Dynamics and Competitive Landscape

5 Market Analysis and Forecast Factors



5.1 Introduction

5.2 Market Segmentation

5.2.1 Region

5.2.2 MRO Type

5.2.3 Platform

5.2.4 Organisation

5.3 Drivers

5.4 Trends

5.5 Opportunities

5.6 Challenges

6 Country Analysis

6.1 Brazil

6.2 China

6.3 European Countries

6.4 India

6.5 Russia

6.6 Singapore

6.7 UAE

6.8 US

7 Global and Regional Market Forecast to 2032

7.1 Introduction

7.2 Commercial Aircraft MRO market by Region overview

7.3 Commercial Aircraft MRO market Regions by MRO Type

7.3.1 North America Commercial Aircraft MRO market by MRO Type

7.3.2 Europe Commercial Aircraft MRO market by MRO Type

7.3.3 Asia Pacific Commercial Aircraft MRO market by MRO Type

7.3.4 Middle East & Africa Commercial Aircraft MRO market by MRO Type

7.3.5 Latin America Commercial Aircraft MRO market by MRO Type

7.4 Commercial Aircraft MRO market Regions by Platform

7.4.1 North America Commercial Aircraft MRO market by Platform

7.4.2 Europe Commercial Aircraft MRO market by Platform

7.4.3 Asia Pacific Commercial Aircraft MRO market by Platform

7.4.4 Middle East & Africa Commercial Aircraft MRO market by Platform

7.4.5 Latin America Commercial Aircraft MRO market by Platform

7.5 Commercial Aircraft MRO market Regions by Organisation

7.5.1 North America Commercial Aircraft MRO market by Organisation



- 7.5.2 Europe Commercial Aircraft MRO market by Organisation
- 7.5.3 Asia Pacific Commercial Aircraft MRO market by Organisation
- 7.5.4 Middle East & Africa Commercial Aircraft MRO market by Organisation
- 7.5.5 Latin America Commercial Aircraft MRO market by Organisation

7.6 Opportunity Analysis

8 Market Forecast to 2032 by MRO Type

8.1 Introduction

8.2 Commercial Aircraft MRO market by MRO Type overview

8.3 Commercial Aircraft MRO Type market by Region

- 8.3.1 Commercial Aircraft Engine MRO market by Region
- 8.3.2 Commercial Aircraft Airframe MRO market by Region
- 8.3.3 Commercial Aircraft Components MRO market by Region
- 8.3.4 Commercial Aircraft Line MRO market by Region
- 8.3.5 Commercial Aircraft Modifications MRO market by Region

8.4 Opportunity Analysis

9 Market Forecast to 2032 by Platform

9.1 Introduction

9.2 Commercial Aircraft MRO market by Platform overview

9.3 Commercial Aircraft Platform market by Region

- 9.3.1 Regional Aircraft MRO market by Region
- 9.3.2 Narrowbody Aircraft MRO market by Region
- 9.3.3 Widebody Aircraft MRO market by Region
- 9.3.4 Business Jets MRO market by Region

9.4 Opportunity Analysis

10 Market Forecast to 2032 by Organisation

10.1 Introduction

10.2 Commercial Aircraft MRO market by Organisation overview

10.3 Commercial Aircraft Organisation market by Region

- 10.3.1 Independent Aircraft MRO Organisation market by Region
- 10.3.2 Airline Aircraft MRO Organisation market by Region
- 10.3.3 OEM Aircraft MRO Organisation market by Region

10.4 Opportunity Analysis

11 Impact Analysis

11.1 Introduction

11.2 Forecast factors and Market Impact

11.2.1 Scenario 1



11.2.2 Scenario 2

11.2.3 Scenario 1 VS Scenario 2

12 Leading Companies

12.1 Introduction

12.2 Air France Industries KLM Engineering & Maintenance (AFI KLM E&M)

12.2.1 Introduction

12.2.2 Commercial MRO - Products and Services

12.2.3 Recent Developments and Contracts

12.2.4 SWOT Analysis

12.3 Airbus SE

12.3.1 Introduction

12.3.2 Commercial MRO - Products and Services

12.3.3 Recent Developments and Contracts

12.3.4 SWOT Analysis

12.4 The Boeing Company

12.4.1 Introduction

12.4.2 Commercial MRO - Products and Services

12.4.3 Recent Developments and Contracts

12.4.4 SWOT Analysis

12.5 GE Aerospace

12.5.1 Introduction

12.5.2 Commercial MRO - Products and Services

12.5.3 Recent Developments and Contracts

12.5.4 SWOT Analysis

12.6 Lufthansa Technik AG

12.6.1 Introduction

12.6.2 Commercial MRO - Products and Services

12.6.3 Recent Developments and Contracts

12.6.4 SWOT Analysis

12.7 MTU Aero Engines AG

12.7.1 Introduction

12.7.2 Commercial MRO - Products and Services

12.7.3 Recent Developments and Contracts

12.7.4 SWOT Analysis

12.8 Raytheon Technologies

12.8.1 Introduction

12.8.2 Commercial MRO - Products and Services

12.8.3 Recent Developments and Contracts

12.8.4 SWOT Analysis



12.9 Rolls-Royce Holdings plc

12.9.1 Introduction

12.9.2 Commercial MRO - Products and Services

12.9.3 Recent Developments and Contracts

12.9.4 SWOT Analysis

12.10 SAFRAN S.A.

12.10.1 Introduction

12.10.2 Commercial MRO - Products and Services

12.10.3 Recent Developments and Contracts

12.10.4 SWOT Analysis

12.11 Singapore Technologies Engineering Ltd (ST Engineering)

12.11.1 Introduction

12.11.2 Commercial MRO - Products and Services

12.11.3 Recent Developments and Contracts

12.11.4 SWOT Analysis

12.12 AAR CORP.

12.12.1 Introduction

12.12.2 Commercial Aircraft MRO - Products and Services

12.12.3 Recent Developments and Contracts

12.13 General Dynamics Corporation (GD)

12.13.1 Introduction

12.13.2 Commercial MRO - Products and Services

12.13.3 Recent Developments and Contracts

12.14 Hong Kong Aircraft Engineering Company Limited (HAECO)

12.14.1 Introduction

12.14.2 Commercial MRO - Products and Services

12.14.3 Recent Developments and Contracts

12.15 SIA Engineering Company Limited (SIAEC)

12.15.1 Introduction

12.15.2 Commercial MRO - Products and Services

12.15.3 Recent Developments and Contracts

12.16 Turkish Technic Inc.

12.16.1 Introduction

12.16.2 Commercial MRO - Products and Services

12.16.3 Recent Developments and Contracts

12.17 Other Leading Companies

12.17.1 AMETEK Inc.

12.17.2 Bombardier Inc.

12.17.3 Delta TechOps (DTO)



12.17.4 Embraer S.A.

12.17.5 StandardAero

12.17.6 TAE Aerospace

13 Results and Conclusions

14 About Market Forecast

14.1 General

14.2 Contact us

14.3 Disclaimer

14.4 License

Appendix A: Companies Mentioned

Appendix B: Abbreviations

Sample page



List of figures

Figure 1: Market share volumes per region (2024)

Figure 2: Commercial Aircraft MRO market size, 2024-2032 (US\$ billion) by region

Figure 3: The four industrial revolutions

Figure 4: Industry 4.0

Figure 5: Predictive Maintenance Workflow

Figure 6: Evolution of MRO

Figure 7: Prescriptive Maintenance Workflow

Figure 8: 3D model of aircraft engine component in AR

Figure 9: Trainees studying aircraft components in AR

Figure 10: MRO checklist and steps in AR

Figure 11: Trainees studying a virtual model of a commercial aircraft

Figure 12: VR model of CFM56-5B drive shaft

Figure 13: AR application via a tablet for screw tightening on Trent 900 engines

Figure 14: Technician at HAECO using AR goggle for aircraft inspection

Figure 15: Engineer providing technical instruction to the technician remotely

Figure 16: Donecle's drone inspecting the exterior of an Air France aircraft for damages

Figure 17: GelSight being used at MTU Aero Engines

Figure 18: Invert Robotics' inspection robot

Figure 19: Tightening robot at MTU

Figure 20: Sensiworm robot moving between turbine blades of an aircraft engine

Figure 21: Boreblender robot

Figure 22: INSPECT robotics project

Figure 23: FLARE snake-shaped robots

Figure 24: SWARM robotics project



Figure 25: Prototypes of SWARM beetle-shaped robots

Figure 26: Cloud computing modules

Figure 27: Blocks in a Blockchain

Figure 28: Market Structure

Figure 29: Supply Chain

Figure 30: Market volumes over the forecast period per region

Figure 31: Market Segmentation and Sub Segmentation Commercial Aircraft MRO Market

