

# Americas Commercial Outlook

Key Driving Trends Shaping the Future of  
Commercial Fleets, Engines & MRO

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# Commercial Market Trends, Drivers & KPIs

# What's Happened Since MRO Americas 2025?

## Boeing:

- Rate cap lifted, Rate 38 inducted, pushing to rate 42
- 777X certification delay
- MAX 7 and MAX 10 certification due 2026
- 600 aircraft delivered in 2025

## Airbus:

- Lowered 2025 delivery forecast (820 to 790) – managed 793
- Blame still placed on CFM (who supply almost 60% of A320neo engines) and Spirit AeroSystems (A220/A350)
- A320 panel defects

## Engine OEM:

- P&W GTF aircraft on ground still 'plateauing' – TAT getting quicker, but slowly
- LEAP engine blade issues, however, RBS fix still not yet in place for MAX

## Global economic uncertainty:

- Trade Deals/DOGE/Gold/TSA Shutdown
- Tariffs

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## Boeing:

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- 777X certification
- MAX 7 and MAX 8
- 600 aircraft deliveries

## Airbus:

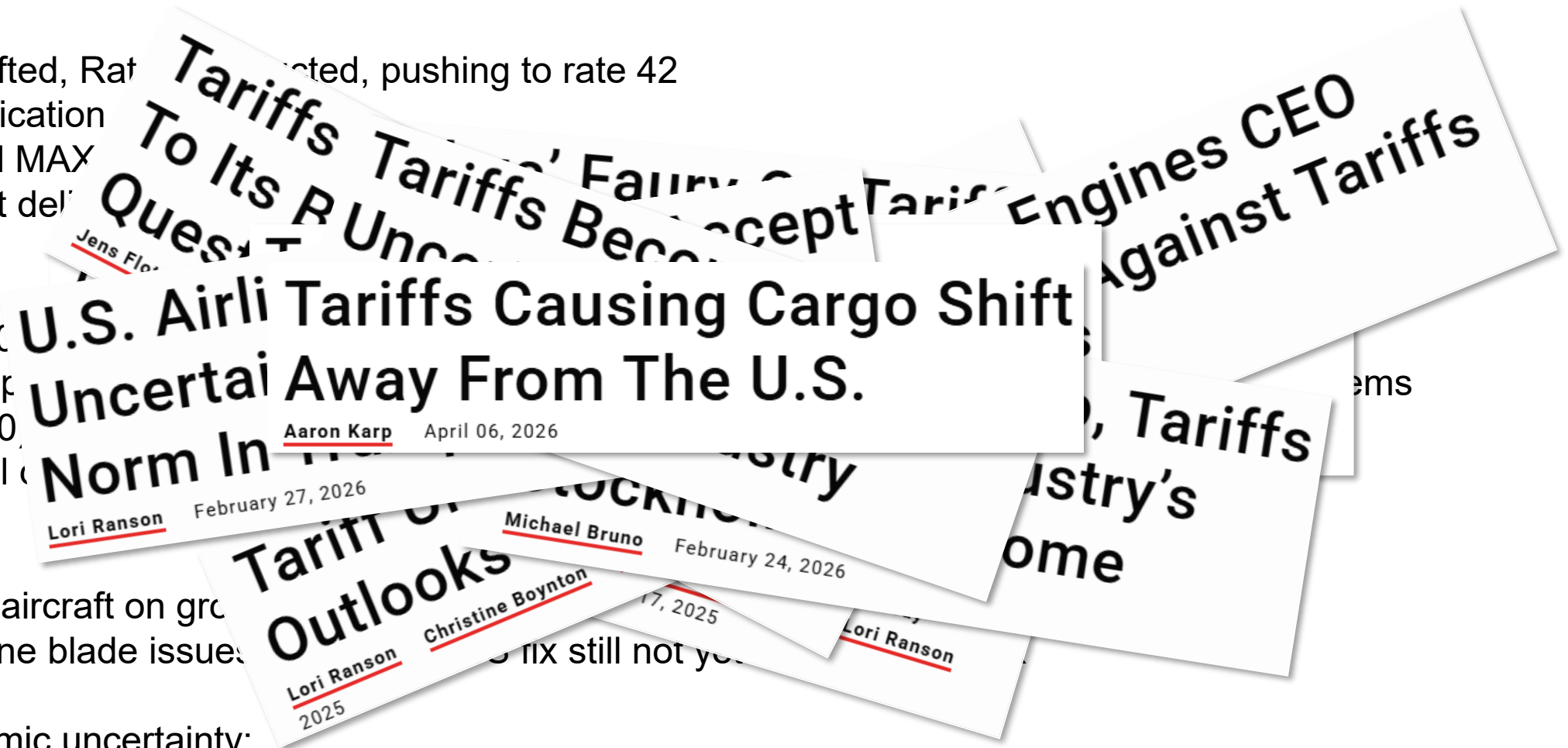
- Lowered 2026 production
- Blame still placed on U.S. tariffs (A220/A350)
- A320 panel cracks

## Engine OEM:

- P&W GTF aircraft on ground
- LEAP engine blade issues

## Global economic uncertainty:

- Trade Deals/DOGE/Gold/TSA Shutdown
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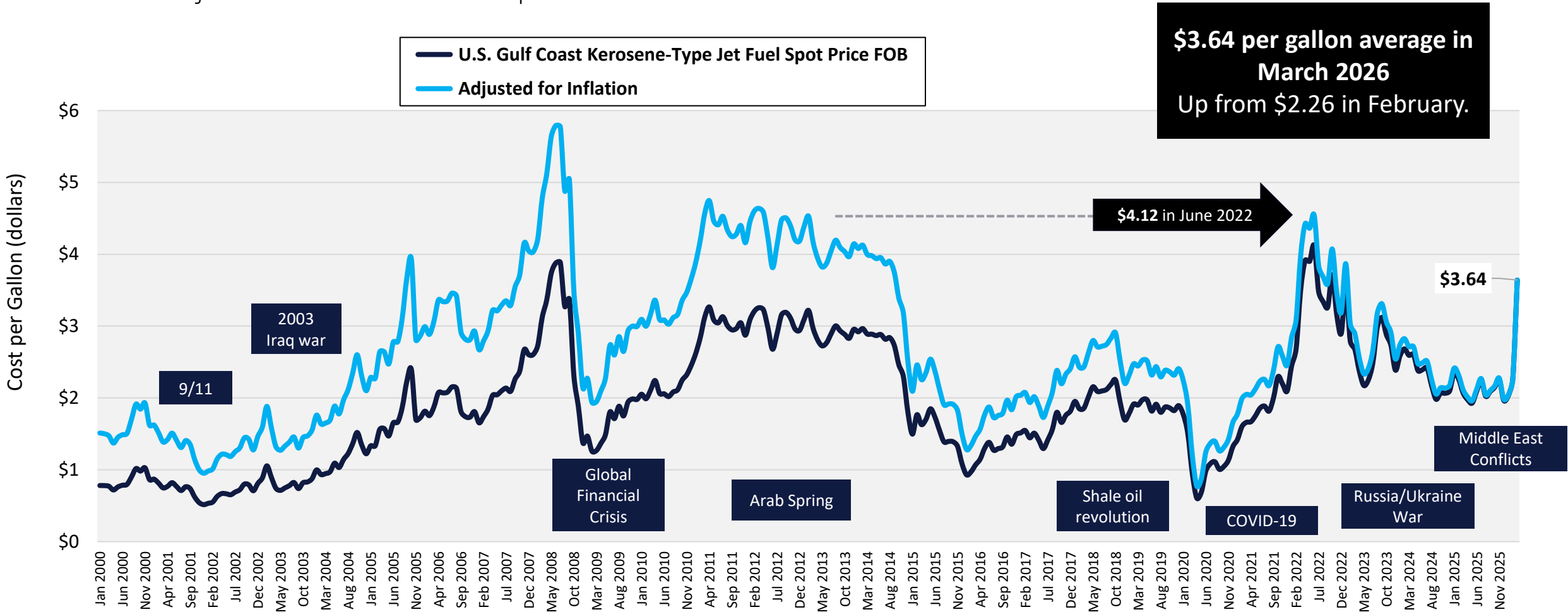


