

**German Aerospace Industries
Association (BDLI e.V.)**

ATRIUM Friedrichstr. 60
10117 Berlin
+49 (0)30 206140-0
contact@bdli.de
www.bdli.de

The fiscal year 2019

INDUSTRY FIGURES OF THE GERMAN AEROSPACE INDUSTRY

2019



Read online



BDLI  German Aerospace Industries
Association (BDLI e.V.)

In 2019 – prior to the dramatic slump in air traffic caused by the coronavirus crisis – the aerospace industry benefitted from another successful financial year

OVERALL SITUATION OF THE INDUSTRY

The coronavirus crisis represents the profound rupture in the development of the German aerospace industry in recent decades. After a great success story, the industry is experiencing a dramatic slump in production due to the virus pandemic, especially in civil aviation.

In fiscal year 2019, the aerospace industry was still a growth, innovation and job driver with excellent development prospects, and the industry can look back on a good performance in the past year. The growth trend of recent years has continued. In the 2019 financial year, the industry's turnover was EUR 41 billion and thus exceeded the all-time high of the previous year (EUR 40 billion).

The total number of employees saw an increase to 114,000 directly employed in the aerospace industry (previous year: 111,500) – a new high. Thus, the industry created 2,500 new jobs for highly qualified employees in the past financial year.

CIVIL AVIATION continues to be the largest segment in the industry. At the global level, increases in orders and deliveries led to an expansion in production and productivity and resulted in a 10% growth in sales to EUR 32 billion. A good 81,000 people – around 2,500 more than in the previous year – were working in the civil aviation segment. The A320 is produced at Airbus' Hamburg site. The Single Aisle is the world's best-selling aircraft and its success contributes to the creation of new jobs.

In **MILITARY AVIATION**, the number of employees in 2019 was almost unchanged compared to 2018: 23,000 employees were working in this sector (previous year: 23,700). Expiring major programs such as the Eurofighter (2019) and the Tiger combat helicopter (2018) could not be fully offset due to the delay in follow-up orders (replacement EF Tranche 1 and Tiger MkIII). In addition, planned major projects such as Pegasus and NH90 NTH could not be implemented or could only be implemented with delay. The continued suspension of export licenses to certain countries also led to a decline in sales in military aviation. With a 12% drop in sales, revenue fell to EUR 6.7 billion.

In the **SPACE SEGMENT**, sales and the number of employees were comparable to the 2018 financial year: the number of employees rose from 9,300 to 10,000, and sales amounted to EUR 2.7 billion (previous year: EUR 2.9 billion). The decline in sales can be primarily attributed to the non-linear invoicing of major projects. At the ESA Council meeting at ministerial level in November 2019, numerous new programs were defined. Thanks to the German agreements, the domestic companies will once again implement many ESA programs in the coming years, the proceeds of which will increase future sales.

The **EXPORT SHARE** rose slightly from 76% to 77%, measured according to sales in the industry as a whole.

Industry spending on **RESEARCH AND DEVELOPMENT** remains at a very high level. It comprised a volume of almost EUR 3.3 billion in 2019; this figure corresponds to 8% of the industry's sales.

Dirk Hoke, president of the German Aerospace Industries Association, explains: "The German aerospace industry was able to continue its successful course in 2019. We created 2,500 new highly qualified jobs, mainly because we are so successful on the global market. The position of our sector as a key industry for Germany has been confirmed – economically, strategically and as a driver of jobs and innovation. Aviation connects people around the globe and has underlined its essential importance for Germany and Europe, especially during the coronavirus crisis. Airbus, for example, has flown millions of face masks to Europe, and the German Air Force has deployed Airbus aircraft for emergency care of patients. For Germany as an export nation, aerospace is a vital, system-relevant industry."

Looking to the future, Hoke continues: „The current crisis should be used as an opportunity to make aviation more sustainable. We need financial support for the delivery of aircraft already completed. In this way, we will be able to replace old models with highly efficient aircraft. If we do not do this, airlines will cancel and, after the crisis, continue to operate old, inefficient models.

"The German government's economic stimulus package is therefore of enormous importance for the aerospace industry and an important step in the right direction! If the resolutions are now consistently brought into law, we will be well on the way to mitigating the dramatic consequences of the crisis for our industry to such an extent that the competence built up over decades will be maintained and made fit for the future."

