

OECD COUNTRIES¹⁷³

Air transport supports 21.9 million jobs and \$1.9 trillion in GDP in the OECD



The air transport industry in the OECD directly generated an estimated 5.5 million jobs in 2014:

- » Airlines: 1.2 million (22% of the total).
- » Airport operators: 172,500 (3%).
- » Other on-airport: 3.1 million (57%).
- » Civil aerospace: 859,000 (16%).
- » Air navigation service providers: 106,000 (2%).

As well as this direct employment in the operations of the air transport sector itself, the sector's impact reaches further through the OECD economies. Including direct impacts, the effect of the sector's procurement of goods and services through its supply chain, and the benefits that arise when employees in the industry and its supply chain spend their wages in the local consumer economy, the air transport sector supported 14.4 million jobs and contributed \$1.4 trillion to GDP in the OECD in 2014.

1.9

billion passengers

57%

OECD share of global passenger traffic, 2014

477

airlines

14,961

aircraft in service

In addition, the spending of foreign tourists – most of whom arrive by air – supported an estimated 7.5 million jobs and contributed \$555 billion to GDP in the OECD's economies in 2014.

In total, the industry supported 21.9 million jobs and made a \$1.9 trillion contribution to GDP in the OECD. This accounted for 35% of the jobs and 71% of the GDP supported by the air transport industry worldwide.

The number of revenue passenger kilometres flown in the economies is expected to grow by about 3.5% per annum over the next two decades. This increase will, in turn, drive growth in the economic output and jobs that are supported by the air transport industry in the OECD economies in the next 20 years. By 2034, Oxford Economics forecasts that the impact of air transport and the tourism it facilitates in the OECD will have grown to support 33 million jobs (50% more than in 2014) and a \$3.8 trillion contribution to GDP (a 99% increase).

Total jobs and GDP generated by air transport in the OECD, 2014

JOB TOTAL		GDP TOTAL
21.9 million		\$1.9 trillion
7,500,000	Tourism catalytic	\$555 bn
2,900,000	Induced	\$269.4 bn
6,100,000	Indirect	\$579.4 bn
5,500,000	Aviation direct	\$503 bn



GE Aviation's US expansion means jobs and investment



To meet the growing demand for jet engines, GE Aviation (which is a partner in CFM International with Safran Aircraft Engines) has expanded its operations significantly. The company has opened eight new US manufacturing facilities in the last eight years all focused on producing new technologies to improve fuel efficiency and lower emissions.

The jet engine order book for GE Aviation and CFM International exceeds 15,000. Much of this backlog involves new engine designs, such as CFM's LEAP engine for narrow-body aircraft and the new GE9X under development for the Boeing 777X.

To deal with this backlog, GE has built new facilities, upgraded existing plants and launched new joint ventures and acquisitions. These new facilities are creating jobs and enable the construction of next-generation engines, which require manufacturing through new processes, such as additive manufacturing. Since 2012, GE's drive to ramp up its facilities included:

- » Opening an additive manufacturing facility in Auburn, Alabama, to mass produce LEAP engine's fuel nozzle tip.
- » Creating a \$51 million research centre in Dayton, Ohio, focused on advanced power starter/generation, conversion and distribution technologies.
- » Investing \$56 million in a second advanced composite component facility in Mississippi, with 100+ staff.
- » Opening the world's first facility to mass produce parts for commercial and military engines in Asheville, North Carolina, with over 300 employees.
- » Constructing a LEAP engine assembly factory in Indiana, that will employ more than 200 people.
- » Investing \$200 million in Huntsville, Alabama, to mass-produce silicon carbide material for CMC components.

And this is only GE's operations in the company's home country of the United States. Worldwide, GE's investment in research and production is far greater.