# What's Happened Since MRO Americas 2025?



# Jet Fuel Price and Inflation Adjusted

U.S. CPI-adjusted in latest month's price



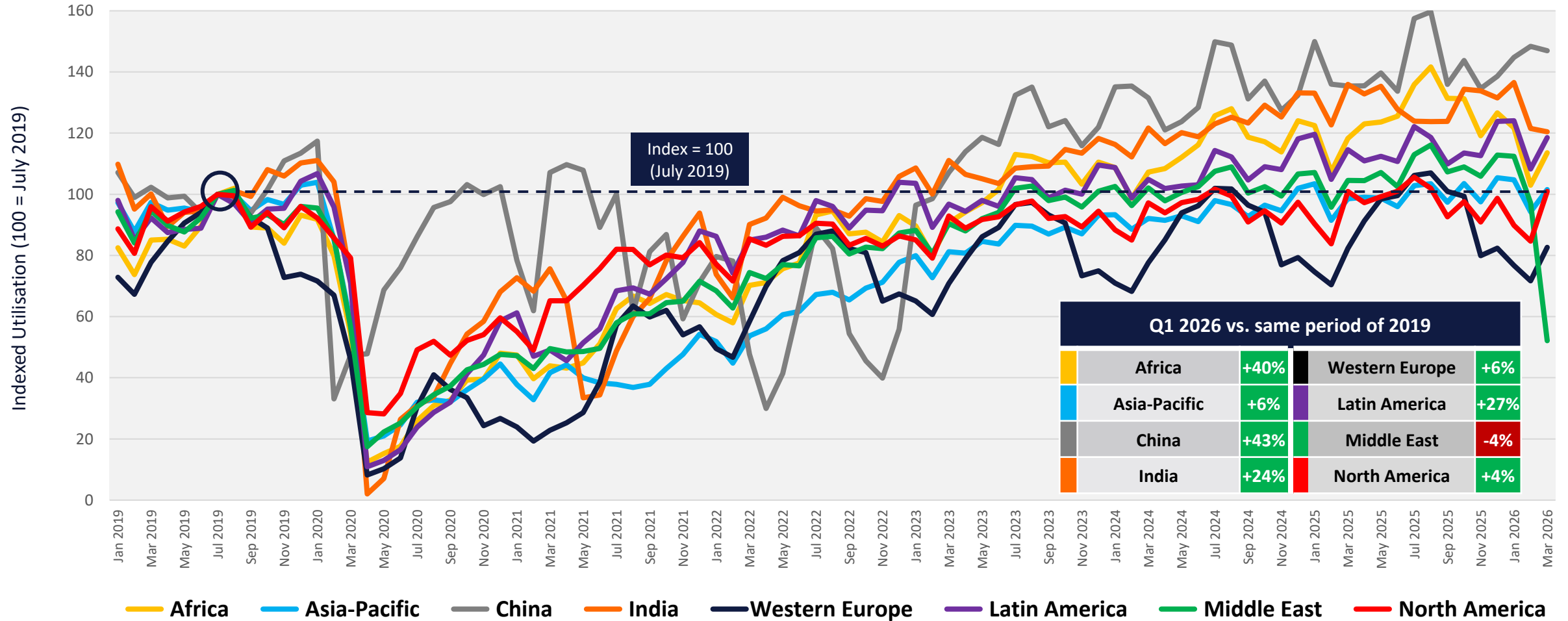
**\$3.64 per gallon average in March 2026**  
 Up from \$2.26 in February.

**\$4.12 in June 2022**

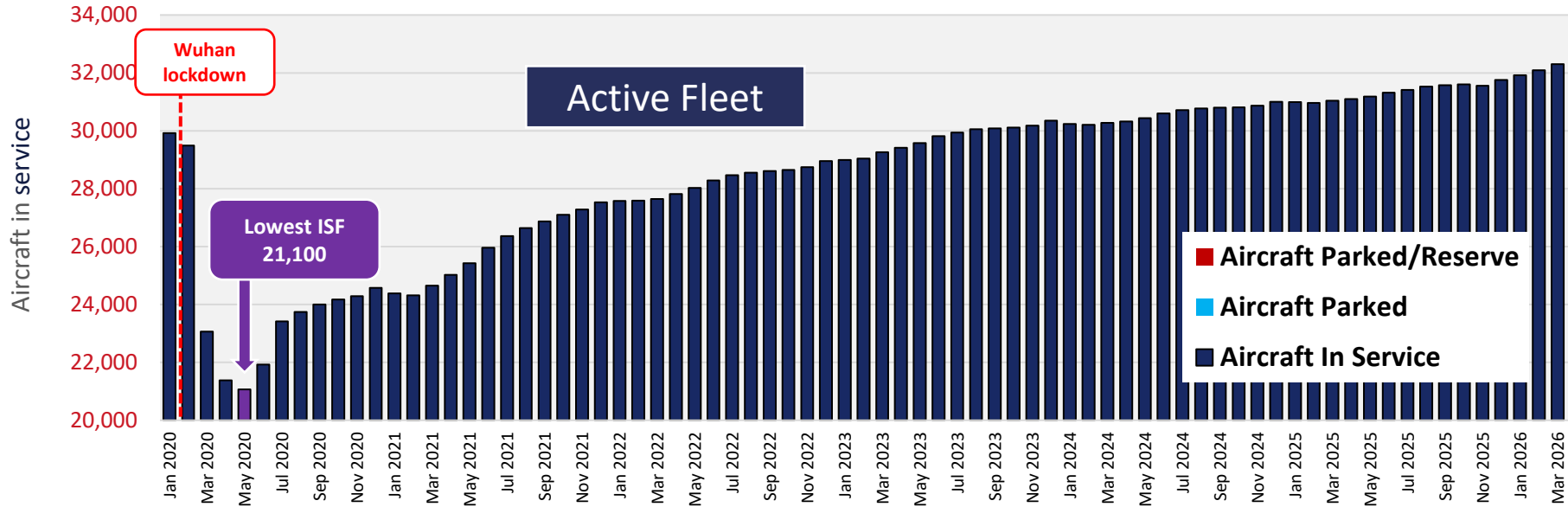
**\$3.64**

# Utilization Change – Regions

Indexed flight hour utilization for commercial aircraft fleets by operator region vs. July 2019



