



Federal Aviation  
Administration

# The Economic Impact of Civil Aviation on the North Atlantic (NAT) Region

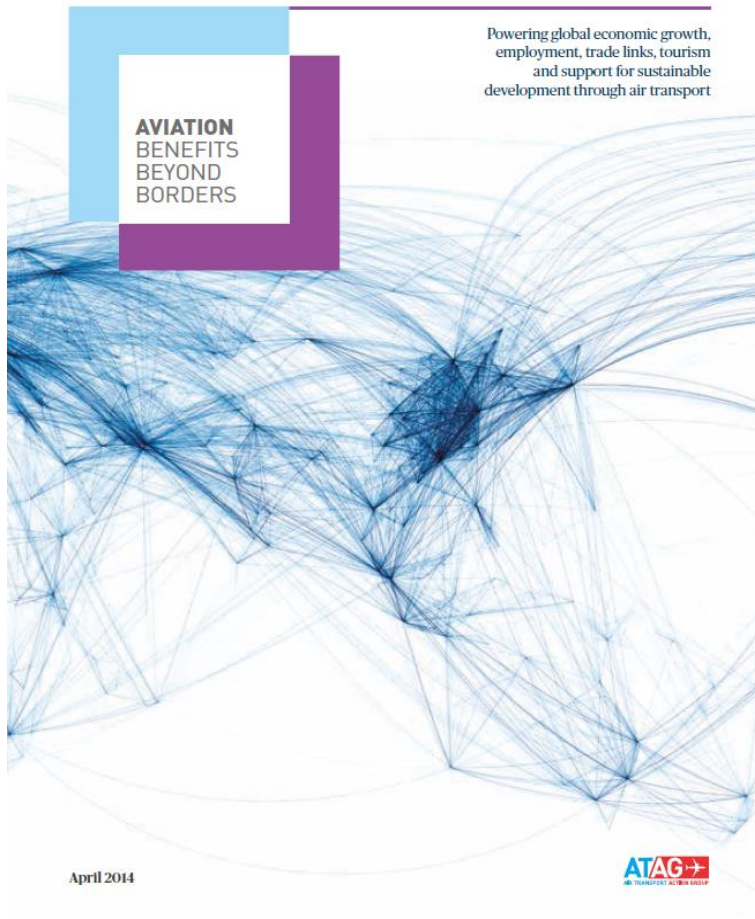
**Presented to:** ICAO NAT EFG 28  
Paris, France