Figure 32: Ryanair seat back

Figure 33: Monthly passengers carried by US Airlines (domestic + international)

Figure 34: HAECO and Diehl premium economy cabin offering

Figure 35: SpaceChiller™

Figure 36: Fly Your Wheels Seating Suite

Figure 37: Delta Flight Products wheelchair aircraft seating

Figure 38: Lotus Business Jet Cabin

Figure 39: North American Market Forecast to 2032 by MRO Type [US\$ bn]

Figure 40: North American Market Forecast to 2032 by MRO Type [%]

Figure 41: European Market Forecast to 2032 by MRO Type [US\$ bn]

Figure 42: European Market Forecast to 2032 by MRO Type [%]

Figure 43: Asia Pacific Market Forecast to 2032 by MRO Type [US\$ bn]

Figure 44: Asia Pacific Market Forecast to 2032 by MRO Type [%]

Figure 45: Middle East & Africa Market Forecast to 2032 by MRO Type [US\$ bn]

Figure 46: Middle East & Africa Market Forecast to 2032 by MRO Type [%]

Figure 47: Latin America Market Forecast to 2032 by MRO Type [US\$ bn]

Figure 48: Latin America Market Forecast to 2032 by MRO Type [%]

Figure 49: North American Market Forecast to 2032 by Platform [US\$ bn]



Figure 50: North American Market Forecast to 2032 by Platform [%]

Figure 51: European Market Forecast to 2032 by Platform [US\$ bn]

Figure 52: European Market Forecast to 2032 by Platform [%]

Figure 53: Asia Pacific Market Forecast to 2032 by Platform [US\$ bn]

Figure 54: Asia Pacific Market Forecast to 2032 by Platform [%]

Figure 55: Middle East & Africa Market Forecast to 2032 by Platform [US\$ bn]

Figure 56: Middle East & Africa Market Forecast to 2032 by Platform [%]

Figure 57: Latin America Market Forecast to 2032 by Platform [US\$ bn]

Figure 58: Latin America Market Forecast to 2032 by Platform [%]

Figure 59: North American Market Forecast to 2032 by Organisation [US\$ bn]

Figure 60: North American Market Forecast to 2032 by Organisation [%]

Figure 61: European Market Forecast to 2032 by Organisation [US\$ bn]

Figure 62: European Market Forecast to 2032 by Organisation [%]

Figure 63: Asia Pacific Market Forecast to 2032 by Organisation [US\$ bn]

Figure 64: Asia Pacific Market Forecast to 2032 by Organisation [%]

Figure 65: Middle East & Africa Market Forecast to 2032 by Organisation [US\$ bn]

Figure 66: Middle East & Africa Market Forecast to 2032 by Organisation [%]

Figure 67: Latin America Market Forecast to 2032 by Organisation [US\$ bn]

Figure 68: Latin America Market Forecast to 2032 by Organisation [%]

Figure 69: Commercial Aircraft MRO market size, 2024-2032 (US\$ billion) by region

Figure 70: Commercial Aircraft MRO market CAGR, 2024-2032 by region

Figure 71: Engine MRO Market Forecast to 2032 by Region [US\$ bn]

Figure 72: Engine MRO Market Forecast to 2032 by Region [%]

Figure 73: Airframe MRO Market Forecast to 2032 by Region [US\$ bn]

Figure 74: Airframe MRO Market Forecast to 2032 by Region [%]



Figure 75: Components MRO Market Forecast to 2032 by Region [US\$ bn]

Figure 76: Components MRO Market Forecast to 2032 by Region [%]

Figure 77: Line MRO Market Forecast to 2032 by Region [US\$ bn]

Figure 78: Line MRO Market Forecast to 2032 by Region [%]

Figure 79: Modifications MRO Market Forecast to 2032 by Region [US\$ bn]

Figure 80: Modifications MRO Market Forecast to 2032 by Region [%]

Figure 81: Commercial Aircraft MRO market size, 2024-2032 (US\$ billion) by MRO type

Figure 82: Commercial Aircraft MRO market CAGR, 2024-2032 by MRO type

Figure 83: Regional Aircraft MRO Market Forecast to 2032 by Region [US\$ bn]

Figure 84: Regional Aircraft MRO Market Forecast to 2032 by Region [%]

Figure 85: Narrowbody Aircraft MRO Market Forecast to 2032 by Region [US\$ bn]

Figure 86: Narrowbody Aircraft MRO Market Forecast to 2032 by Region [%]

Figure 87: Widebody Aircraft MRO Market Forecast to 2032 by Region [US\$ bn]

Figure 88: Widebody Aircraft MRO Market Forecast to 2032 by Region [%]

Figure 89: Business Jets MRO Market Forecast to 2032 by Region [US\$ bn]

Figure 90: Business Jets MRO Market Forecast to 2032 by Region [%]

Figure 91: Commercial Aircraft MRO market size, 2024-2032 (US\$ billion) by platform

Figure 92: Commercial Aircraft MRO market CAGR, 2024-2032 by platform

Figure 93: Independent Aircraft MRO Organisation Market Forecast to 2032 by Region [US\$ bn]

Figure 94: Independent Aircraft MRO Organisation Market Forecast to 2032 by Region [%]

Figure 95: Airline Aircraft MRO Organisation Market Forecast to 2032 by Region [US\$ bn]

Figure 96: Airline Aircraft MRO Organisation Market Forecast to 2032 by Region [%]

Figure 97: OEM Aircraft MRO Organisation Market Forecast to 2032 by Region [US\$ bn]

Figure 98: OEM Aircraft MRO Organisation Market Forecast to 2032 by Region [%]



Figure 99: Commercial Aircraft MRO market size, 2024-2032 (US\$ billion) by organisation

Figure 100: Commercial Aircraft MRO market CAGR, 2024-2032 by organisation

Figure 101: Scenario 1 Market Forecast to 2032 by Region [US\$ bn]

Figure 102: Scenario 1 Market Forecast to 2032 by MRO Type [%]

Figure 103: Scenario 2 Market Forecast to 2032 by Region [US\$ bn]

Figure 104: Scenario 2 Market Forecast to 2032 by Region [%]

Figure 105: Scenario 1 VS Scenario 2, Global Market Forecast to 2032 [US\$ bn]

Figure 106: Scenario 1 VS Scenario 2, North American Market Forecast to 2032 [US\$ bn]

Figure 107: Scenario 1 VS Scenario 2, European Market Forecast to 2032 [US\$ bn]

Figure 108: Scenario 1 VS Scenario 2, Asia Pacific Market Forecast to 2032 [US\$ bn]

Figure 109: Scenario 1 VS Scenario 2, Middle Eastern & African Market Forecast to 2032 [US\$ bn]

Figure 110: Scenario 1 VS Scenario 2, Latin American Market Forecast to 2032 [US\$ bn]

Sample page



List of tables

Table 1: Airline MROs

Table 2: Commercial Aircraft MRO market summary by Region [US\$ billion]

Table 3: Commercial Aircraft MRO checks

Table 4: Market activity

Table 5: Airline MROs

Table 6: Global Commercial Aircraft MRO Market Forecast to 2032 by Region [US\$ billion]

Table 7: North American Market Forecast to 2032 by MRO Type [US\$ billion]

Table 8: European Market Forecast to 2032 by MRO Type [US\$ billion]

Table 9: Asia Pacific Market Forecast to 2032 by MRO Type [US\$ billion]

Table 10: Middle East & Africa Market Forecast to 2032 by MRO Type [US\$ billion]

Table 11: Latin America Market Forecast to 2032 by MRO Type [US\$ billion]

Table 12: North American Market Forecast to 2032 by Platform [US\$ billion]

Table 13: European Market Forecast to 2032 by Platform [US\$ billion]

Table 14: Asia Pacific Market Forecast to 2032 by Platform [US\$ billion]

Table 15: Middle East & Africa Market Forecast to 2032 by Platform [US\$ billion]

Table 16: Latin America Market Forecast to 2032 by Platform [US\$ billion]

Table 17: North American Market Forecast to 2032 by Organisation [US\$ billion]

Table 18: European Market Forecast to 2032 by Organisation [US\$ billion]

Table 19: Asia Pacific Market Forecast to 2032 by Organisation [US\$ billion]

Table 20: Middle East & Africa Market Forecast to 2032 by Organisation [US\$ billion]

Table 21: Latin America Market Forecast to 2032 by Organisation [US\$ billion]

Table 22: Commercial Aircraft MRO Market Forecast to 2032 by MRO Type [US\$ billion]

Table 23: Engine MRO Market Forecast to 2032 by Region [US\$ billion]



Table 24: Airframe MRO Market Forecast to 2032 by Region [US\$ billion]

Table 25: Components MRO Market Forecast to 2032 by Region [US\$ billion]