# Global Historic Trends: In-Service Fleet & Storage



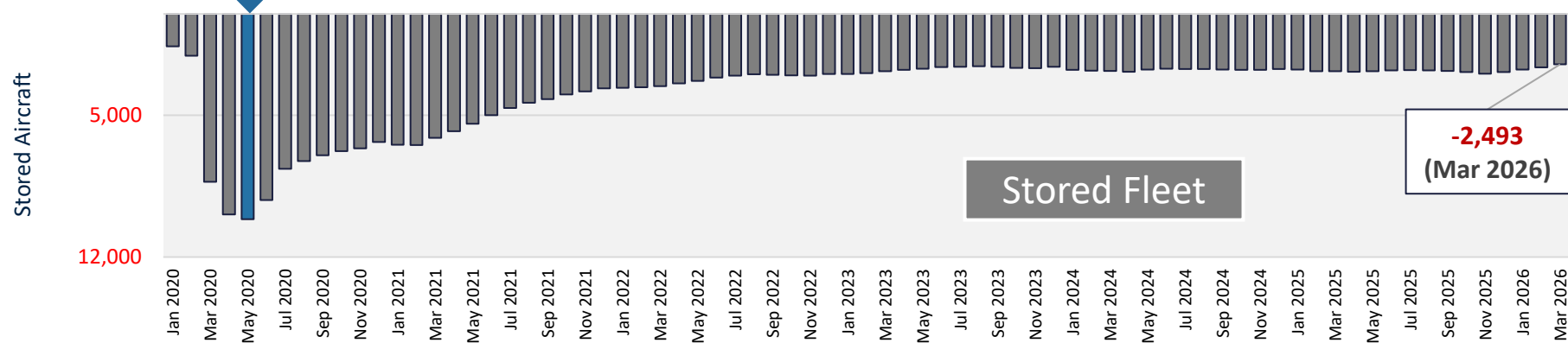
**12% of the global fleet temporarily parked or under-utilized, Apr 2026**

Credit: Brian Kough, Aviation Week

**Parked Aircraft During Pandemic**

**+32.3k aircraft in Service, Apr 2026 (well above 2019 peak fleet)**

**~10.1k aircraft stored in May 2020**



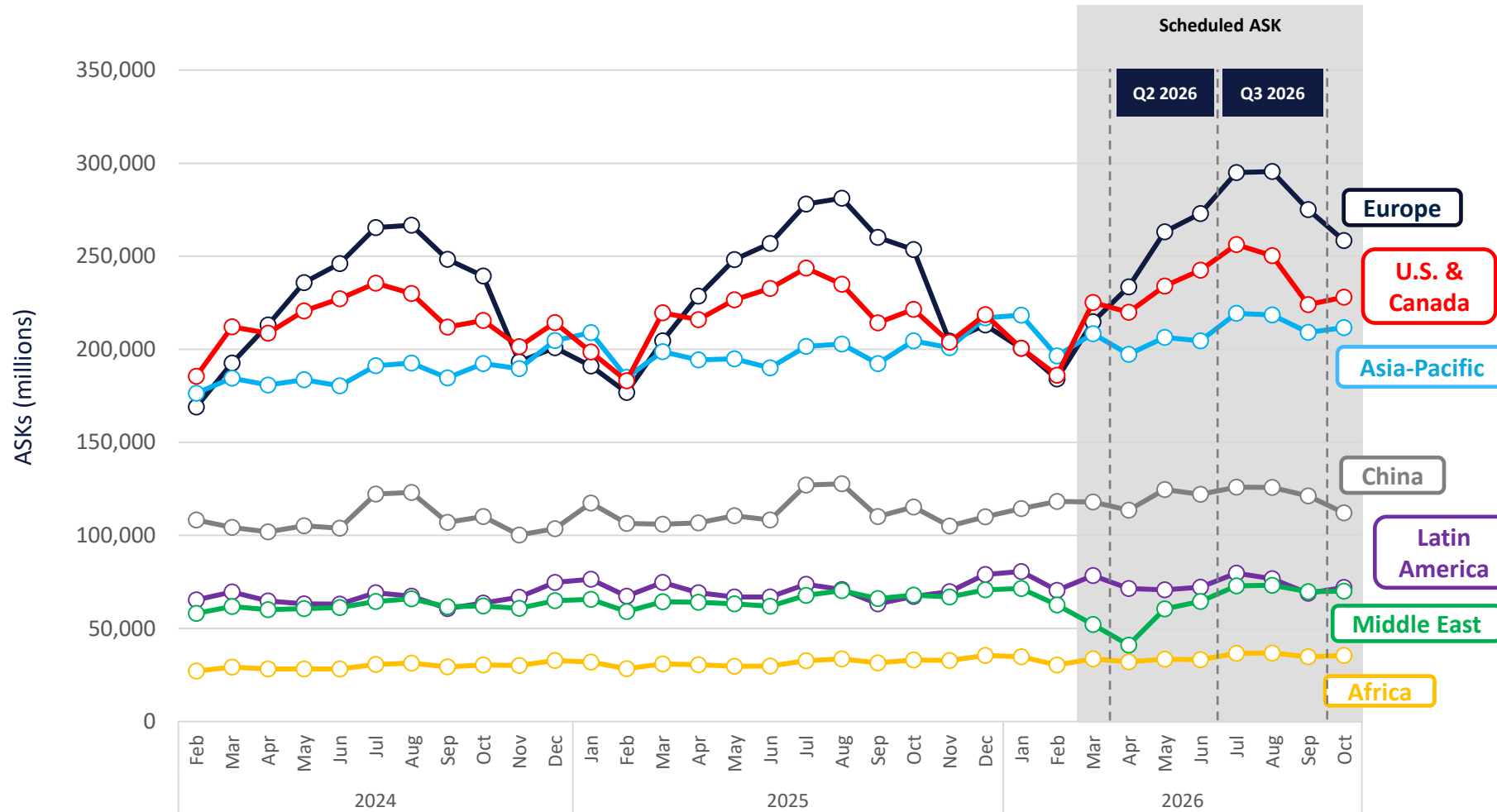
**~2.5k stored March 2026**

Credit: Nigel Howarth, Aviation Week

Source: Fleet Discovery, Aviation Week, Copyright 2026.

# Historic & Scheduled Available Seat Kilometres – By Region

Scheduled airline capacity (updated 10 April 2026)