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**Date:** April 28, 2015



# Global Impact of Air Transport, 2012

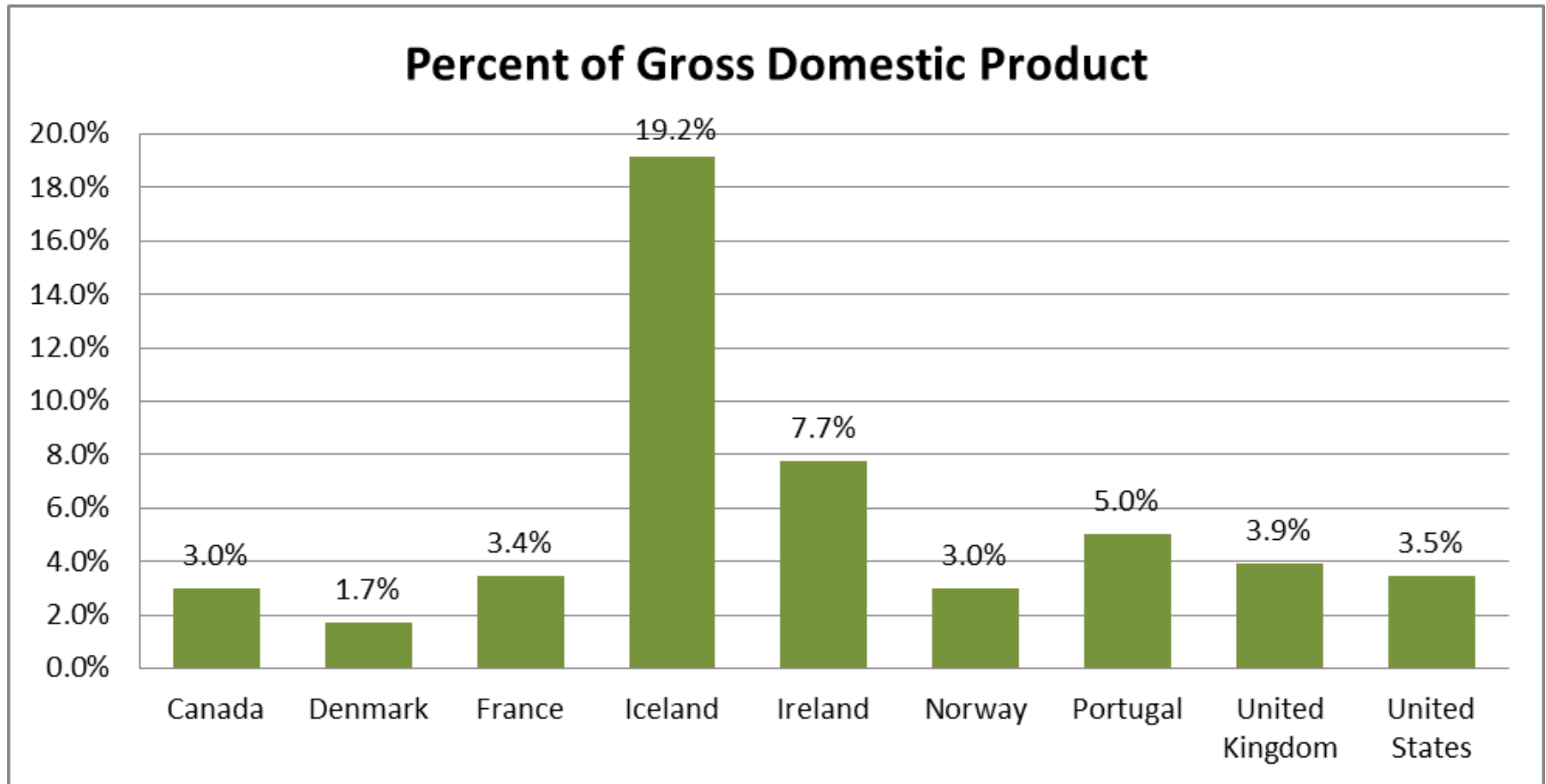


## Global Air Transportation