Table 26: Line MRO Market Forecast to 2032 by Region [US\$ billion]

Table 27: Modifications MRO Market Forecast to 2032 by Region [US\$ billion]

Table 28: Commercial Aircraft MRO Market Forecast to 2032 by Platform [US\$ billion]

Table 29: Regional Aircraft MRO Market Forecast to 2032 by Region [US\$ billion]

Table 30: Narrowbody Aircraft MRO Market Forecast to 2032 by Region [US\$ billion]

Table 31: Widebody Aircraft MRO Market Forecast to 2032 by Region [US\$ billion]

Table 32: Business Jets MRO Market Forecast to 2032 by Region [US\$ billion]

Table 33: Commercial Aircraft MRO Market Forecast to 2032 by Organisation [US\$ billion]

Table 34: Independent Aircraft MRO Organisation Market Forecast to 2032 by Region [US\$ billion]

Table 35: Airline Aircraft MRO Organisation Market Forecast to 2032 by Region [US\$ billion]

Table 36: OEM Aircraft MRO Organisation Market Forecast to 2032 by Region [US\$ billion]

Table 37: Scenario 1 Market Forecast to 2032 by Region [US\$ billion]

Table 38: Scenario 2 Market Forecast to 2032 by Region [US\$ billion]

Table 39: AFI KLM E&M Company SWOT Analysis

Table 40: Airbus SE Company SWOT Analysis

Table 41: Boeing Company SWOT Analysis

Table 42: GE Aerospace Company SWOT Analysis

Table 43: Lufthansa Technik AG Company SWOT Analysis

Table 44: MTU Aero Engines AG Company SWOT Analysis

Table 45: Raytheon Technologies Company SWOT Analysis

Table 46: Rolls-Royce Holdings plc Company SWOT Analysis



Table 47: SAFRAN S.A. Company SWOT Analysis

Table 48: ST Engineering Company SWOT Analysis

Sample page



1 Introduction

1.1 Scope

1.1.1 Introduction

This market study offers detailed analysis of the global commercial aircraft MRO market for two reference years and over the next eight years. The markets volumes are determined, market dynamics, industry, technological development, and contracts are analysed.

In particular, it provides an in-depth analysis of the following:

- **Overview:** Snapshot of the aircraft MRO technology in the commercial market during 2024-2032, including highlights of the demand drivers, trends, and challenges. It also provides a snapshot of the spending with respect to regions as well as segments and sheds light on the emergence of new technologies.
- **Market Dynamics:** Insights into the technological developments in the commercial aircraft MRO market and a detailed analysis of the changing preferences of governments around the world. It also analyses changing industry structure trends and the challenges faced by the industry participants.
- **Segment Analysis:** Insights into the various platform, MRO type, and organisation markets from a segmental perspective and a detailed analysis of factors influencing the market for each segment.
- **Regional Review:** Insights into airline fleet patterns and commercial air traffic for top countries within a region.
- **Regional Analysis:** Insights into the MRO market from a regional perspective and a detailed analysis of factors influencing the market for each region.
- **Impact Analysis:** Analysis on how certain events will impact the commercial aircraft MRO market. This will give you an indication on which factors are important for the forecast.
- **Key Program Analysis:** Details of the top programmes in each segment expected to be executed during the forecast period.
- **Competitive landscape Analysis:** Analysis of competitive landscape of this industry. It provides an overview of key companies, together with insights such as key alliances, strategic initiatives, and a SWOT analysis.



1.1.2 Segmentation

- MRO Type
 - Engine
 - Airframe
 - Components
 - Line
 - Modifications
- Platform
 - Regional Aircraft
 - Narrowbody Aircraft
 - Widebody Aircraft
 - Business Jets
- Organisation
- Independent
- Airline
- OEM

1.1.3 Inclusions and Assumptions

- Costs and pricing included during the market estimation have been considered to be the same across all regions and years.
- Both, commercial passenger, and commercial cargo aircraft platforms are included in the market estimation.
- For the market estimation at regional level: Russia is included in the European region. Whereas the countries in the Commonwealth of Independent States (CIS) are included in the Asia Pacific region.
- For the market estimation at segmental level: Engine MRO type includes the MRO activities related to the engine and APU of an aircraft; Airframe MRO type includes the activities related to the structural frame of the aircraft; Components MRO type includes activities related to the aircraft components and systems such as avionics, controls, landing gear, wheels, lights, brakes, among others; Line MRO type includes the visual checks in between flights that are carried out during A and B checks (further explained in market

overview); Modifications MRO type includes activities related to aircraft interior upgrades such as seats, galleys, toilets, interior panels, cabin lights, windows, among others.

1.1.4 Exclusions

- The market estimation in this report excludes commercial aircraft MRO for platforms such as, helicopters, light and ultralight aircraft used for private and commercial end users.
- Currency exchange charges and parameters have been excluded during the market estimation.

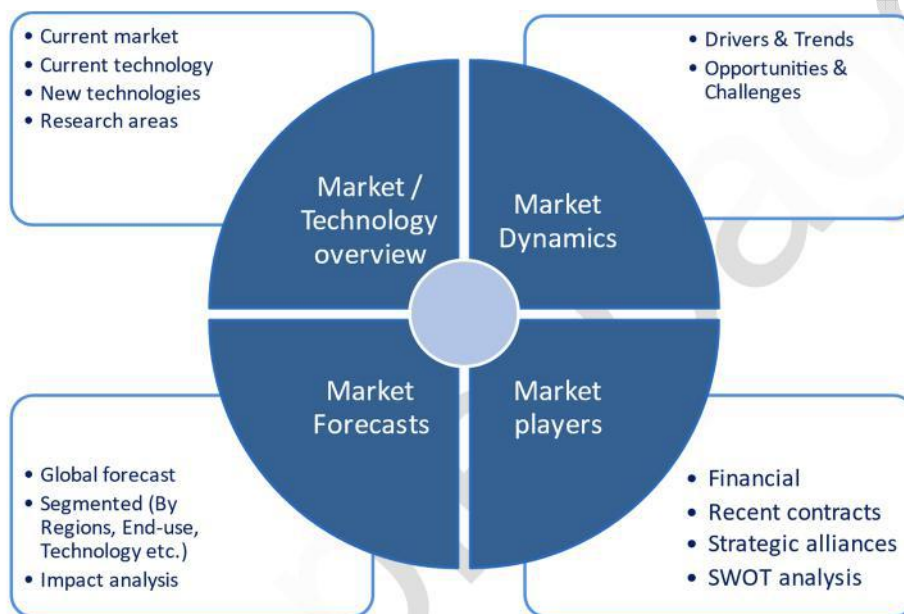
Sample page



1.3 Methodology

The Market Forecast team that researched, analysed, and wrote this report, combines a range of skills and talents in all relevant areas, including defence-, aerospace-, space-, and aviation technology, economics, politics and policymaking, business, and general intelligence, as well as industry/market research and analysis.

In general, our market studies consist of four main parts: analysis of the market and technologies, the analysis of the market dynamics (current and future factors that will have an impact on the market seize), the market forecasts, and the key companies in the respective market.



The Market Forecast methodology uses market-tailored approaches to assess the impact of new technologies, major socioeconomic or political events, or force structures in creating trends and new opportunities, or the needs generated by the existing inventories according to a capabilities-based approach. In most cases, we can base our forecast on data triangulation of requirements-, production-, and trends data, with each one of them weighing differently, depending on the market characteristics.

Unique to the defence and aerospace market is the availability of a considerable amount of information on government requirements and plans. When this information (requirements data) is available then it weighs more in market-sizing. However, when there is a scarcity of information, then the analysts will rely on trends which are based on data collected during reference years in combination with market factors, like drivers and inhibitors.

In our data structuring process, we define *programmes* for countries where we combine the requirements data from governments (customers) and production data from companies to one data set. This data set is the basis for further analysis based on *trends*. The *programmes* will in general be similar to the programmes that the defence organisations have in a country to fulfil a certain requirement, but they also could be

it is needed, will lead to wasted resources and months of unnecessary grounding. As per the US Bureau of Transportation Statistics, airline carrier delays account for 35% of all flight delay reasons, with unplanned MRO operations being the main cause. This is where technology of predictive maintenance comes in and helps the airlines sustain their fleets in a timely fashion and prevent any risks to or inefficient use of their resources.

Predictive maintenance is based on analytics of technical data that have been collected from the aircraft and its subsystems, which enable maintenance decision making in advance. Simply put, the need for maintenance can be predicted way before it is actually required. This not only saves downtime costs and reduces unexpected failure risks, but also helps with spare parts availability and timely maintenance planning of large aircraft fleets. Moreover, all airline fleets can be maintained in a timely fashion leading to less delays that lead to resources being wasted. Additionally, for MRO service providers, it normalizes procurement of parts that are needed without excess stocking, thus leading to warehouse cost savings and better supply chain management of the entire MRO ecosystem.