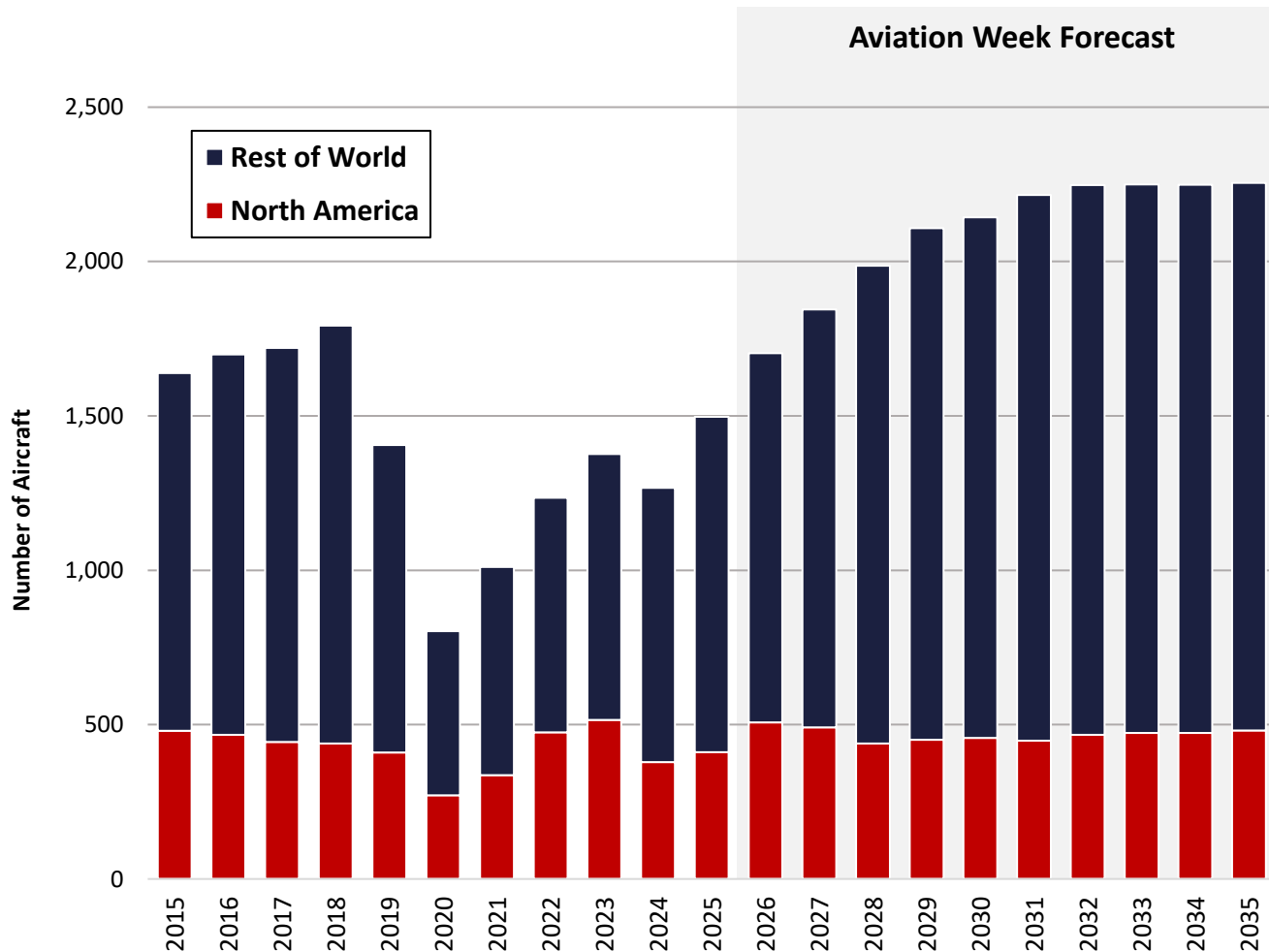
Region (Departing Flights)	Q2 2026 YoY % Change	Q3 2026 YoY % Change
Europe	+5%	+6%
U.S. & Canada	+3%	+5%
Asia-Pacific	+5%	+8%
China	+11%	+2%
Latin America	+6%	+8%
Middle East	-12%	+6%
Africa	+10%	+11%

Source: Airport Strategy & Marketing (ASM) Consulting, Aviation Week.

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# Commercial Fleet Forecast 2026-2035

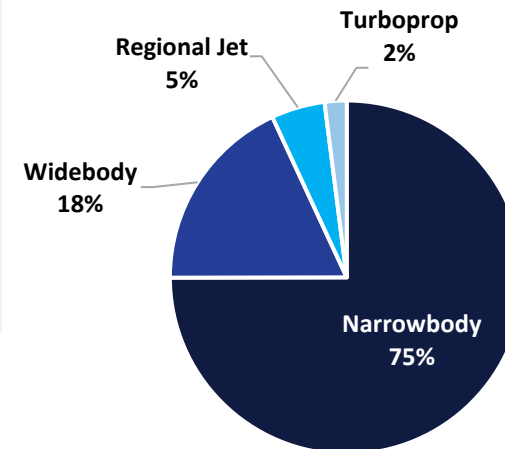
# Historic & Forecast Commercial Deliveries



## Highlights

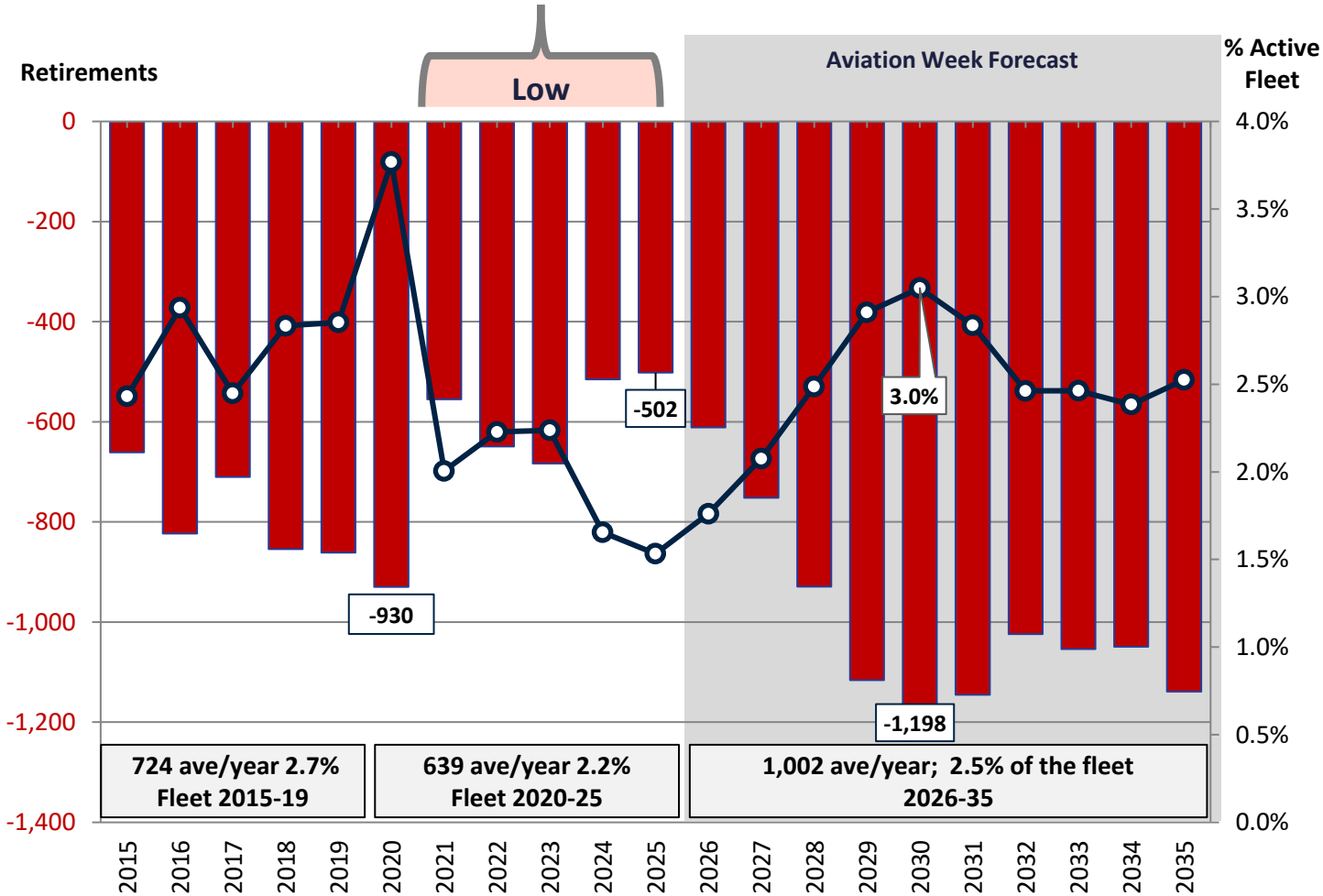
- +21,000 new deliveries over 10-year 2026-35 forecast period (~4,600 in North America).
- Over 2,000 annual deliveries from 2029 onwards.
- Narrowbodies lead – Airbus A320 > Boeing 737.
- Narrowbody share is 75% vs. 18% share for widebodies.

