

German Aerospace Industries Association

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

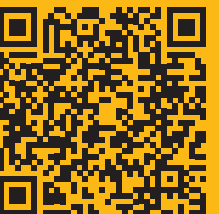
Financial year 2021

GERMAN AEROSPACE INDUSTRY FIGURES

ANNUAL REPORT 2021



Read more



BDLI



German Aerospace Industries
Association (BDLI e.V.)

2021 – German Aerospace Industry Figures

The aerospace industry in Germany again suffered the consequences of the coronavirus crisis in the past financial year 2021.

At €31.4 billion, sales in the past year were at the previous year’s low level. The total number of employees decreased by 5,000 from 105,000 (2020) to 100,000. This was announced today in Berlin by the German Aerospace Industries Association (BDLI e.V.).

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

While sales in this largest segment of the industry amounted to €32 billion in 2019, they were just under €22 billion in 2020. In 2021, the value has stabilized at the same level. The system manufacturers, like the highly integrated, nationwide supply chain, were again massively affected by the drop in international travel and the associated low demand for new commercial aircraft in 2021.

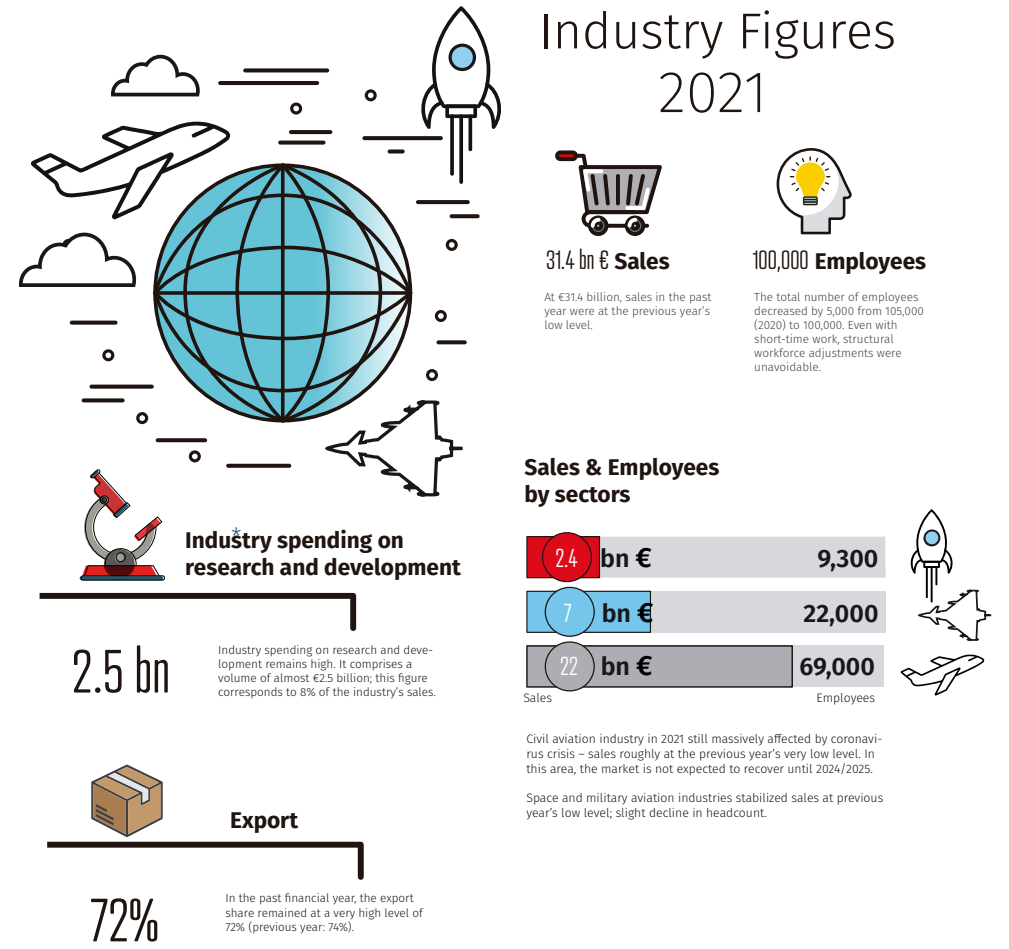
The number of employees decreased by a further 4,000 to 69,000. The main reason for this is the need for structural adjustment measures, which, especially in the area of long-haul aircraft production, can no longer be absorbed by short-time work. In this area, the market is not expected to recover until 2024/2025. 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.

“We regard the crisis as an opportunity. Green flying is the future, and it has already begun. Our declared goal is that the climate-neutral aircraft of the future will be developed and built in Europe and in Germany,” says BDLI president Dr. Michael Schöllhorn. “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 already available at the industry’s locations 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, digitalization and, last but not least, sustainable aviation fuels. This also includes the development of a hydrogen infrastructure.”

Space industry

Sales in the space industry remained constant at €2.4 billion. The coronavirus crisis led to further challenges in the supply chain and also fewer European launch-vehicle takeoffs. The number of employees decreased by 3% to 9,300. This is particularly due to the upcoming and somewhat delayed transition from Ariane 5 to the new Ariane 6 launch vehicle.

In the past year, the space industry has once again demonstrated its benefits for people and the environment as well as its superior capabilities. Thanks to German space-industry satellites, major new successes in climate change research have been achieved, making indispensable contributions to climate and environmental protection as well as to a sustainable economy and society.



Especially against the current background of the war in Ukraine, the strategic relevance of space technology and the need for European, satellite-based, secure connectivity are also evident. Increasing the National Program for Space and Innovation to €500 million per year is vital in order to shape the leading role of tomorrow's space technology with European and international partners and to keep the German space industry competitive at the global level.

Militärische Luftfahrtindustrie

The military aviation industry recorded constant sales of €7 billion, with a slight decline in the number of employees by 4% from 22,900 to 22,000.

In the past financial year, several major projects were implemented that, due to their high level of supplier involvement, also provided economic security for the supply chain. This included, first and foremost, the development and procurement of the Persistent German Airborne Surveillance System (PEGASUS) to close the gap in signal-detecting airborne surveillance; various radar and sensor measures (land/sea); the parliamentary approval for the European EuroMALE drone; and the Franco-German-Spanish cooperation agreement for research and technology activities, which is part of a joint development and procurement project for a future combat aircraft system Next-Generation Weapon System (NGWS) in a Future Combat Air System (FCAS). In particular, the 1B/2 contract for the demonstrator phase of the European lighthouse project is of groundbreaking importance. Now, the shaping of additional strategic projects must follow, with particular attention to the FCAS. It is of crucial importance for our member companies, for the Federal Republic of Germany and for the Bundeswehr that the industry continue to develop technologies and capabilities.

BDLI president Schöllhorn: “Our goal is to provide our troops 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 financial year, the export share remained at a very high level of 72% (previous year: 74%).

Industry spending on research and development remains high. It comprises a volume of almost €2.5 billion; this figure corresponds to 8% of the industry's sales.