

Press Release

Business aviation generates €100 billion in economic value, study reveals critical policy threats

Brussels, Belgium, 29 January 2025 - **The Oxford Economics study released today outlined business aviation's substantial economic contributions in Europe, warning that restrictive policies could jeopardize up to €120 billion in foreign investments and 104,000 jobs by 2030.**

The report finds that proposals restricting business aviation could:

- Decrease Foreign Direct Investment by €76 billion to €120 billion
- Reduce EU employment by 57,000 to 104,000 jobs
- Disrupt industry efforts in advancing decarbonization
- Weaken the EU's competitive position globally by 2030

"Policies that seek to constrain the growth of business aviation create implicit trade-offs between the environmental benefits arising from fewer flights and the foregone benefits associated with business aviation," said the report.

Business aviation's socioeconomic contribution at risk

Business aviation provides critical connectivity, supports multinational enterprises (MNEs) driving FDI, and enables essential services like medical transport. In 2023 alone, the sector operated 70,000 medical flights, averaging over 190 flights per day. Business aviation's contributions include €44 billion in GDP from direct operations and an additional €56 billion via supply chains and worker spending.

"Policies that hinder business aviation could make Europe less attractive for foreign investment," the report states, with Germany, Italy, and Poland among the most affected countries.

Holger Krahmer, EBAA Secretary General, emphasized the need for supportive policies: *"Targeting business aviation with restrictions and unfair regulatory burdens, like the exclusion from the EU Taxonomy framework, risks €120 billion in FDI and thousands of jobs by 2030. We should move away from the ban mentality and focus on policies that support innovation, decarbonisation, and competitiveness."*

A more sustainable path forward

While the industry acknowledges the need to decarbonise, the report highlights the limited environmental impact of business aviation. In 2023, business aviation accounted for just 0.8% of EU aviation emissions and 0.04% of total CO₂ emissions, with most flights averaging 800km. Rather than imposing restrictive policies, the report underscores the transformative potential of Sustainable Aviation Fuels (SAF). SAF can reduce CO₂ emissions by up to 80%, while supporting the sector's ambitious goal of achieving net-zero emissions by 2050.

Kyle Martin, vice president European Affairs, GAMA said that “general and business aviation manufacturers play a crucial role in maintaining a strong innovation pipeline for the broader aviation industry. We are leading the way in aviation’s future by furthering advancements that mitigate carbon emissions and safety enhancing technologies to market first, before they scale up to commercial aviation. Misguided government proposals can stifle our progress and investments. Balancing growth, sustainability and prosperity amid rising international challenges will boost the competitiveness of Europe,”

Industry leaders echoed this sentiment: **Frank Moesta, Senior VP at Rolls Royce**, stated: “SAF is not just a future aspiration; it’s a viable drop-in solution available now. It is as a low-emission solution essential to today’s decarbonisation of air travel. Rolls Royce actively support the ramp-up of its availability to the aviation industry. We aim to be using 20% SAF by 2030 and 100% SAF by 2050, a rate higher than what is mandated by ReFuelEU.”

Time for fair policies

EBAA and GAMA are urging policymakers to adopt a strategic approach that prioritizes sustainable innovation over restrictive measures. This aligns with the [Draghi report on European competitiveness](#), which calls for investing in alternative fuel supply chains to meet decarbonization targets cost-effectively.

“Often perceived as a luxury, business aviation plays a crucial role in economic development. We’ve seen firsthand how it fosters growth in the regions it connects, from creating jobs in remote areas to attracting investment and reducing travel time. Business aviation is a key driver of economic activity, both in Europe and globally. As a European family business, Dassault Aviation understands how well a thriving business environment is necessary for Europe’s small and medium-sized enterprises. We know these companies rely on efficient and flexible transportation to contribute to the economy. This study shows, not using SAF, the real tradeoff between economic and environmental impacts linked to business aviation regulation. Regional economies experience real harms, while CO2 reductions are negligible. Therefore, by using SAF, we remain committed to addressing aviation’s full climate impact without compromising Europe’s competitive advantage.”

- Carlos Brana, senior executive vice president, Civil Aircraft, Dassault Aviation

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The full report is available for download at: <https://www.oxfordeconomics.com/resource/the-socio-economic-benefits-of-business-aviation-in-europe/>

About EBAA

The European Business Aviation Association (EBAA) is the leading organization for operators of business aircraft in Europe. Our mission is to enable responsible, sustainable growth for business aviation, enhance connectivity and create opportunities. EBAA works to improve safety standards and share knowledge, to further positive regulation and to ease all aspects of closely tailored, flexible, point to point air transportation for individuals, governments, businesses and local communities in the most time-efficient way possible. Founded in 1977 and based in Brussels, EBAA represents +700 members companies, corporate operators, commercial operators, manufacturers, airports, fixed-based operators, and more, with a total fleet of +1,000 aircraft. We provide more than 50 products and services to the BA community, including the European Business Aviation Convention & Exhibition (EBACE), Europe’s largest BA trade show.

About GAMA

The General Aviation Manufacturers Association (GAMA) represents more than 140 of the world's leading manufacturers of Business and General Aviation aeroplanes, rotorcraft, engines, avionics, components, and related services and technologies. GAMA members are also providers of maintenance and repair services, fixed-based operations, pilot and maintenance training, and aircraft management. Additionally, GAMA represents companies in the emerging sector of new air mobility, which includes the development of vertical take-off and landing (VTOL) aircraft as well as electric, hybrid and hydrogen propulsion and autonomous systems for civil purposes. GAMA member companies have facilities in over 30 countries.

About Oxford Economics

Oxford Economics was founded in 1981 as a commercial venture with Oxford University's business college to provide economic forecasting and modelling to UK companies and financial institutions expanding abroad. Since then, we have become one of the world's foremost independent global advisory firms, providing reports, forecasts, and analytical tools on more than 200 countries, 100 industries, and 8,000 cities and regions. Our best-in-class global economic and industry models and analytical tools give us an unparalleled ability to forecast external market trends and assess their economic, social, and business impact.

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