## 2026-35 Share of Deliveries



# Forecast Trends in Aircraft Retirements - Global

Annual retirements historical & forecasted, % of in-service fleet



## Highlights

- ~10,000 retirements over 10-year forecast period. (~4,000 in North America)
- Abnormally low retirements 2021-25.
  - ~200+ fewer retirements per year

**~10k – Global Retirements  
2026-35**

Credit: Brian Kough, Aviation Week



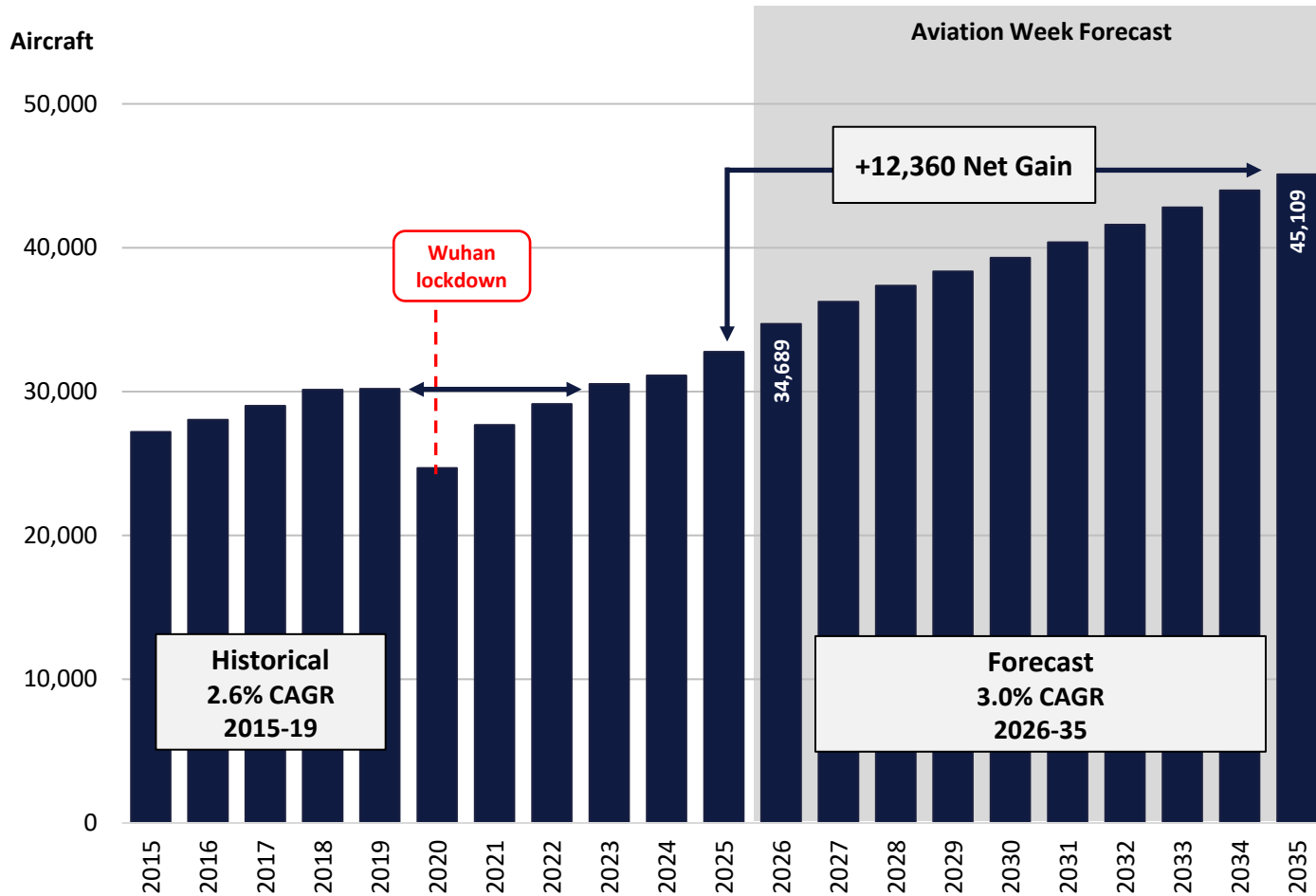
Credit: Nigel Prevett, Aviation Week



**Recycled Parts Impact on USM Market?**

# Forecast: Global In-Service Commercial Aircraft Fleet

Annual count of active commercial aircraft, historical & forecasted



## Highlights

- 3.0% future CAGR expected for the 2026-35 period. (0.8% for North America)
- Seat counts grow at 4.6% CAGR. (3.2% for North America)
- Cargo volume grows at 3.2% CAGR while freighter counts shrink.



