



# Economic Contribution of Civil Aviation

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# Air transport as economic driver

- Passenger traffic reflects level of economic development, demographics, business activity and tourism
- Cargo volumes are also an indication of the strength of the economy
- Airports act as **economic magnets**
- Land development on or near airport sites generates additional economic activity, mainly for industrial uses but also for tourism and recreation



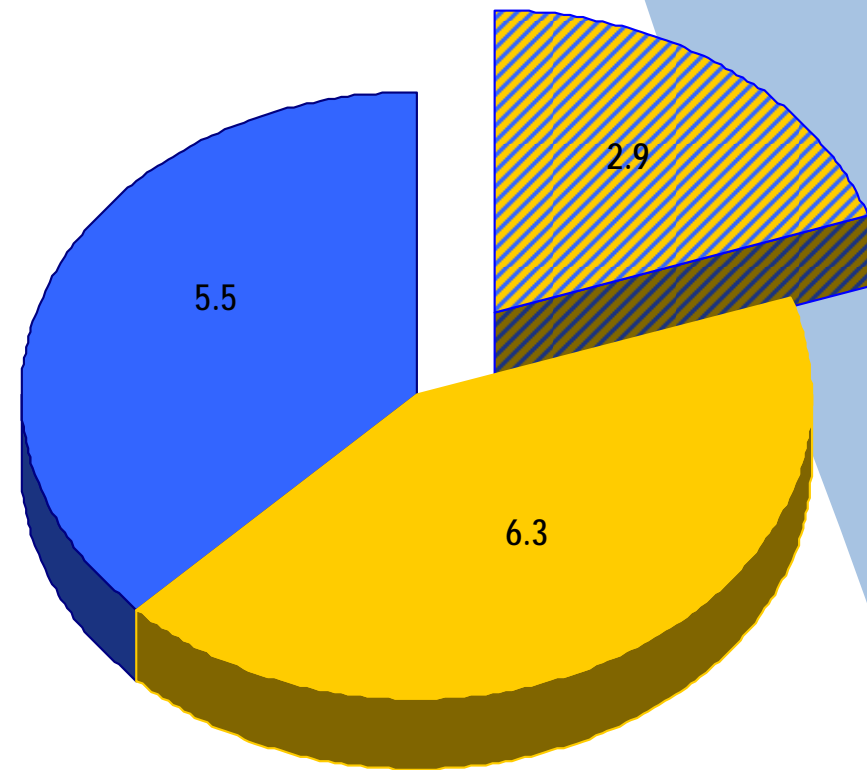
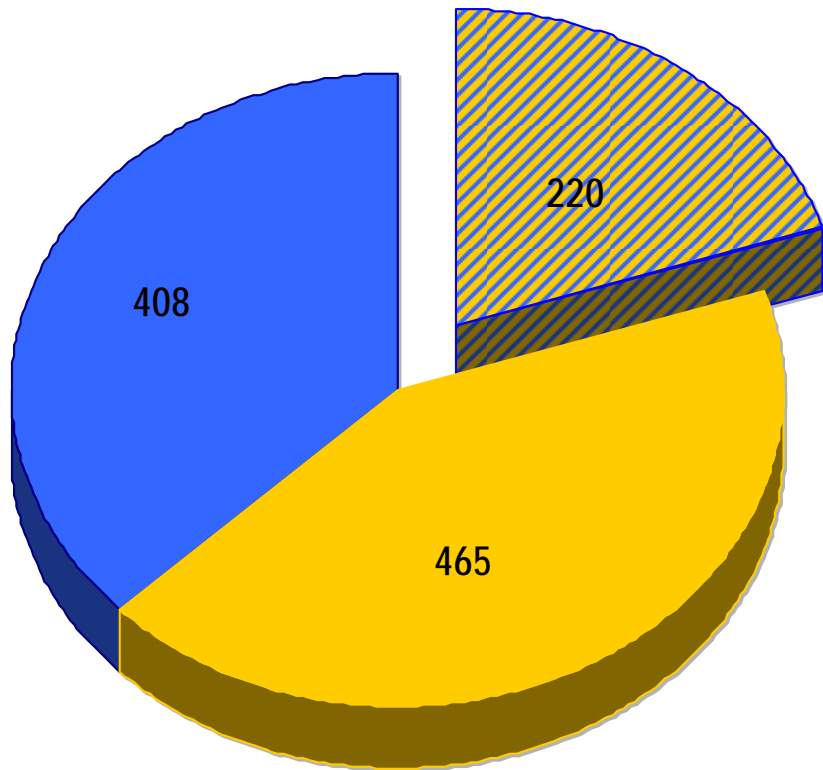
## Interdependencies: air transport and tourism