Modern commercial aircraft are fitted with large number of computer systems, sensors, and data recorders. For instance, an Airbus A350 aircraft has 6,000 sensors that collect over 2.5TB of data per day, which includes everything from pressure fuel flow, and temperature to the aircraft's altitude, speed, and air temperature. These data can be analysed using algorithms to assist fleet managers in optimizing maintenance planning and predict a potential part failure. The analytics algorithms are based on AI and ML, which can detect patterns and anomalies that indicate any impending failure. AI is the ability of machines to perform tasks with human intelligence by responding to external stimuli using data collected by the sensors on a machine. On the other hand, ML looks for patterns in the data to learn and improve its responses. These can be combined and can learn from the aircraft data to keep improving at predicting when an aircraft could need maintenance, repair or overhaul.

Figure 5: Predictive Maintenance Workflow

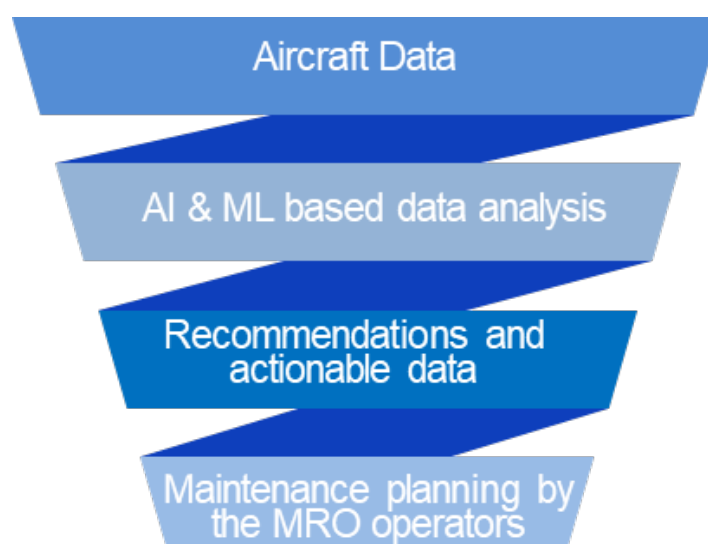
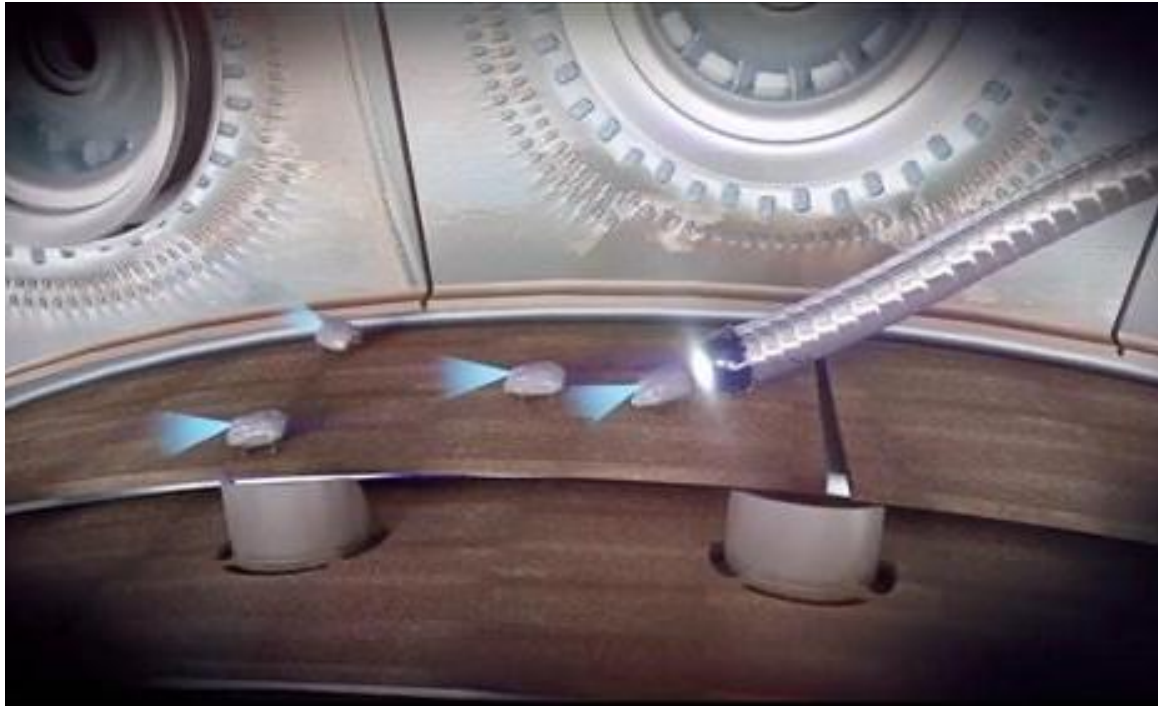
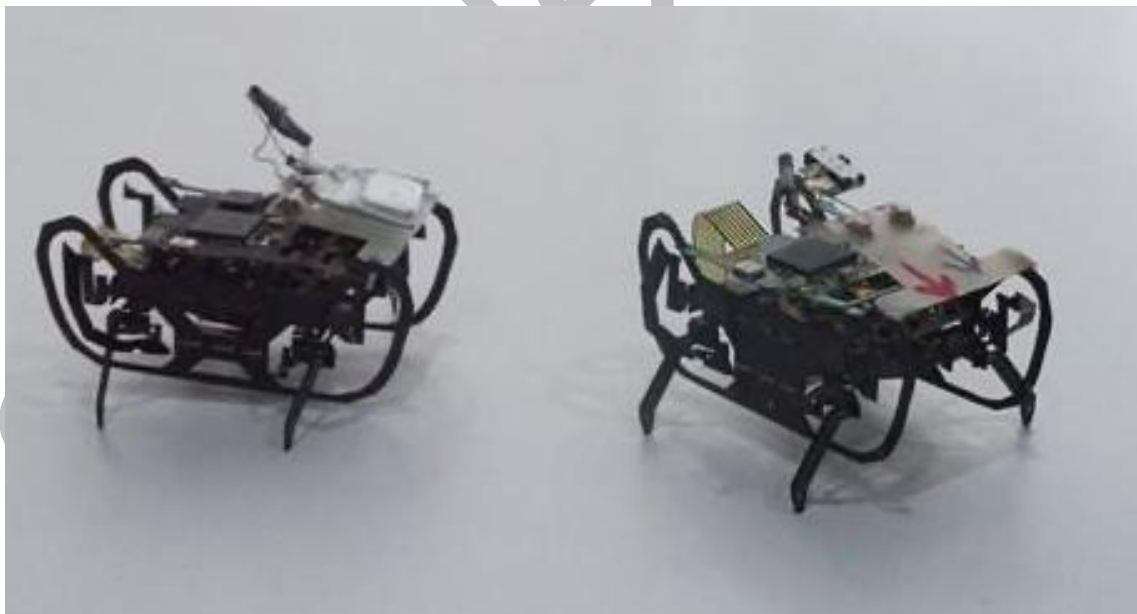


Figure 24: SWARM robotics project



Source: Rolls-Royce

Figure 25: Prototypes of SWARM beetle-shaped robots



Source: Rolls-Royce

The current technology that is under development will require to overcome some of the hurdles such as, proper training of the technicians that will operate the robots, having redundancy systems for the highly connected robotic systems and cost management of deploying robots for MRO operations. As the technology experiences increased deployments in the coming future, the cost will reduce. The current automation levels

