The air traffic industry facing the challenge to double its fleet

The last airline industry's global market study, elaborated by Airbus for the period 2017-2036, expects a duplication of the fleet in the coming 20 years.

It considers the need to count with 530,000 pilots and 550,000 maintenance technicians for a fleet of passenger planes of over 100 seats, which will be doubled to 40,000 planes, and for more than 70% of these new planes to be single-aisled. These numbers are translated into an annual growth by 4.4%.

Although the trend for air traffic to be doubled every 15 years remains unchanged, the difference is that this growth is located in emerging countries (China, India, remaining Asia and Latin America), indicating that the number of users in these countries will treble from now to 2036.

These figures of growth contrast with one of the conclusions on the industry indicated in the report “Challenges to Air Transport in Spain” presented in Fundación Ramón Areces last June, which highlights a loss of Spain's direct international connectivity.

Furthermore, such connectivity is concentrated in EU countries and Latin America, being very weak with the rest of the world and, particularly, with emerging countries, where the highest growth is expected.

Nonetheless, this is a strategic sector for the Spanish economy.

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the size of the fleet of passenger planes of over 100 seats in next 20 years

With regards to our country, Spain counts with sufficient capacity to build a plane, but challenges to be faced by the industry are highly relevant, as evidenced in the recent Mazars Global Aerospace & Defense Sector study, Supplier of the Fittest - How to Manager Significant Increases in Production Effectively dated at September 2016, which analyzed the impact of the increase of the production of planes for the supply chain.

The report by the Spanish Association for Defence, Aeronautical and Space Technologies (TEDAE), “The significance of the aeronautical industry for the Spanish economy”, shows a growing trend, where the Spanish aeronautic industry doubled its contribution to industrial GDP during the crisis, reaching 4.5%.

In addition to the contribution to industrial GDP, the sector stands out for its investment in innovation (6% of total expense in technological innovation in Spain), for the generation of 105,000 direct and indirect employments, or for its solid exporting capacity (representing more than 80% of production and 2.6% of Spanish exportations).

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