- ➔ Air transport facilitates trade in goods & services, including tourism
- ➔ International airline passengers are by tourism definition tourists
- ➔ Worldwide over 40% of international tourists arrive, on average, by air (higher proportions for long-haul, land-locked and island destinations)
- ➔ Trends arrivals and revenues of international air transport and tourism follow economic cycles

# Economic Contribution of Civil Aviation

GDP  
US \$1.1 trillion

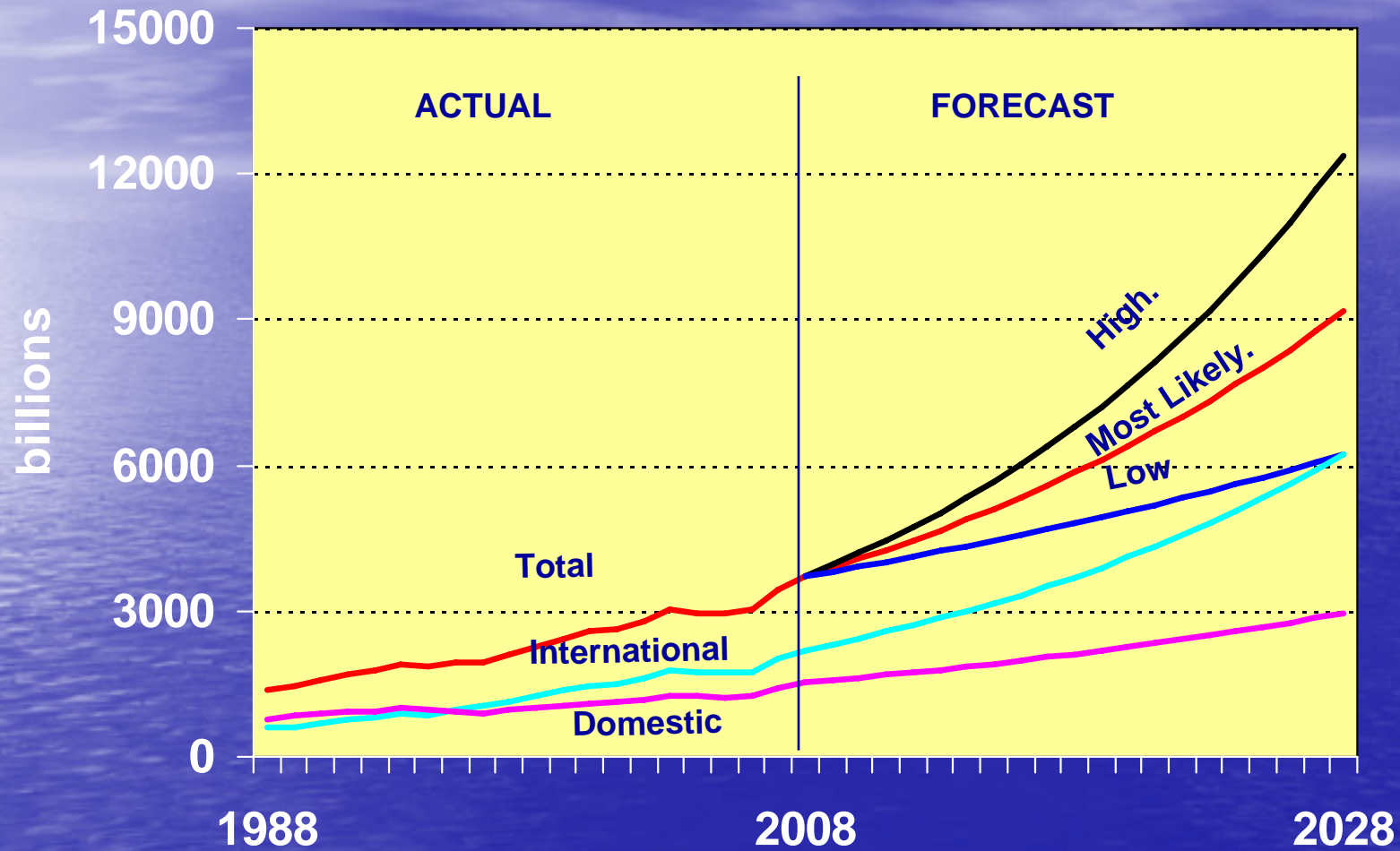
Employment  
1.5 million jobs



Induced Indirect Direct

Data source: ATAG, 2008  
Terminology changed to reverse  
air transport and civil aviation  