Table 4: Market activity

Type	Year	Partner-1	Partner-2	Objective
Expansion	2023	AFI KLM E&M	-	AFI KLM E&M inaugurated a new Engine shop at the Orly platform. The facility is the centrepiece of the Single Roof project. This event marked a major step toward the completion of a project launched in 2019, with the first brick laid in 2021. The full project, called Single Roof, will be finalised in early 2024, upon completion of the reorganised Building 34 (Henri Farman), which has now been adjoined to the new building.
Contract	2023	AFI KLM E&M	Volotea	Volotea, one of Europe's independent airlines and AFI KLM E&M announced that they signed a long-term maintenance agreement. Spanning across six years, AFI KLM E&M will provide extensive base maintenance services, accounting for 65% of Volotea's base maintenance needs.
Contract	2023	Boeing	Air India	Air India selected Boeing services that included broad range of solutions, including parts provisioning, digital applications, training programs and modification services. This came with the airline's order of Boeing's 737 MAX, 787 Dreamliner and 777X airplanes.
Contract	2023	Airbus	STARLUX	Taiwan's STARLUX Airlines selected Airbus's Flight Hour Services (FHS) to support its growing A330neo fleet.
Licencing	2023	GE Aerospace	SkyWest Airlines	GE Aerospace awarded SkyWest Airlines, a subsidiary of SkyWest, Inc., a technical license to use GE's 360 Foam Wash system on its CF34 aircraft engines, making SkyWest the first North American operator to license the patented engine cleaning system.
Expansion	2022	GE Aerospace	-	GE Aerospace announced that it was developing a new site dedicated to advancing inspection repair and overhaul technology that will be used at aviation service shops around the world. GE plans to invest US\$ 14 million and bring 50 salary jobs over the next two years to the Services Technology Acceleration Center (STAC), located at 175 Progress Place in the Cincinnati suburb of Springdale, Ohio.
Contract	2023	Lufthansa Technik	Cebu Pacific	Cebu Pacific and Lufthansa Technik AG signed an engine maintenance services contract. Under the contract, Lufthansa Technik will provide Maintenance, Repair and Overhaul (MRO)



5 Market Analysis and Forecast Factors

5.1 Introduction

This chapter covers the market segmentation, trends and the analysis of various factors that drive the market, create opportunities as well as challenge the market stakeholders. The trends and factors will have a significant effect on the growth of the market and its segments.

5.2 Market Segmentation

5.2.1 Region

Region segment covers all the regions of the global commercial aircraft MRO market. It gives a region-wise breakdown of the market in regions of North America, Europe, Asia Pacific, Middle East & Africa, and Latin America.

5.2.2 MRO Type

MRO Type segment covers the type of MRO work that is carried out on the aircraft. These are sub-segmented into three levels, namely Engine, Airframe, Component, Line, and Modification.

5.2.3 Platform

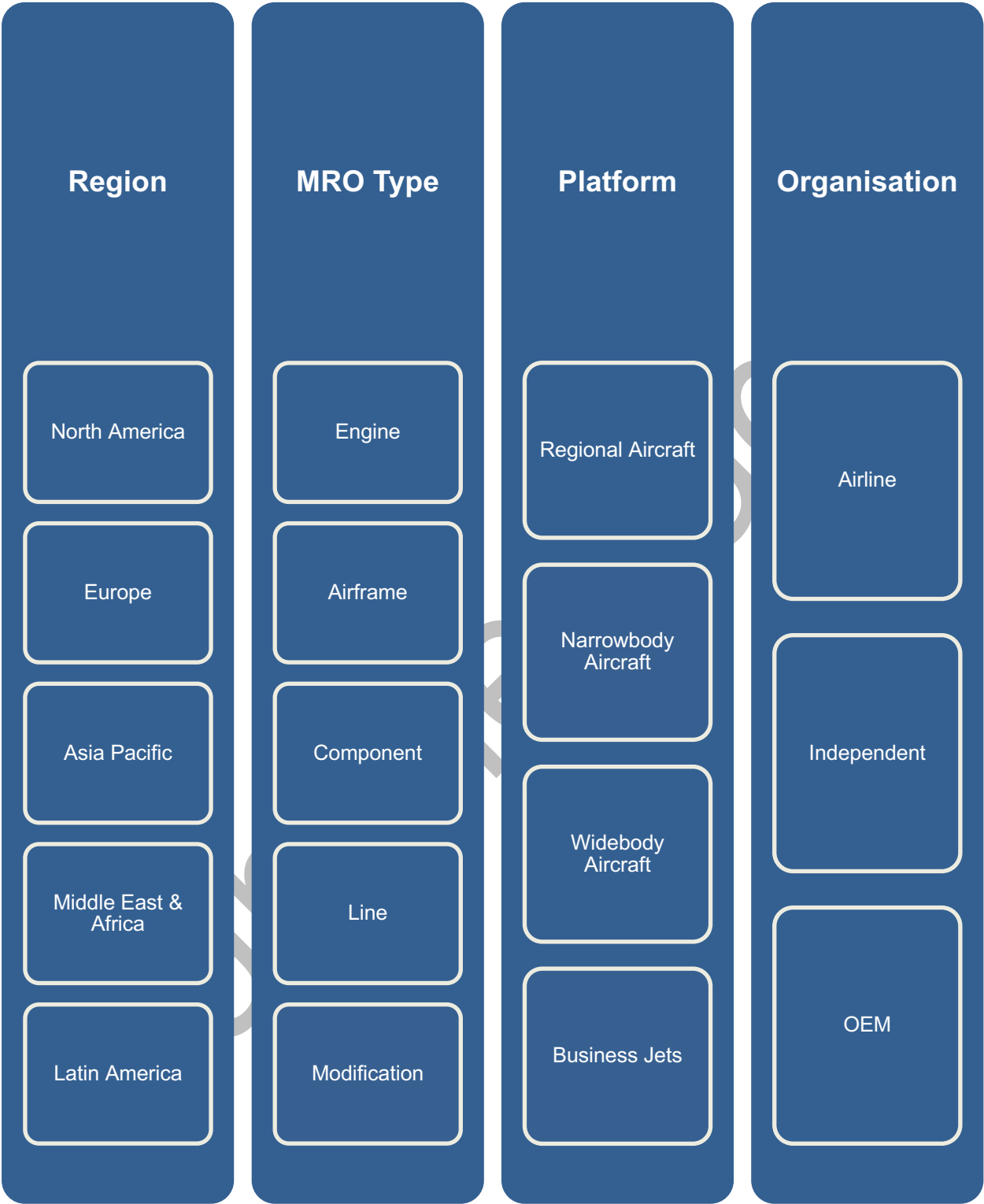
Platform segment covers the commercial aircraft platforms included in the report, namely Regional Aircraft, Narrowbody Aircraft, Widebody Aircraft, and Business Jets.

5.2.4 Organisation

Organisation segment covers the commercial aircraft MRO organisations included in the report, namely Airline, Independent, and Original Equipment Manufacturer (OEM).



Figure 31: Market Segmentation and Sub Segmentation Commercial Aircraft MRO Market



7.3.3 Asia Pacific Commercial Aircraft MRO market by MRO Type

Table 9: Asia Pacific Market Forecast to 2032 by MRO Type [US\$ billion]

	2024	2025	2026	2027	2028	2029	2030	2031	2032	Σ24-32	CAGR 24 - 32
Engine	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Airframe	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Components	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Line	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Modifications	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Total	24.6	xx	xx	xx	xx	xx	xx	xx	xx	284.1	6.58%

Engine MRO is expected to be the fastest growing segment with a CAGR of [REDACTED]. As of 2024, Engine MRO is expected to account for the largest market share of [REDACTED]% over the forecast period. In 2024, Engine MRO generated a sales worth US\$ [REDACTED] billion. Asia Pacific is one of the high demand and growth regions. With increasing development in the commercial aerospace markets, the region has experienced an increased demand for aircraft and airline growth. This has consequentially led to an increased demand for engine MRO which required high spending, while the older fleets have been upgraded with new generation engines for better economy and lifespan extension.

Figure 43: Asia Pacific Market Forecast to 2032 by MRO Type [US\$ bn]

