

Fiscal year 2020

GERMAN AEROSPACE INDUSTRY FIGURES 2020

2020



German Aerospace Industries
Association (BDLI)



Learn more:



Civil aviation industry massively affected by coronavirus crisis

The German aerospace industry experienced a significant economic downturn in the past financial year. As a result of the coronavirus crisis, sales fell from €41 billion by €10 billion to €31 billion last year. The total number of employees decreased by 9,000 from a total of 114,000 (2019) to 105,000.

The crisis in civil aviation continues on a massive level – taking-off point for climate-neutral flying

This slump in total sales of around 25% resulted almost exclusively from the massive decline in sales in the civil aviation industry. While sales in this largest segment of the industry amounted to €32 billion in 2019, they were just under €22 billion in the past fiscal year. This corresponds to a drop of around one third. The number of employees fell by 8,200 from 81,000 to just under 73,000. The main reason for this is the significantly lower number of aircraft sold on the global market in 2020 – Airbus alone delivered almost 300 fewer aircraft in 2020 (566) than in 2019 (863) – due to the drastic travel restrictions that have been in place for more than a year. Every sixth commercial aircraft worldwide is assembled in and delivered from Germany, and the medium-sized supplier industry is involved in every aircraft delivered worldwide. The system manufacturers are significantly affected by the reduction in international travel, as is the highly integrated, nationwide supply chain.

“The sales shortfall in the civil aviation industry is dramatic. With a decline of 8,200 in the number of employees, the loss of jobs in our high-tech sector in 2020 was fairly limited – but only thanks to the effective instrument of short-time work. However, we expect and fear a stronger reduction in personnel this year and next year,” says Reiner Winkler, BDLI vice president for aviation, who continues: “The coronavirus pandemic has brought us to the most severe crisis, which continues and is steadily becoming more critical. Survival continues to be the focus of our entrepreneurial efforts. Almost all companies in our civil aviation industry are directly and massively affected – in the entire Federal Republic of Germany, where our member companies are located, from the coast to Lake Constance. To date, 8,200 employees have already lost their jobs.”

Winkler points out: “Without the option of short-time work, which enabled us to compensate for the 40% reduction in orders in the past fiscal year due to the crisis, the situation would be even more critical. Our express thanks go to the German government – thanks to short-time work, we are able to keep highly qualified employees on board. It is important to make this instrument available beyond 2021. Because together with those employees, we are tackling the biggest long-term challenge facing our industry: climate-neutral flying.”

Looking ahead, Winkler continues: “Green flying is the future, and it has already begun. We regard the crisis as an opportunity. Our declared goal is that the climate-neutral aircraft of the future will be developed and built in Europe and in Germany. That is why the BDLI is strongly committed to obtaining research funding and financing for technology demonstrators. The know-how for the technologies for the aircraft of the future is available in Germany. Only climate-neutral aviation can continue to grow and can ensure sustainable mobility in the long term. This requires targeted, far-sighted investments in all technological aspects of flying: in new types of engines as well as integrated flight systems, high-performance lightweight structures and digitalization and, last but not least, sustainable aviation fuels. This also includes the development of a hydrogen infrastructure.”

The aviation innovation premium must be implemented now in order to modernize aircraft fleets even more swiftly. Winkler says: “After the crisis, highly efficient aircraft will replace old models. Modernization is the best approach to climate protection.”

Winkler emphasized the need to resume air travel: “We need to get back in the air! The extensive travel restrictions and general, unenforceable quarantine regulations largely bring traffic to a standstill. Instead, what is needed is an effective testing strategy where quarantine is replaced by testing. In addition, as the vaccination campaign progresses, it should also be possible for vaccinated passengers and those with acquired immunity to be released from quarantine obligations.”

Space and military aviation

Sales in the space industry decreased by approximately 15% to €2.3 billion (2019: €2.7 billion). Due to the coronavirus crisis, there were supply chain issues and fewer launch-vehicle takeoffs. Employment has remained stable at 9,600 employees (2019: 9,700 employees).