contributes:

- USD \$2.4 trillion in GDP
- 3.4% to Global GDP
- 58.1 million Jobs

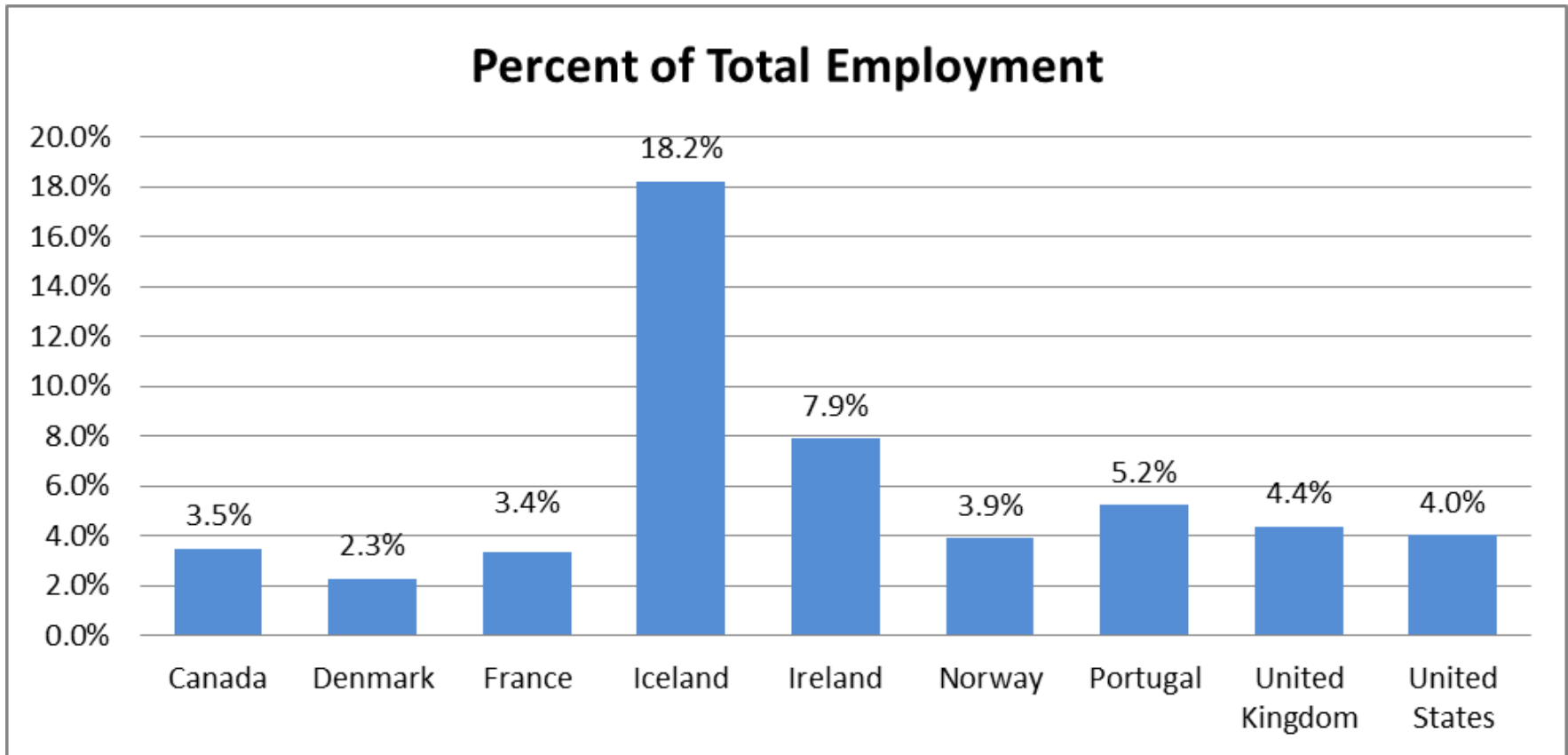
Source: Air Transport Action Group, <http://aviationbenefitsbeyondborders.org/>