Airbus A321

Active fleet increases from 34,689 in 2026 to 45,109 in 2035

At end of 2035, 37% of the global fleet will be from the A320 family

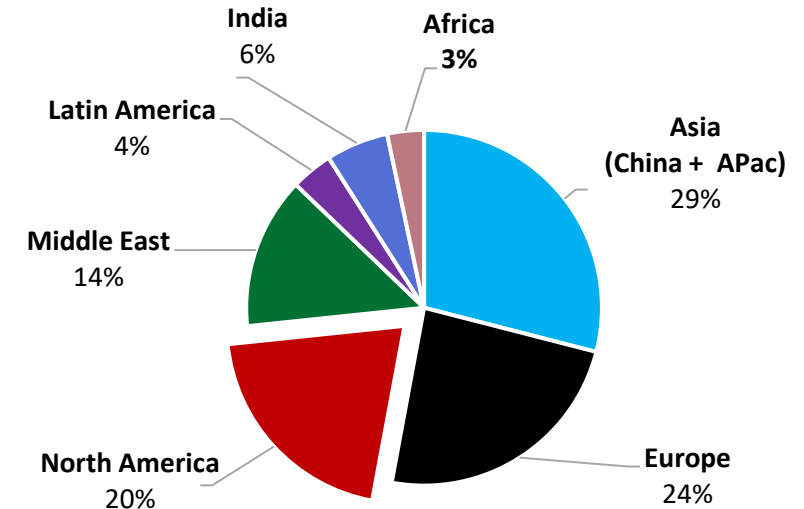
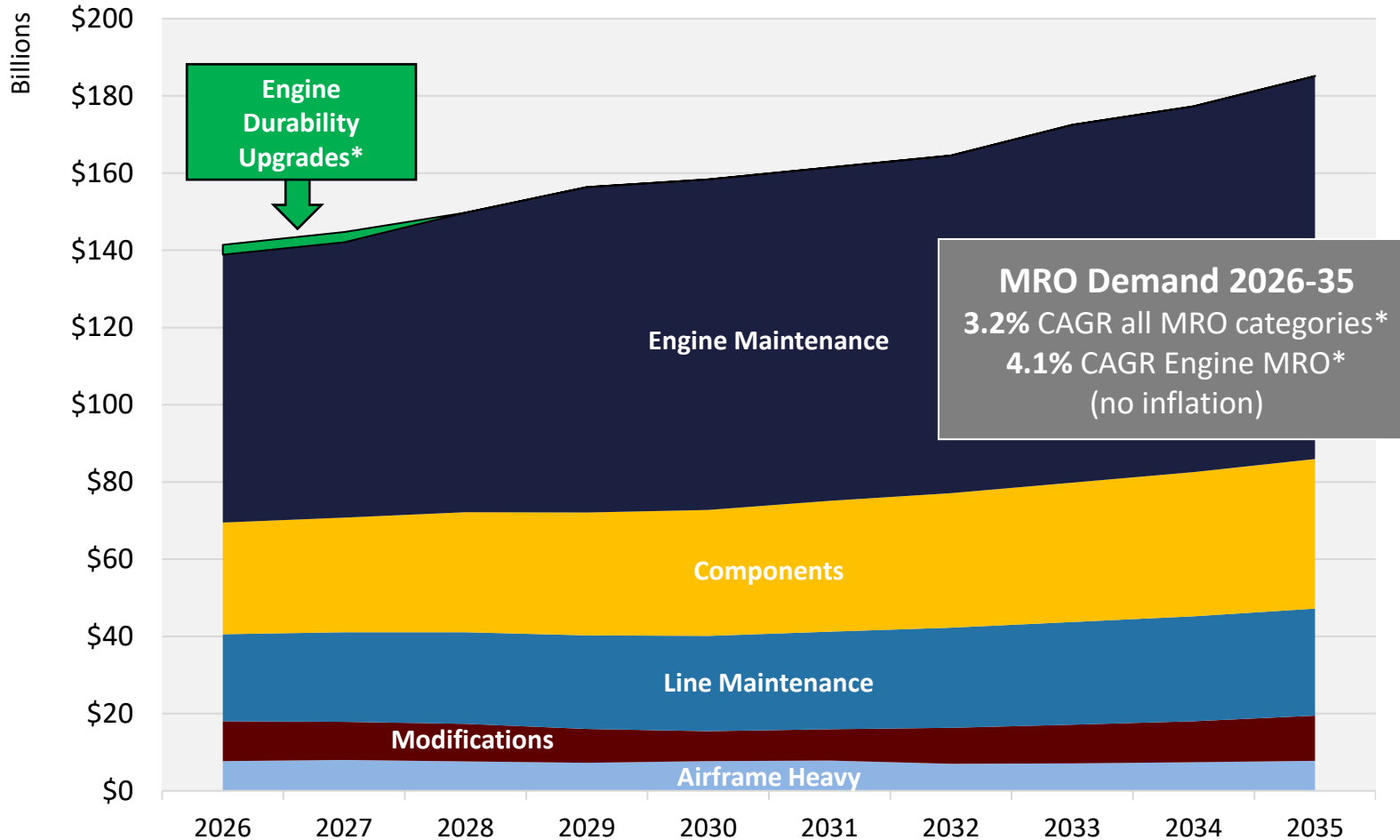
Credit: Nigel Howarth, Aviation Week Network

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# Commercial MRO Forecast 2026-2035

# Forecast: Global MRO Demand Overview

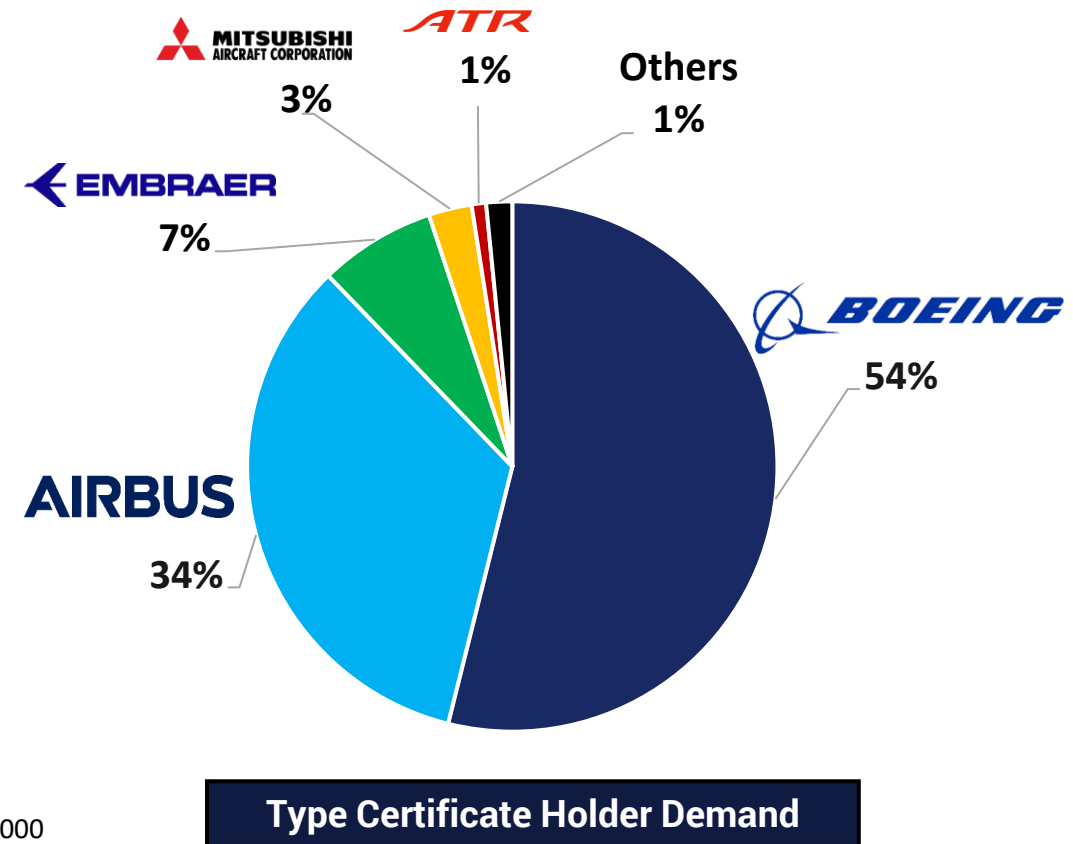
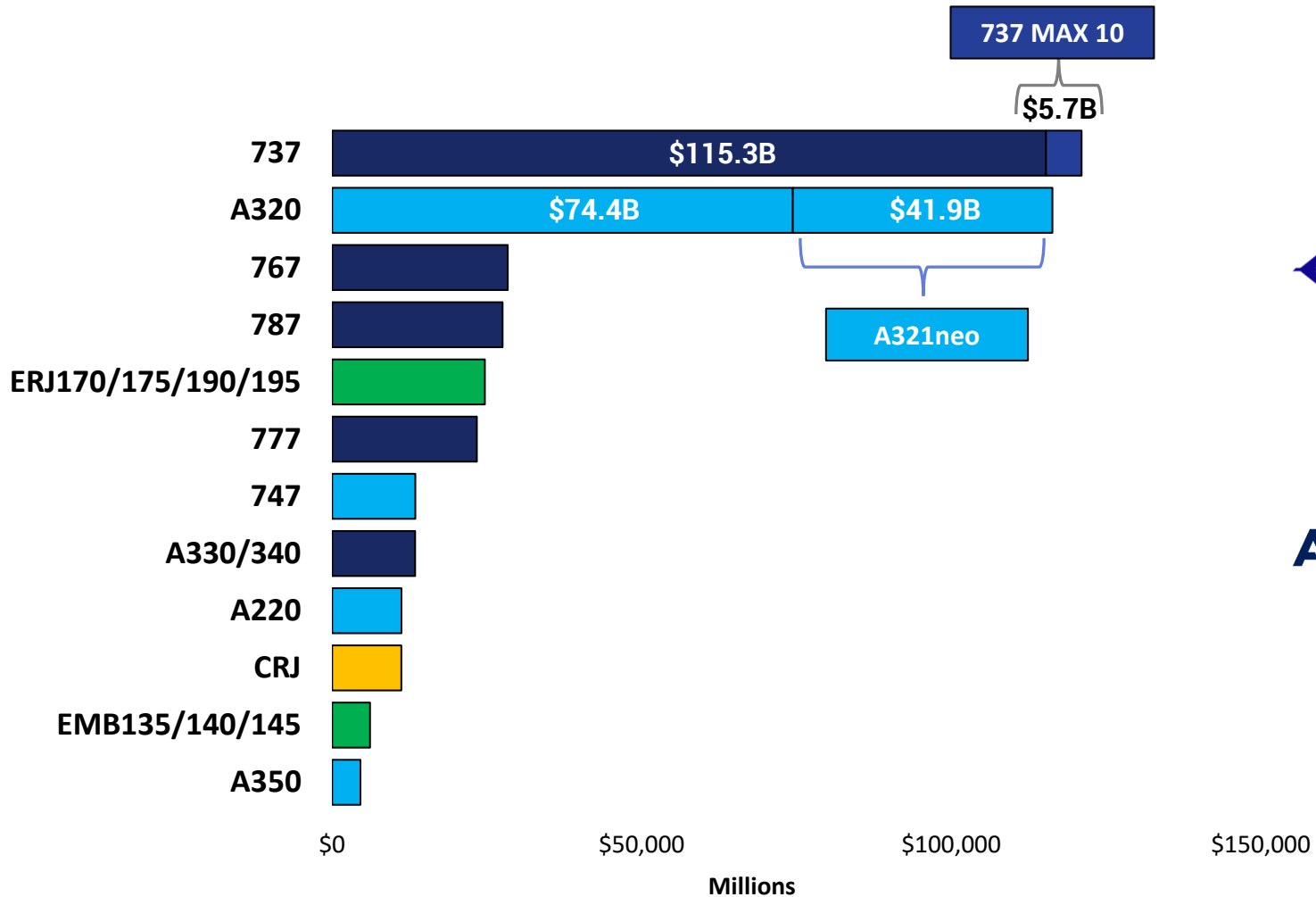
MRO aftermarket by category, constant US dollars



