



# Fast Facts

The air transport industry in Europe has united to present its key facts and figures.

The European air transport industry comprises more than 130 airlines, a network of over 450 airports and some 60 air navigation services providers. The demand for air travel in Europe increased three-fold between 1980 and 2000, and is set to double by 2020.

## Economic and social benefits of air transport

- Air transport forms a unique global network linking people, countries and cultures – and plays a vital role in the further integration and development of Europe. It is increasingly accessible to a greater number of people who can now afford to travel by air for leisure and business purposes.
- Over 1.6 billion passengers worldwide use the world's airlines for business and leisure travel. Research indicates that by 2010, this number could exceed 2.3 billion.
- Air transport is essential for world business – creating jobs and opening up new market opportunities by attracting businesses to locations in the developed and developing world. It moves products and services quickly over long distances enabling economic and social participation by outlying communities.
- Air transport provides 28 million direct, indirect and induced jobs worldwide, a figure that is expected to rise to 31 million by 2010.
- The combined direct, indirect and induced employment created at European airports is 4,000 jobs per million passengers served. The location of an airport creates an economic ripple effect, attracting other industries and business activities, and secondary support functions.
- Over 40% of world trade of goods (by value) is carried by air.
- To ensure that everyone benefits from air transport in the future, the necessary infrastructure investments must be decided today to guarantee tomorrow's expected growth.
- Aviation is directly linked to the tourism industry in Europe, generating receipts of 700 million euro per day, and creating considerable employment in the aircraft and engine manufacturing industries, and related activities.





## Environment and sustainability

- Air transport is committed to meeting its customers' growing demand in a sustainable manner, maintaining an optimal balance between economic progress, social development and environmental responsibility.
- Today's aircraft are typically 75% quieter (minus 20 decibels (dB)) than the first jets in the 1960s. Research efforts in Europe target further overall reductions of 6 dB by 2008-2010. A longer-term goal of a 10 dB reduction per aircraft operation is expected for 2020.
- The aviation industry has reduced its environmental impact in recent decades through the development of new technology and the adoption of specific operating methods. Aviation noise and emission levels are modest (when considering the long distances covered), and land usage for air transport is comparatively small. The industry also capitalises on intermodal air-rail opportunities to alleviate congestion.
- When considering the total European population affected by transport noise, 7% live around airports, while 14% reside along rail tracks and 79% along roads.
- The noise 'footprint', or area of disturbance, around a modern aircraft taking off or landing is much smaller than that of a passing high-speed train, which creates a disturbance all the way from its origin to destination.
- EUROCONTROL estimates that minimising the inefficiencies in air traffic management systems could further reduce fuel burn in Europe by up to 12%.
- Achieving further improvements in environmental performance is a key research and development objective for the aviation industry.
- Today's aircraft are 70% more fuel-efficient than the jets of the 1960s (e.g. 3.5 litres per 100 passenger-kilometres, which is more efficient than many forms of transport). Research efforts in Europe aim to achieve further reductions of 20% in carbon dioxide (CO<sub>2</sub>) and 60% in nitrogen oxide (NO<sub>x</sub>) emissions, for new aircraft engines in 2008. Longer-term goals include achieving a 50% cut in CO<sub>2</sub> emissions per passenger-km and an 80% cut in NO<sub>x</sub> emissions for equipment entering service in 2020.
- Per passenger-kilometre, air transport uses less than 1% of the land required for the entire transport network in the European Union.

## Safety

- Objective measures show that air travel is one of the safest modes of transport and has achieved significant reductions in the number of accidents in recent decades.
- The accident rate for air travel represents one fatality per million flights. Despite the rapid and constant growth in air traffic, accident rates have been reduced by over 50% during the past 20 years.
- Safety is the key priority for the aviation industry, is part of its culture and is a prime objective of its research and technology development efforts.
- The air transport industry is working together to achieve a continuous improvement in safety. The long-term goal in Europe is to reduce accident rates by 80% by 2020 through technology, operational and regulatory initiatives, and measures to decrease human error.
- The aviation industry in Europe supports the creation of strong and effective European aviation safety regulatory mechanisms with appropriate executive and regulatory powers.

The material contained in this flyer is for informational purposes only.

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This flyer has been produced by the air transport industry through the Collaborative Forum of Air Transport Stakeholders.

### Members

**ACI EUROPE** – Airports Council International – European Region ([www.aci-europe.org](http://www.aci-europe.org))

**AEA** – Association of European Airlines ([www.aea.be](http://www.aea.be))

**AECMA** – The European Association of Aerospace Industries ([www.aecma.org](http://www.aecma.org))

**ATAG** – Air Transport Action Group ([www.atag.org](http://www.atag.org))

**CANSO** – Civil Air Navigation Services Organisation ([www.canso.org](http://www.canso.org))

**EBAA** – European Business Aviation Association ([www.ebaa.org](http://www.ebaa.org))

**EEA** – European Express Association ([www.euroexpress.org](http://www.euroexpress.org))

**ERA** – European Regions Airline Association ([www.eraa.org](http://www.eraa.org))

**EUROCONTROL** – European Organisation for the Safety of Air Navigation ([www.eurocontrol.be](http://www.eurocontrol.be))

**IACA** – International Air Carrier Association ([www.iaca.be](http://www.iaca.be))

**IATA** – International Air Transport Association ([www.iata.org](http://www.iata.org))

### Observers

**ECAC** – European Civil Aviation Conference ([www.ecac-ceac.org](http://www.ecac-ceac.org))

**European Commission** – ([www.europa.eu.int](http://www.europa.eu.int))