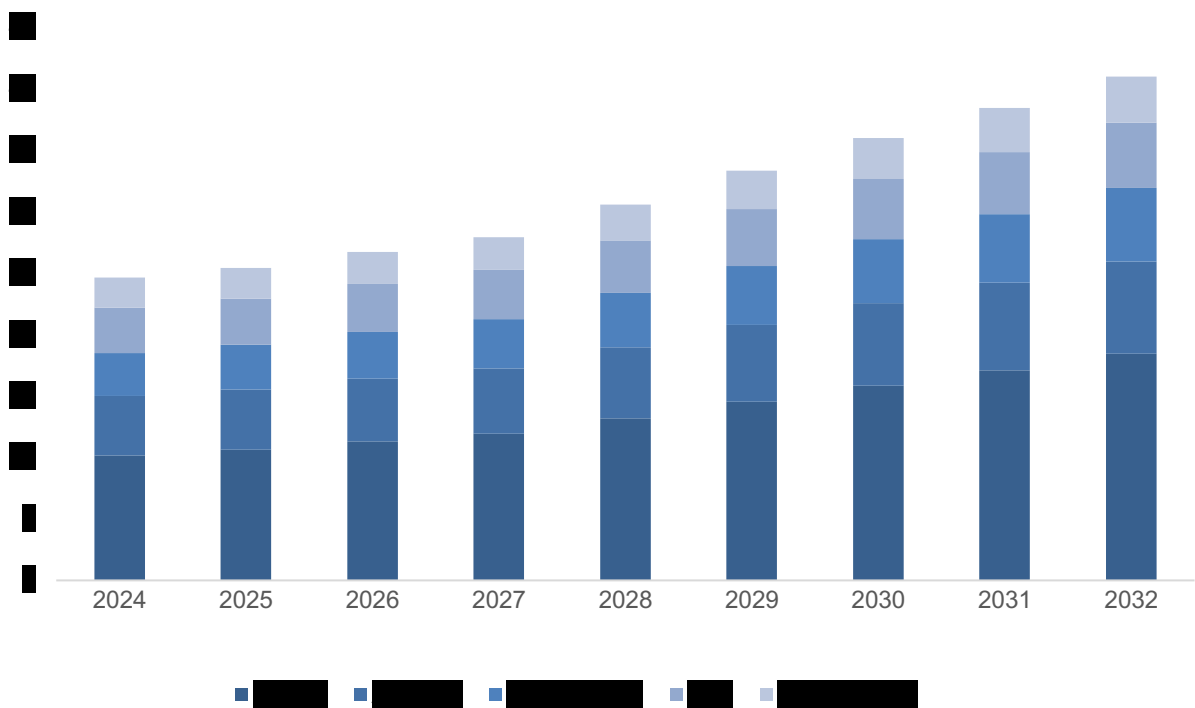
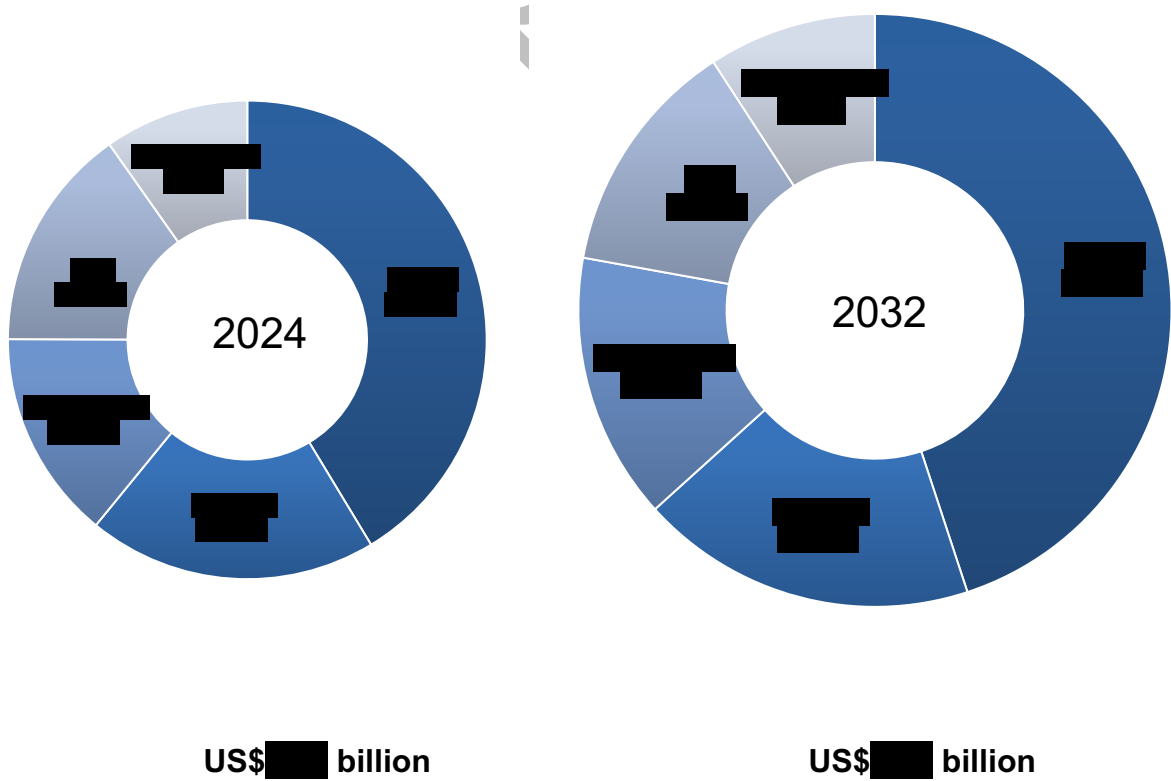


Figure 44: Asia Pacific Market Forecast to 2032 by MRO Type [%]



US\$ billion

US\$ billion

12.6 Lufthansa Technik AG

12.6.1 Introduction

Lufthansa Technik AG is an aircraft maintenance, repair, overhaul, and modification services provider. The company is a subsidiary of the parent organisation called Lufthansa Aviation Group. Found in 1995, the company is headquartered in Hamburg, Germany and employees over 20,000 people worldwide.

The Lufthansa Technik group consists of 30 companies that offer technical aviation services worldwide. The company also holds direct and indirect stakes in 64 companies. As of 2023, The company is servicing more than 4,200 aircraft under exclusive contracts and serves more than 800 customers around the globe, which include OEMs, aircraft leasing companies and airlines. Around one third of its business comes from companies in the Lufthansa Group and two thirds from customers outside the Lufthansa Group. The company provides MRO services for commercial aircraft platforms such as regional, narrowbody and widebody, that include maintenance, repair, overhaul and modifications for the aircraft and its components.

12.6.2 Commercial MRO - Products and Services

Aircraft On Ground

- Aircraft On Ground (AOG)
- Airline Support Teams

Maintain

- Aircraft Line Maintenance
- Aircraft Base Maintenance
- Aircraft Engine Repair and Overhaul
- Mobile Engine Services
- Cycleclean Engine Cleaning
- LEAP Engine Services
- Auxiliary Power Units
- Total Component Maintenance
- Single Component Maintenance
- Composite Structures Repair and Overhaul
- Landing Gear Maintenance

Optimize

- Aircraft Modifications
-



-
- Cabin Modifications
 - Avionics

12.6.3 Recent Developments and Contracts

September 2023: Cebu Pacific and Lufthansa Technik AG signed an engine maintenance services contract. Under the contract, Lufthansa Technik will provide Maintenance, Repair and Overhaul (MRO) services for three of Cebu Pacific CFM56-5B engines alongside with Cyclean Engine wash and Aircraft Transition Services (ATS) for two A320ceo.

September 2023: Lufthansa Technik AERO Alzey (LTAA), the wholly owned subsidiary of Lufthansa Technik AG, took a substantial step towards expansion by inaugurating a new 1,500-square-meter hangar. The new building, spanning three levels, is aimed at enhancing the company's production capabilities and accommodating the increasing demand for engine overhaul. The new facility, situated within LTAA's existing premises, will serve as a temporary storage space for engine parts and large tools. Its primary objective is to enable LTAA to process a greater number of engines simultaneously, aligning with the company's strategic goals for future growth.

September 2023: Uzbekistan Airways and Lufthansa Technik celebrated 30 years of successful partnership. During this period, Uzbekistan Airways has become the leading airline in Central Asia, recognised for its stable, safe, and reliable operations. The anniversary of the long-standing cooperation was recently honoured with an official ceremony at the Uzbekistan Airways' home base in Tashkent. Since the airline added its first Airbus A310-300 to its fleet in 1993, Lufthansa Technik has continuously supported Uzbekistan Airways with reliable technical and engineering services. Parallel to this, Lufthansa Technik has assisted Uzbekistan Airways in establishing and expanding maintenance capacities for its own and regional third-party customers.

September 2023: Lufthansa Technik AG and Philippine Airlines (PAL) recently signed a three-year contract regarding the maintenance of eight CFM56-5B engines of the airline's A320ceo fleet, effectively as of 2024.

July 2023: Kenya Airways Ltd. and Lufthansa Technik AG signed a long-term contract regarding the supply of aircraft components for the Kenyan flag carrier's long-haul fleet. As a result, Kenya Airways' total of nine Boeing 787-8s will receive the proven Total Component Support (TCS) from the maintenance, repair and overhaul (MRO) provider until 2028.

June 2023: StarFlyer and Lufthansa Technik signed a long-term exclusive contract for MRO (maintenance, repair and overhaul) services on the engines of the Japanese airline's Airbus A320ceo and A320neo fleets. Under the terms of the contract, Lufthansa Technik will provide StarFlyer with comprehensive technical support for CFM56-5B and LEAP-1A powerplants even into the next decade.



June 2023: Airfoil Services Sdn. Bhd. (ASSB), a 50:50 joint venture between MTU Aero Engines AG and Lufthansa Technik AG, celebrated 20 years of experience in airfoil repairs – and successful cooperation of the two aviation MRO players. For two decades, ASSB has sustained its position as the world-class leading provider of innovative high-tech airfoil solutions, powered by the collaboration of its two shareholders. As of 2003, MTU Aero Engines and Lufthansa Technik teamed up as equal partners in the Malaysia-based joint venture – underlining their commitment to strengthening synergies and creating economies of scale.