Source: 2026 Commercial Aviation Fleet & MRO Forecast, Fleet Discovery, Aviation Week, Copyright 2025.  
Note: \*2026 and 2027 engine technical upgrade events not included in CAGR calculation.

# Forecast: North & Latin America MRO Demand

Aircraft family 2026-35 MRO demand in combined regions



Type Certificate Holder Demand

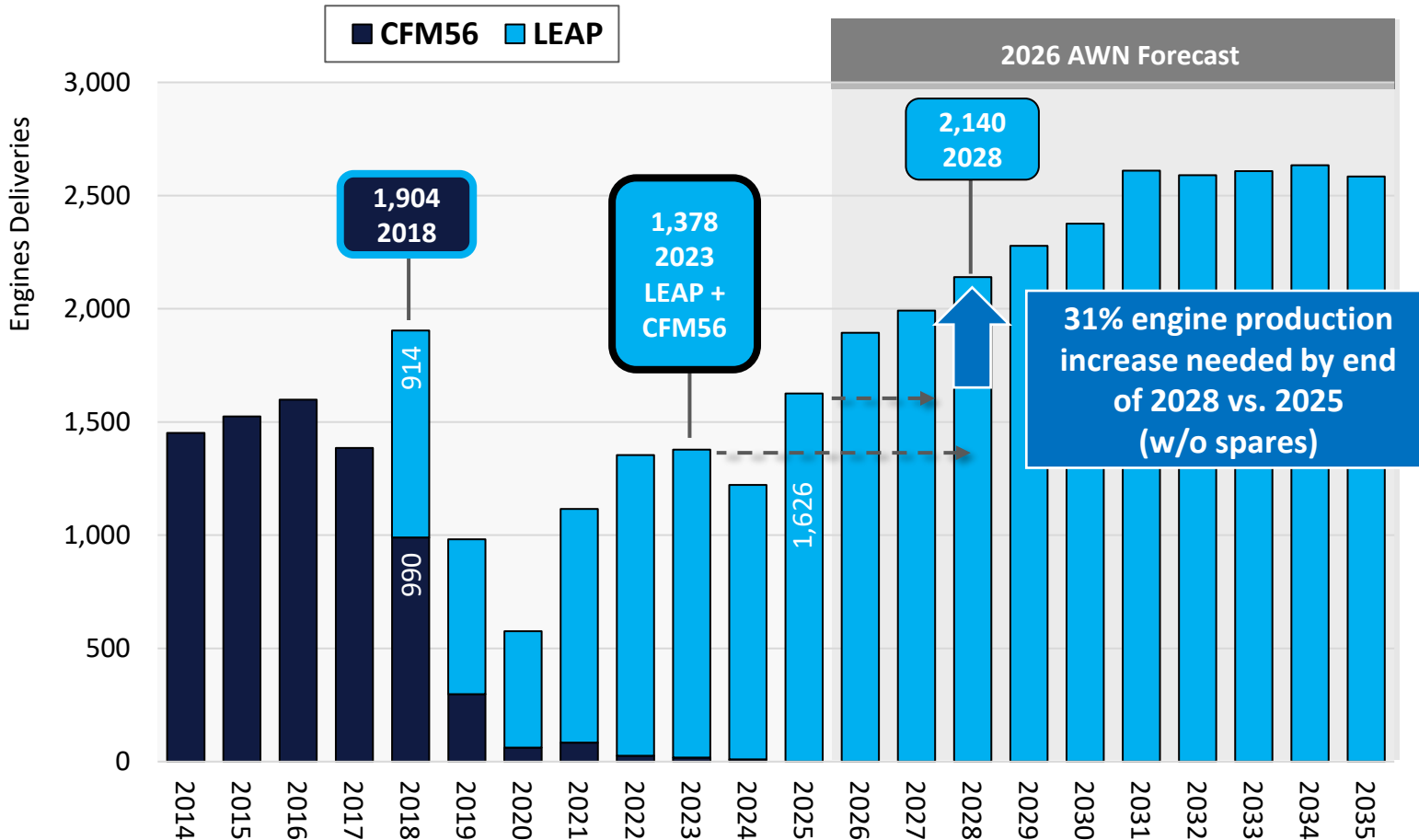
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# Commercial MRO Challenges

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by informa...