# Air Transport Economic Impact: GDP – North Atlantic Members, 2012



Source: Air Transport Action Group, <http://aviationbenefitsbeyondborders.org/>

# Air Transport Economic Impact: Jobs – North Atlantic Members, 2012

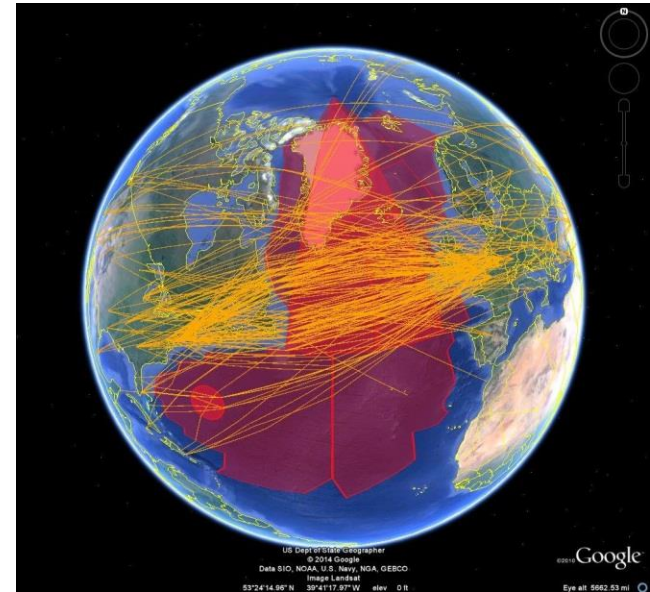


Source: Air Transport Action Group, <http://aviationbenefitsbeyondborders.org/>

# NAT Region Statistics - 2012

- **Annual Operations<sup>1</sup>**

- Number of flights: 547,907
  - 536,309 passenger flights
  - 11,598 cargo flights



- **Passengers and Cargo<sup>2</sup>**

- Passengers: More than 100 million carried
- Cargo: Approximately 27 billion revenue ton miles transported

<sup>1</sup> FAA, TFMS Data

<sup>2</sup> FAA estimates using TFMS and US DOT/BTS Operational Data

# Economic Values - 2012

## Average Values in North Atlantic Region

- Round-trip passenger fare: **\$1,511**
- Visitor Expenditure: **\$2,306**
- Revenue per cargo flight: **\$182,500**
- Revenue (fare) per passenger flight: **\$153,900**
- Freight revenue per passenger flight: **\$13,860**
- Average miles per departure: **4,400**

Source Data: FAA calculations using U.S. DOT/BTS Form 41 data and visitors data from selected countries.

Passenger fare: Total fare paid by passenger, including taxes and fees and new average fare calculated using statute miles instead of nautical miles.

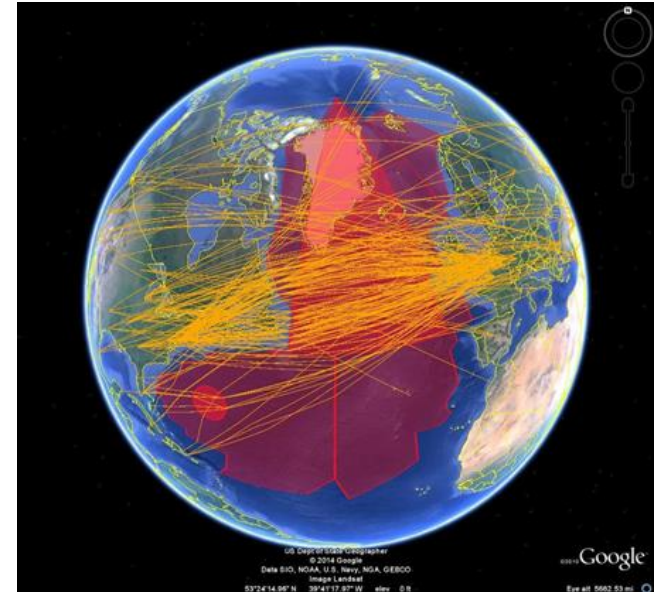
# NAT Air Transportation Flows

Passenger Flow – Round Trip:

Country A  Country B

Freight Flow:

Country A  Country B



# NAT Primary Output Matrix - 2012

## Total Primary Output<sup>1</sup>: Country-Pairs Matrix (USD \$Millions)

From: \ To:	Canada	Denmark	Iceland	Ireland	Norway	Portugal	Rest of NAT	UK	USA	Total (From:)
Canada	\$ -	\$ 97.9	\$ 64.8	\$ 88.7	\$ 30.3	\$ 127.3	\$ 6,840.6	\$ 2,073.5	\$ 7.3	\$ 9,330
Denmark	\$ 81.8	\$ 60.5	\$ 61.4	\$ 0.0	\$ 0.5	\$ 1.2	\$ 20.6	\$ 1.9	\$ 1,039.8	\$ 1,268
Iceland	\$ 36.9	\$ 59.8	\$ -	\$ 0.3	\$ 2.0	\$ 0.2	\$ 309.5	\$ 45.8	\$ 255.2	\$ 710
Ireland	\$ 82.2	\$ 0.0	\$ 0.4	\$ -	\$ -	\$ 1.3	\$ 24.0	\$ 0.0	\$ 1,251.9	\$ 1,360
Norway	\$ 36.7	\$ 0.3	\$ 1.9	\$ -	\$ -	\$ 1.5	\$ 65.0	\$ -	\$ 860.5	\$ 966
Portugal	\$ 69.6	\$ 1.1	\$ 0.1	\$ 1.0	\$ 1.3	\$ -	\$ 170.8	\$ 8.0	\$ 492.3	\$ 744
Rest of NAT	\$ 4,037.1	\$ 14.3	\$ 160.9	\$ 11.1	\$ 41.0	\$ 134.1	\$ 22,109.9	\$ 1,730.1	\$ 78,168.6	\$ 106,407
UK	\$ 1,392.9	\$ 1.2	\$ 100.3	\$ 0.0	\$ -	\$ 62.9	\$ 4,077.0	\$ -	\$ 19,021.7	\$ 24,656
USA	\$ 3.3	\$ 376.8	\$ 367.6	\$ 1,601.3	\$ 242.0	\$ 377.6	\$ 57,332.2	\$ 12,046.3	\$ 184.4	\$ 72,531
Total (To:)	\$ 5,740	\$ 612	\$ 757	\$ 1,703	\$ 317	\$ 706	\$ 90,950	\$ 15,906	\$ 101,282	\$ 217,972

<sup>1</sup>Total primary output includes output for passengers, freight, and visitor expenditures (*excludes ANSP output*)  
Rest of NAT includes flights in NAT airspace to non-NAT member countries



# NAT Primary Output Matrix - 2012

## Total Primary Output<sup>1</sup>: NAT-8 and Rest of NAT (USD \$Billions)

From: \ To:	NAT-8	Rest of NAT	Total (From:)
NAT-8	\$ 43	\$ 69	\$ 112
Rest of NAT	\$ 84	\$ 22	\$ 106
Total (To:)	\$ 127	\$ 91	\$ 218

<sup>1</sup>Total primary output includes output for passengers, freight, and visitor expenditures (*excludes ANSP fee economic impact*)  
Rest of NAT includes flights in NAT airspace to non-NAT member countries

# Primary Output by Country, 2012

## Primary Output

(\$USD Millions)

Country	Total*	Share of NAT
Canada	\$5,788	2.7%
Denmark	\$620	0.3%
Iceland	\$785	0.4%
Ireland	\$1,726	0.8%
Norway	\$327	0.1%
Portugal	\$745	0.3%
UK	\$15,947	7.3%
USA	\$101,300	46.4%
Rest of NAT	\$90,950	41.7%
<b>Total NAT</b>	<b>\$218,188</b>	<b>100.0%</b>
<b>NAT-8</b>	<b>\$127,238</b>	<b>58.3%</b>

\* Includes fees for ANSP services (Slide 8 row + ANSP Fees)

# NAT Region Total Economic Impact - 2012

Description	Output (\$USD Billions)		Earnings (\$USD Billions)	Jobs (000s)
	Primary	Total*	Total	Total
Airline Operations - Passengers	82.5	200.6	62.1	1,357
Airline Operations – Freight	9.6	21.8	6.7	168
ANSP Fees	0.2	0.5	0.1	4
Visitor Expenditures	125.9	328.8	98.5	2,935
<b>Total Impact</b>	<b>218.2</b>	<b>551.7</b>	<b>167.4</b>	<b>4,464</b>

\* Induced effects calculated by FAA using country-level Oxford Economics Model results provided by ATAG/IATA for 2010.

# Recap

- **Air Transportation contributes \$USD 2.4 trillion to the global economy and 58.1 million jobs**
- **Preliminary results show the NAT Region Total Economic Impact is almost \$USD 552 billion (Gross Output) and 4.5 million jobs**
  - 13.8 percent of global aviation value added
  - 7.7 percent of global aviation employment