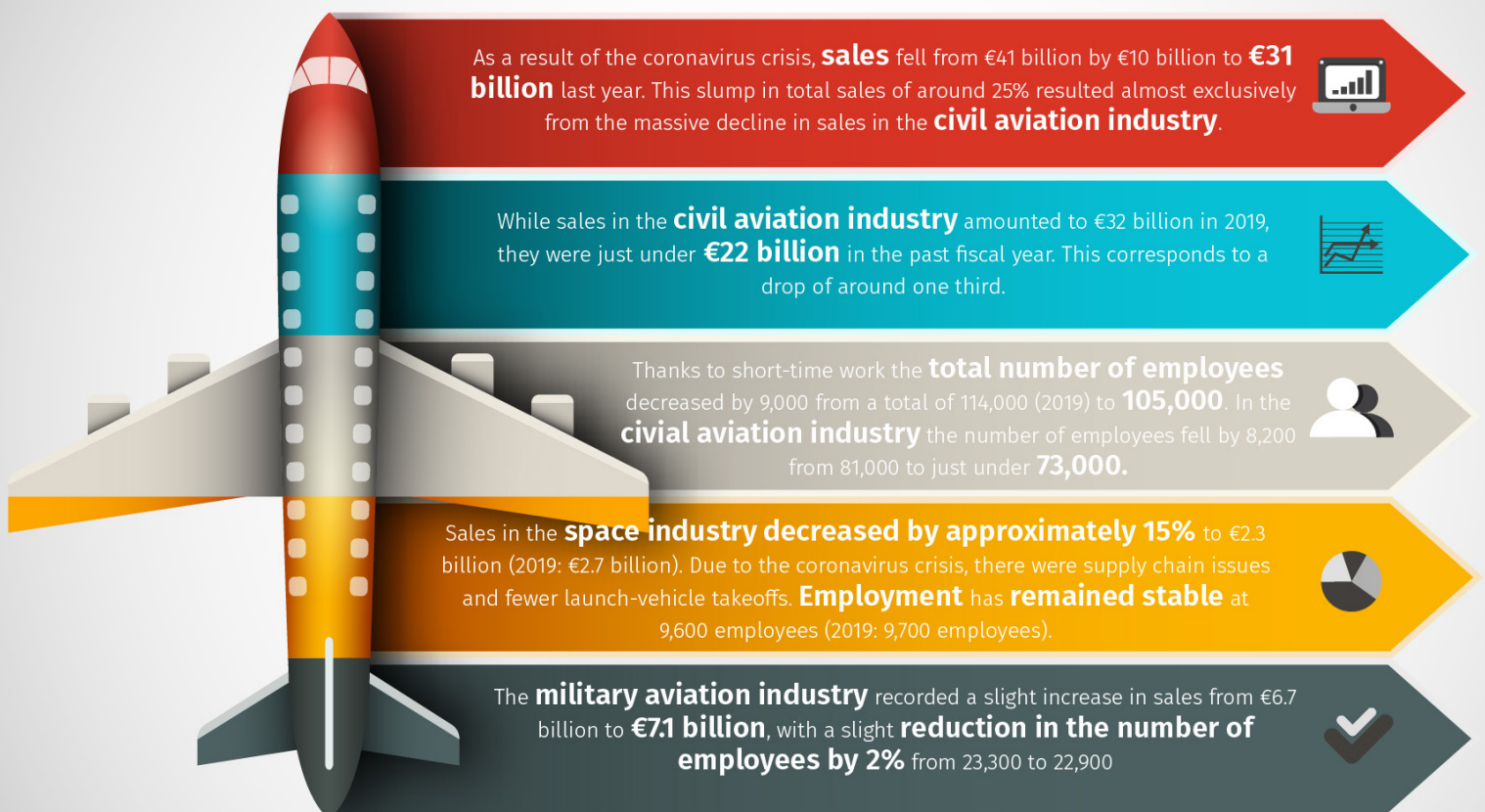
In the past year, the space industry has once again demonstrated its superior capabilities. The provision of digital applications in the context of home office work and homeschooling as well as private and professional telephone and video conferences underline the industry's importance. This must be expanded. In this context, it is strategically indispensable to increase the National Program for Space and Innovation to €500 million per year with the aim of ensuring that the German space industry remains competitive.

The military aviation industry recorded a slight increase in sales from €6.7 billion to €7.1 billion, with a slight reduction in the number of employees by 2% from 23,300 to 22,900.

In the past fiscal year, several major projects were implemented which, due to their high level of supplier involvement, also provided economic security for the supply chain. Now the shaping of additional strategic projects must follow, with particular attention to the FCAS (Future Combat Air System). It is important for our member companies, for the Federal Republic of Germany and for the Bundeswehr to continue to develop technologies and capabilities with the aim of providing soldiers with the best possible equipment. For this, our industry needs a basic level of planning certainty. Cutbacks in programs lead to immediate negative consequences for Germany's technological and industrial position and for its sovereignty in Europe and the world.

Slight decline in exports – industry's R&D ratio remains high

In the past fiscal year, the export share fell slightly from 77% to 74% compared to 2019, as a percentage of overall industry sales. Industry spending on research and development remains high. It comprises a volume of almost €2.9 billion; this figure corresponds to a share of 9,3% of the industry's sales.



German Aerospace Industries Association (BDLI)

ATRIUM Friedrichstr. 60
10117 Berlin
+49 (0)30 206140-14
pressestelle@bdli.de
www.bdli.de

April 2021