# CFM Challenge: LEAP Global Production Needed

Historical & Forecast Engine Deliveries - CFM56 & LEAP



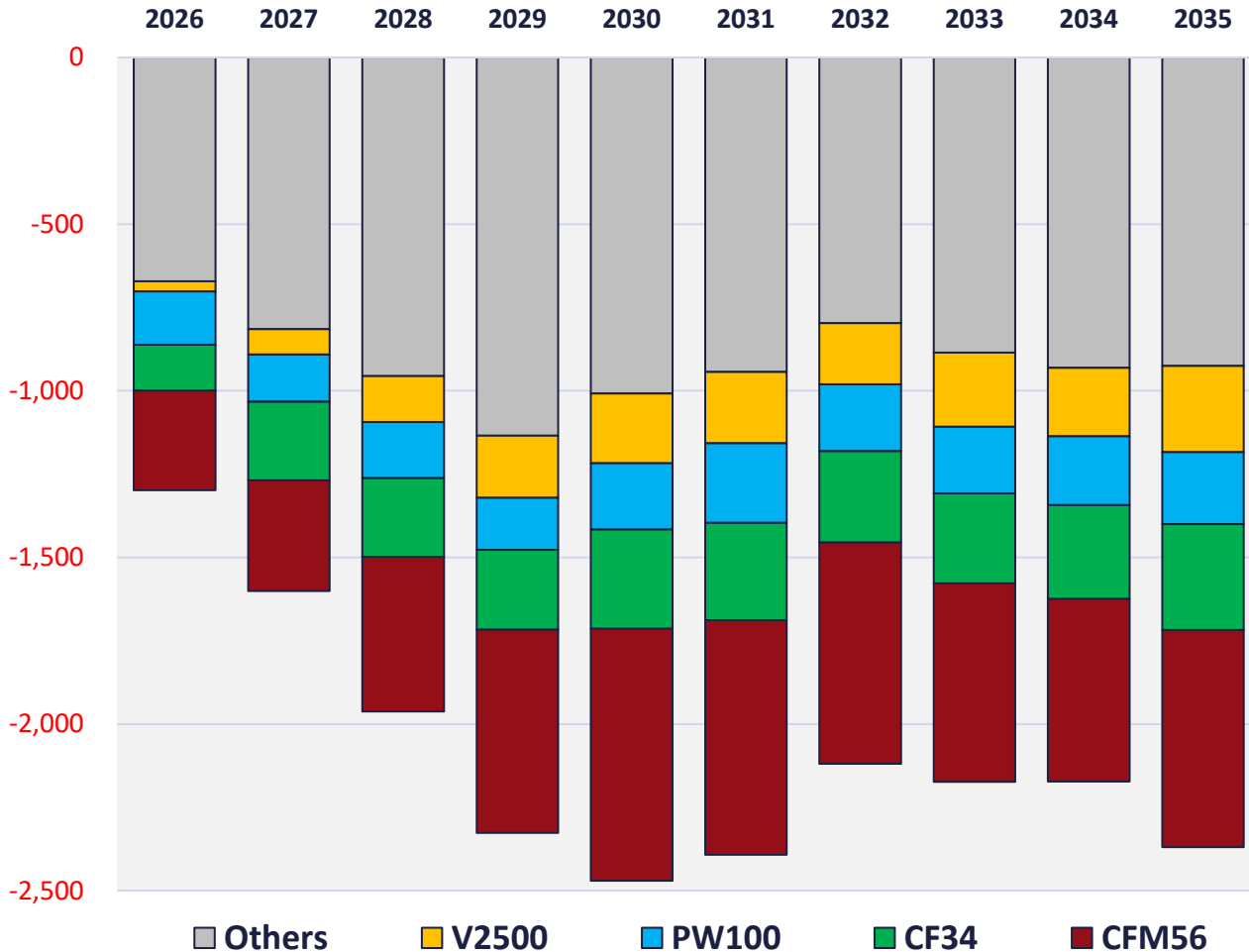
## Analysis

- 31% production increase by 2028 vs. 2025 needed (not including spares).
- 60% production increase from 2023 to 2028.
- 2018 - busiest year with combined CFM56 & LEAP engines, 1,904 units.
- 2025 - 1,626 LEAP engines delivered - forecast to make ~1,900 in 2026.
- Challenges: A320 orderbook – rate 75, 737 rate cap, but 737-7 & -10 yet to be certified..., COMAC orders...
- FALs: Lafayette, IN; Durham, NC; Villaroche, France; Morocco - New facility 2027.

Note: Engine deliveries associated with corresponding aircraft deliveries.  
 Source: 2026 Commercial Aviation Fleet & MRO Forecast, Fleet Discovery, Aviation Week, Copyright 2025.

# Forecast: Top Commercial Engines Coming to You Soon?

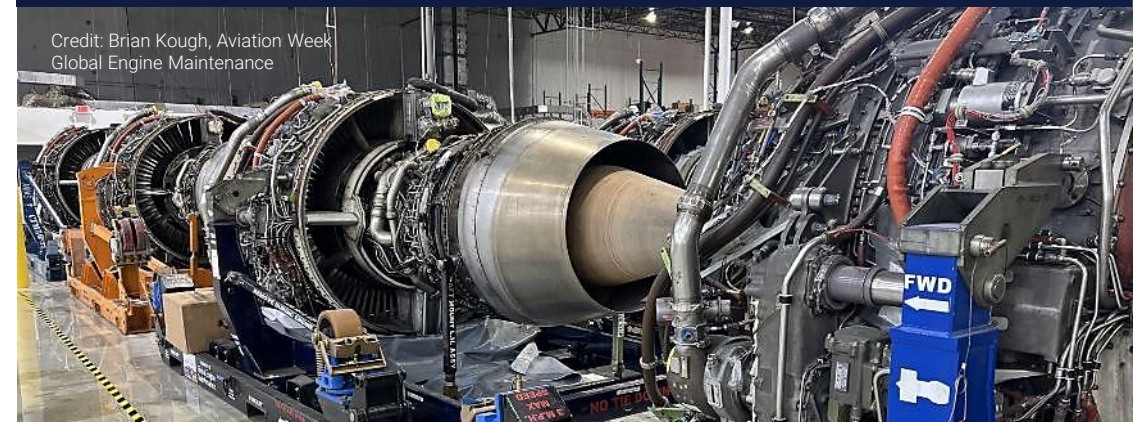
Engines worldwide associated with retiring aircraft: available as **green time spares** or USM?



Used spare parts/**green time** engines may depress pricing OEM/USM parts, and leases of popular legacy types.

- Topping the list: 5,600 CFM56 and 2,500 CF34 powerplants.
- Deferred maintenance may delay or accelerate a/c retirements.
- Future: downward pressure on the price of legacy spares, leases, shop visits, & USM... When?

## CFM56



# Thank You

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Aviation Week

**Daniel Williams**

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**April 2026**

# WHAT'S NEXT?

Minimize Risk and Maximize Revenue  
with a 10-Year Outlook



Fleets, Trends  
and Projections



MRO Future  
Demand



Predictive View  
of Market Share



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or call Melissa Crum at +1 913 284-2951  
[melissa.crum@aviationweek.com](mailto:melissa.crum@aviationweek.com)

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