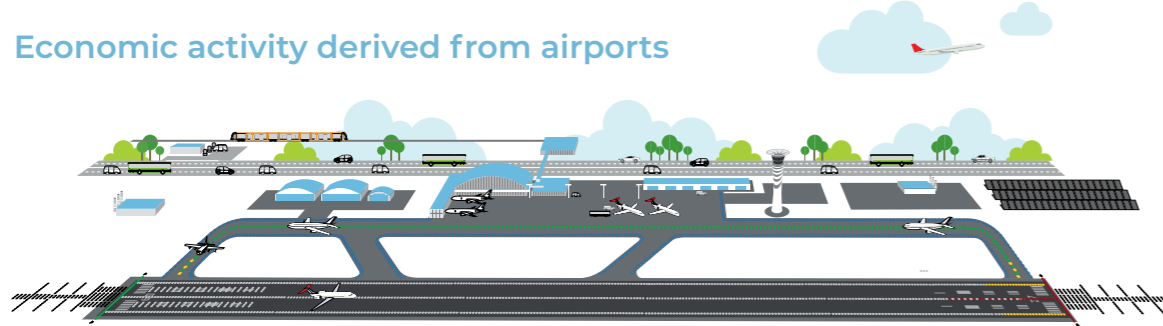




Socioeconomic impact of aviation

Air transport and airports are important sources of jobs and wealth, contributing in relevant ways to the social development of regions where they are located.

Economic activity derived from airports



Aviation contributes **3.6%** World GDP

Activity

Direct



Jobs

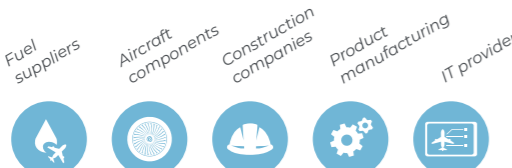
10.2 M

Economic activity and employees associated with airport operation and management.

GDP

627,200 M€

Indirect



10.8 M

Industries that supply products and services for aviation activities.

567,910 M€

Induced



7.8 M

Economic activity generated by employees spending income on purchases at companies linked to the airport.

404,250 M€

Catalysed



36.7 M

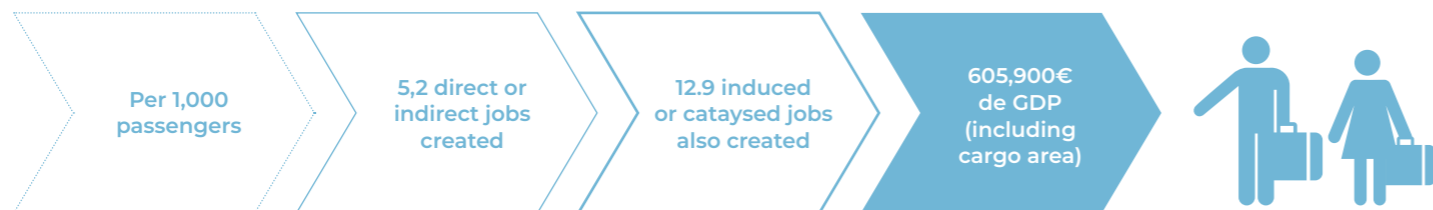
Activities that can be developed thanks to the existence of air transport.

798,610 M€

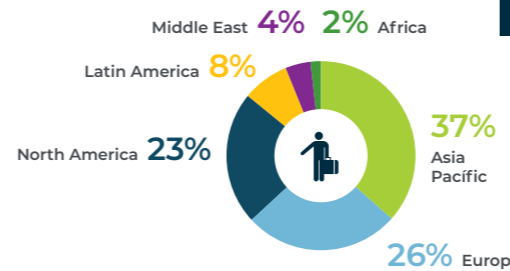
Airlines: Cabin crew, staff, handling, invoicing, etc.
Engineering: Maintenance, engineering, components, etc.
Airport operation: Operations, planning, engineering, etc.
Air navigation: Air traffic controllers, navigation, etc.
Internal jobs: Shops, rental cars, customs, catering, security, etc.

Passenger-economic activity relationship

For each passenger that travels by plane, a series of tasks, processes and economic activities are generated.



Aviation worldwide



If aviation were a country, it would be in the G-20 thanks to GDP
1,300 airlines and 32,000 aircrafts

Region	Flights (Millions of flights)	Passengers (Millions of passengers [Scale 1:100])	Cargo (Millions of tons)	GDP regional contribution (Millions € [Scale 1:400])	Jobs direct/indirect (Millions of jobs)	Jobs induced/catalysed (Millions of jobs)
Asia Pacific	11.82	1,500	22.2	604,300	6.4	23.8
Europe	8.54	1,000	10.1	726,600	5.6	6.6
North America	10.18	939	19.2	806,250	4.3	10.6
Latin America	3.13	316	2.1	138,000	2.6	4.6
Middle East	1.20	172	7.2	114,400	0.9	1.5
Africa	1.13	98	0.97	49,260	1.0	5.1

How COVID-19 affected aviation worldwide?