according to ICAO Circular 292.

# FUTURE TREND



RPK = Revenue Passenger-kilometres

Source: ICAO

# Role of ICAO

- \* Develop and provide policy guidance on the regulation of international air transport

Focus of current work:

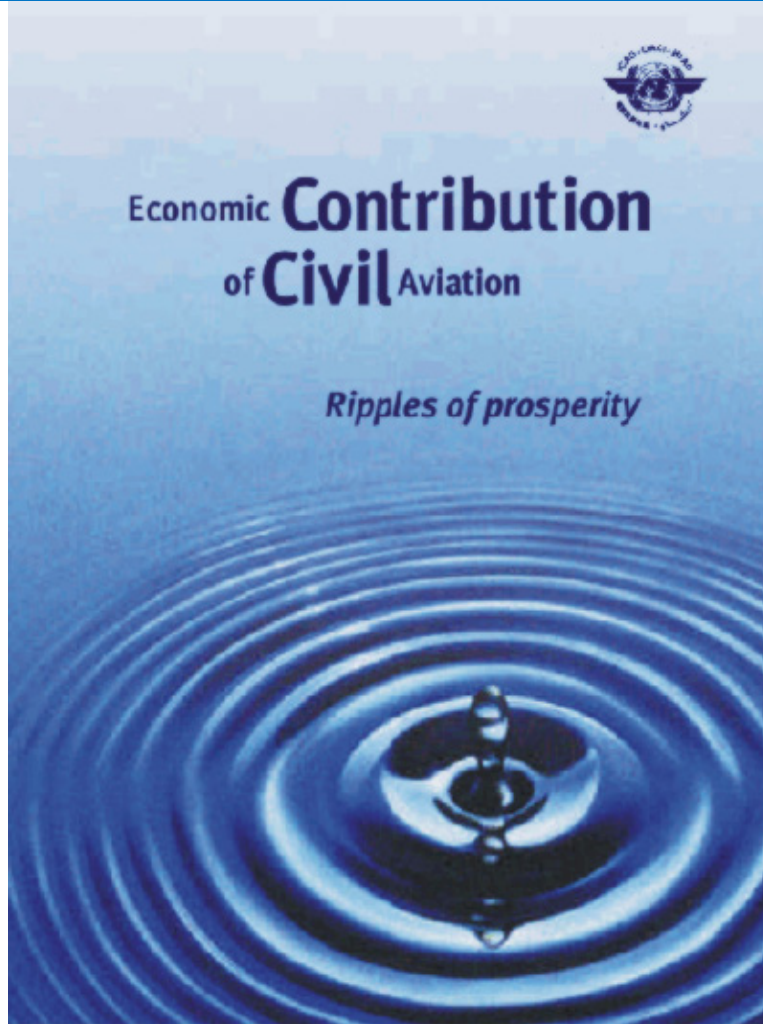
**Promote, Facilitate and Assist** States in liberalization

**Objective:**

**Create a favorable operating environment for the air transport industry to grow and prosper**



# The ICAO Study on ECCA



- Assess CA contribution
- Guideline on how to assess (methodology)

[www.icao.int/ATWorkshop/C292\\_Vol1.pdf](http://www.icao.int/ATWorkshop/C292_Vol1.pdf)