May 2023: Lufthansa Technik signed a seven-year contract with SmartLynx Airlines, which is an ACMI (Aircraft, Crew, Maintenance and Insurance), cargo and charter services provider, to provide Total Component Support (TCS) for their entire fleet. The contract covers more than 60 aircraft, including 53 Airbus A320s, ten A330s and four Boeing 737MAXs.

May 2023: Lufthansa Technik signed a contract with JetSMART that runs for five years and includes extensive CAMO (Continuing Airworthiness Management Organisation) support and Aircraft Engineering Services, such as maintenance program support or modification and component management. The collaboration has already begun and will initially cover 25 Airbus A320 family aircraft. With the planned growth of the airline, the fleet is expected to increase rapidly until 2027. To ensure the best possible service, Lufthansa Technik has set up onsite support for the customer in Santiago de Chile.

April 2023: Safran Nacelles and Lufthansa Technik signed a license agreement for the Maintenance, Repair and Overhaul (MRO) of Airbus A320neo's LEAP-1A nacelles. Over 2,500 nacelles produced by Safran Nacelles are currently in service on Airbus A320neo aircraft that are powered by CFM International's LEAP-1A engines. As a result of the agreement, Lufthansa Technik became a member of Safran Nacelles' licensed MRO network. The company will be able to carry out warranty tasks, repairs and modifications guaranteed by Safran Nacelles, which is the OEM.

April 2023: Lufthansa Technik AERO Alzey (LTAA), the wholly owned subsidiary of Lufthansa Technik AG, signed a five-year engine repair and overhaul agreement with the UK based regional airline, Loganair. The agreement will see LTAA exclusively conduct repair and overhaul services on PW127E/F/M engines installed on the ATR 42/72 aircraft currently in service with Loganair with the option to add additional engines as Loganair's fleet expands.

March 2023: Lufthansa Technik Turbine Shannon (LTTS), a member of the EPAR (Engine Parts & Accessories Repair) network of Lufthansa Technik, continued its growth in Ireland with the official opening of its new EPAR facility in Shannon. The new 2,000 m² state-of-the-art facility brings LTTS' total capacity for aircraft engine maintenance and repair in the region to 10,000 m². This development enables LTTS to expand its portfolio by including Engine Manifolds among its specialist services.



March 2023: Honeywell and Lufthansa Technik enhanced their collaboration on Lufthansa Technik's digital platform AVIATAR to improve the customer experience in aviation analytics. Honeywell Connected Maintenance analytics are now being fully integrated into AVIATAR's Predictive Health Analytics (PHA) suite, which will grow to more than 100 Predictors for multiple Airbus and Boeing aircraft types. Airline customers will benefit from AVIATAR's unique interfaces to airline data, processes, maintenance and engineering systems, allowing a fleetwide management of multiple aircraft types.

March 2023: Lufthansa Technik Aero Alzey (LTAA) , the wholly owned subsidiary of Lufthansa Technik AG, will be making room for new production capacities. For several weeks now, a 1,500-square-meter extension on three levels has been under construction on the company's premises for the temporary storage of engine parts and very large tools, so that the current production area will soon be fully available again for the production process and more engines can be processed simultaneously in the future. The new building is scheduled to be put into operation in September 2023.

March 2023: Emirates and Lufthansa Technik AG recently signed two major contracts regarding comprehensive Maintenance, Repair & Overhaul (MRO) services for Airbus A380 long-range aircraft. In line with one of the new agreements, Lufthansa Technik will overhaul main landing gears of Emirates' double-deck flagships. Additionally, the MRO company will provide the airline with highly flexible extra capacity for A380 base maintenance such as C-checks. The latter agreement marked the first ever outsourcing of heavy checks from Emirates' comprehensive in-house A380 MRO capacities to an external provider.

March 2023: On the occasion of the MRO Middle East 2023, Saudia Aerospace Engineering Industries (SAEI) and Lufthansa Technik Middle East (LTME) announced the signing of an agreement regarding a close cooperation in the field of aircraft component services. In line with the deal, Lufthansa Technik will, over the next ten years, provide its Total Component Support (TCS) to Saudia's 57 aircraft strong Boeing 777 and 787 fleets. The TCS contract encompasses 39 Boeing 777s (35 777-300ER and four 777F) and 18 Boeing 787s (13 787-9 and five 787-10).

February 2023: Lufthansa Technik and Colombian carrier Avianca signed a five-year contract that will provide digital Condition Monitoring through the AVIATAR platform. With the new contract, Avianca will be able to receive instant and real-time information about the configuration and condition of its Airbus A320 and A330 aircraft as well as their engines and components – during flight and on ground, all consolidated in one place.

February 2023: Azerbaijan Airlines and Lufthansa Technik AG signed a comprehensive five-year contract regarding a Total Component Support (TCS) for the Boeing 787 Dreamliner wide-body long-range fleet of the Republic of Azerbaijan's national air carrier.



February 2023: The world's first cargo aircraft was modified with the fuel-saving AeroSHARK surface technology and entered scheduled service in Frankfurt. After SWISS had been transporting passengers since October with the first Boeing 777-300ER modified in this way, Lufthansa Cargo is now premiering this technology in airfreight with their first 777F. The modification, jointly developed by Lufthansa Technik and BASF, enables both types of Boeing 777 to achieve fuel and emissions savings in the order of one percent.

January 2023: Lufthansa Technik AG will perform extensive base maintenance services for the Norway based airline FLYR AS on Boeing 737 MAX 8 and 737-800 aircraft. Lufthansa Technik Budapest will perform scheduled base checks on the start-up airline's fleet.

January 2023: Lufthansa Technik AG and Air France S.A. signed a long-term agreement for the technical support of auxiliary power units (APUs) of the French airline's entire Airbus A350 fleet. Over the next six years Lufthansa Technik will provide extensive MRO (maintenance, repair, and overhaul) services for the Honeywell HGT1700 APUs at its Hamburg site.

January 2023: Lufthansa Technik took the next step to build the digital MRO powerhouse and announced that Lufthansa Industry Solutions (LHIND) is a 100% subsidiary of Lufthansa Technik. This was a further step in driving the digital transformation of the Maintenance, Repair and Overhaul (MRO) of aircraft. Not only will the expertise of more than 2,300 digital experts be incorporated into Lufthansa Technik's projects, but LHIND's growth with customers from various industries will also continue.

January 2023: Lufthansa Technik announced the creation of Digital Tech Ops Ecosystem by incorporating Swiss AviationSoftware Ltd. (Swiss-AS) to lead the digital transformation of the aviation industry in technical asset operation. Swiss-AS, the developer of the world-leading M&E/MRO software AMOS, joined Lufthansa Technik Group. By bringing together AMOS with AVIATAR, the independent platform for Data & Analytics Solutions, and flydocs, the provider of Digital Records & Asset Solutions, under one roof, Lufthansa Technik can now offer an unprecedented digital coverage of the tech-ops value stream: These three solutions are the pillars of the Digital Tech Ops Ecosystem that will create additional value for customers using a customer-centric and collaborative approach.

January 2023: Lufthansa Technik Turbine Shannon (LTTS), a member of the EPAR (Engine Parts & Accessories Repair) network of Lufthansa Technik, started the expansion of its business and facility in response to growing market demand. With a new building in Shannon's Free Zone covering 2,000 square meters and equipped with state-of-the-art technology, the company aimed to increase its capacity. It will offer new products for CFM56 and V2500 turbine engines powering Boeing 737 and Airbus A320 aircraft. Operations are set to commence in the new facility in the first quarter of 2023, offering new highly skilled jobs to the mid-west region of Ireland.



December 2022: The European Union Aviation Safety Agency (EASA) granted Lufthansa Technik a Supplemental Type Certificate (STC) that officially paved the way for the series modification of two Boeing 777 variants with the fuel-saving AeroSHARK riblet films. Through the STC, the subfleet-wide roll-out of this sustainability technology, developed jointly by Lufthansa Technik and BASF, can commence at the launch customers Lufthansa Cargo and Swiss International Air Lines (SWISS).

December 2022: Lufthansa Technik and the Colombian carrier Avianca signed a comprehensive Total Component Support (TCS) contract covering repair and overhaul of components for Avianca's Boeing 787 fleet. The new contract will provide pool support for up to 16 aircraft in the next nine years solidifying the partnership between the companies that started more than ten years ago.

November 2022: China Cargo Airlines entrusted Lufthansa Technik AG with the component support for their Boeing freighter aircraft. Under the 15-year contract, more than ten Boeing 777-200 freighters are covered with fully customised and extensive component services.

November 2022: Lufthansa Technik was carrying out the world's first Performance Restoration Shop Visit (PRSV) of a LEAP-1A engine. The PRSV served to restore the performance of the engine. This special shop visit gave Lufthansa Technik the opportunity of being the first maintenance organization in the world to analyse the new engine type under real operating conditions.

October 2022: Airline MRO Parts (AMP) signed a long-term agreement with Lufthansa Technik for the supply of Consumable & Expandable (C&E) materials. The customised agreement guaranteed AMP the availability of C&E materials for its Airline and MRO network across the Americas.

October 2022: At MRO Europe in London, Condor Flugdienst GmbH and Lufthansa Technik AG signed a comprehensive contract regarding component support of the airline's new and efficient Airbus A330neo fleet. Under the terms of the ten-year agreement, Lufthansa Technik will provide Total Component Support (TCS) for the Airbus A330-900neo aircraft that will join Condor's fleet in the coming years. For Lufthansa Technik it was the first TCS contract for this modern long-haul type.

October 2022: Lufthansa Technik AG sealed major new long-term contracts for the strategic component support of ultra low-cost (ULCC) airline brands Wizz Air, Frontier Airlines and Volaris. The new agreements took into account the three carriers' rapidly growing fleets, and thereby offered new levels of synergies and flexibility for further growth. Based on fleet plans, the new Total Component Support (TCS) deals will ultimately cover approximately 1,000 aircraft of the Airbus A320 family.

October 2022: For the first time, a Boeing 777-300ER operated by Swiss International Air Lines (SWISS) took off on a passenger flight with the AeroSHARK surface technology jointly developed by Lufthansa Technik and BASF. The fuselage and engine



nacelles of the aircraft were fitted with approximately 950 square meters of so-called Riblet films, which replicate the flow-efficient properties of shark skin in order to reduce drag. Flow simulations had already identified a savings potential of just over one percent for this type of aircraft. The first scheduled flights with the aircraft registered as HB-JNH will now serve to validate this savings potential in daily flight operations.

September 2022: Czech airline Smartwings and Lufthansa Technik signed a five year comprehensive Total Component Support (TCS) contract covering repair and overhaul of components for the airline's fleet of 30 Boeing 737NG aircraft. Support for the aircraft had already started at the time of the announcement.

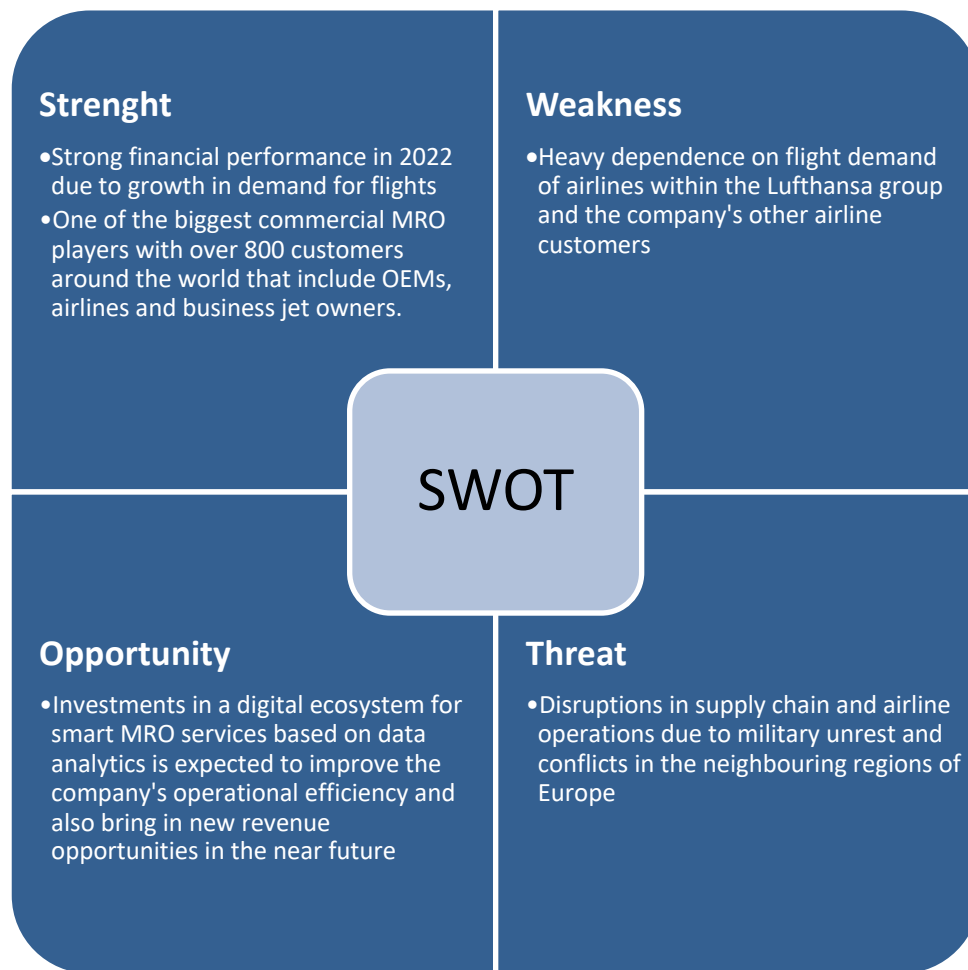
August 2022: In a festive ceremony at the airport of Manila, Lufthansa Technik Philippines officially opened a new hangar which supplements the existing seven maintenance lines by an additional three lines. The parking spaces of the new hangar can be configured according to need to provide room for four narrow-body aircraft, or one wide-body aircraft and two narrow-body aircraft. Alternatively, an Airbus A380 can also be accommodated. The completion of the 9,000 square meter hangar, which was initially planned for September 2020, had been delayed due to the Corona pandemic.

Sample page



12.6.4 SWOT Analysis

Table 43: Lufthansa Technik AG Company SWOT Analysis



14 About Market Forecast

14.1 General

Market Forecast provides intelligence studies on the Defence and Aerospace market to private and public sector organizations.

Our studies display opportunities to expand in existing markets or to develop new markets and support you in developing your market strategy.

To be able to make important business decisions you require reliable market forecasts and intelligence. Market Forecast reports provide information on stakeholders, customer requirements/potential, current inventory, available products, industry analysis, expert views and technological developments. Our research is based on a structured, consistent, and detailed research approach performed by experienced analysts.

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New technology in combination with solid analyst expertise forms market intelligence that creates your competitive advantage.

14.2 Contact us

If you have any queries about this study, or would like any further information, please contact us at: contact@marketforecast.com

Address:

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Appendix A: Companies Mentioned

Air France KLM Group

Air France Industries KLM Engineering & Maintenance (AFI KLM E&M)

Airbus SE

The Boeing Company

Raytheon Technologies

GE Aerospace

Lufthansa Technik AG

Lufthansa Group

MTU Aero Engines AG

Rolls-Royce Holdings plc

SAFRAN S.A.

Singapore Technologies Engineering Ltd (ST Engineering)

AAR CORP.

General Dynamics Corporation

Hong Kong Aircraft Engineering Company (HAECO)

SIA Engineering Company Limited (SIAEC)

Turkish Airlines

Turkish Technik

Pratt & Whitney (P&W)

Collins Aerospace

Air India

IndiGo Airlines

GoAir

Vistara



Ryan Air

Vueling

British Airways

Emirates

Qatar Airways

Singapore Airlines

Delta TechOps (DTO)

Delta Air Lines

Sprint

United Airlines

AMETEK Inc.

Bombardier Inc.

Embraer S.A.

StandardAero

TAE Aerospace

Wizz Air

Easy Jet

Qantas

Cathay Pacific Airways

Japan Airlines (JAL)

Scandinavian Airlines (SAS)

Alaska Airlines

Volotea

STARLUX

SkyWest Airlines

Cebu Pacific



United Airlines

SF Airlines

China Airlines

China Southern Group

China Eastern Group

Hainan Airlines

IAG Group

Iberia

Spice Jet

Saltchuk Aviation

ASL Aviation Holdings (ASL)

Philippine Airlines (PAL)

Air Austral

JetBlue

Barfield Inc.

Corendon Airlines

Aerolineas Argentinas

Akasa Air

EPCOR

CFM International

Norse Atlantic Airways

Satair

Transavia Airlines C.V.

T'way Air

Fly Gangwon

Azul Linhas Aéreas



Air Cairo

Etihad

Ultra Air

DHL

SAUDIA

Air Transport Services Group, Inc. (ATSG)

Waygate Technologies

Baker Hughes

Virgin Australia

Royal Jordanian Airlines

SmartLynx Airlines

Azerbaijan Airlines

Avianca

Frontier Airlines

Volaris

Airfoil Services Sdn. Bhd. (ASSB)

Scoot

Italia Trasporto Aereo (ITA) Airways



Battlespace Technologies

General

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