

PREAMBLE

What will 2024 be like for the world of aeronautics? Hardly anyone can predict, and there's nothing more perilous than the game of divination.

On the other hand, it's not impossible to look in the rear-view mirror and trace the major trends in this economic sector.

As we enter 2024, it seems to us that there are more questions than ever before (or at least for a very long time). We'll take a look at them together.

Facts are facts: the number of aircraft produced is still rising, as are the number of passengers, and MRO sales are growing at high speed.

Airbus delivered 735 aircrafts in 2023 (target: 720), but won over 2,300 new orders, bringing its backlog to over 8,500 aircrafts. These figures show the importance of this industry for Europe. Boeing is now far behind, with "only" 528 deliveries and, what's more important, only 1,456 orders. However, the cumulative total is very impressive: more than 1,260 aircraft have been delivered in one year, and 3,750 have been ordered.

The Covid crisis is now actually over. Few people have lost everything, many more just keep a trully bad souvenir of it. In all cases, that's all history now (until the next pandemic!) Can we find a symbol of it, among many? Here are two of them.

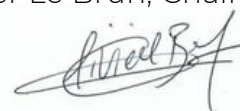
Figeac Aéro had launched a recovery plan called "Route 25" during the Covid; as a recovery symbol, the company is launching "Pilote 28" a year before the 2025 deadline, now much more focused on commercial growth.

In the UK and Brittany, two new airlines are about to be launched. In London, Global Airlines plans to fly from London to New York with A380 aircrafts. In Brest, a CRJ1000 aircraft is being prepared to open the Brest - Paris route. Two projects that illustrate that hope is back and the resumption of projects in the small world of aviation.

The aviation and aeronautics sector remains a safe bet, in the world in general, and in Europe in particular. Investing in such businesses is still relevant in 2024

May this guide convince you.

Olivier Le Brun, Chairman



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Highlights of the European aerospace sector in 2024

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PART 2

The European aerospace market

ITEM 2.1 - Some specific features of this market

- 1** How many countries are there in Europe?
- 2** As many countries, (almost) as many languages
- 3** Mature markets (not waiting for you)
- 4** A business with specific priorities
- 5** So many countries, so many different laws

ITEM 2.2 - Main European players

- 1** New market entrants
- 2** European players among the top five aerospace countries
- 3** European players among other European countries
- 4** Major European airport players
- 5** The main Lessors
- 6** The main "flying schools"

ITEM 2.3 - Ten sales tips to enter the European aerospace market

PART 3

Go further with Absolut Consulting

APPENDIX

Companies quoted in the White paper

APPENDIX - Companies listed in this white paper

- AAA
- Abirato Jet Services
- Absolut Consulting
- Acams (Air Traffic Management, Norway)
- Aciturri
- Acro Aero
- AD Industrie
- Adder technologies
- ADP
- Aercal
- Aernnoval
- Aerospace propulsion product (The Netherlands / ArianeGroup)
- Agusta Westland
- Air Cost Control
- Air Europa
- Air Liquide
- Air Support
- Airbus
- Airbus Defense & Space
- Airbus Friedrichshafen (satellites)
- Airbus Helicopters
- Airbus Portsmouth and Stevenage (satellites)
- AirFrance Industrie – KLM
- AirFrance KLM
- Air Cube
- AIS
- Alter technology
- Amag Rolling (Austria)
- Amphenol Air LB
- ArianeGroup
- Arquimea
- Artic Aviation Assets
- Artisys (Air Traffic Management, Czech Republic)
- Assmann Telecom
- ATR
- Avinor
- Aviointeriors
- Avolon
- Axiom'cables
- BAE Systems
- BBA Aviation
- BBAM
- Becker Avionics
- Biral
- Boeing
- Brice
- Britten-Norman
- Brüel & Kjaer
- Cadamadrid
- Chemring
- Clement Clarke Communications
- Cobham Iacobucci
- Colezopoulos
- Collins Aerospace
- COMAC
- Coopesa (cooperativa autogestionaria de servicios aeroindustriales)
- Crisa
- CS
- Daher
- DAS Photonics
- Dassault Aviation
- Dassault Falcon Service
- Dassault Falcon Service
- Dedienne Aerospace

- Deutsche Aircraft
- Diamond (Austria)
- Diehl Aviation
- Dornier Seawings
- Dutyfly Solutions
- ECA Group
- EFW (Elbe Flugzeugwerke)
- Eiffage
- ELG Carbon Fibre
- Elix Aviation
- Elixir Aircraft
- Enaire
- Euro-composites (Luxembourg)
- Eurofighter
- Expliseat
- Ferrovia
- FEV
- FlightWatching
- Fokker (GKN, the Netherlands)
- Fraport
- Geven SpA
- GKN Aerospace
- Globalia
- GTKL
- H55
- Hop !
- HV Sistemas
- Hydrogen Airport
- IAI (Israel)
- IberEspacio (Safran)
- Iliouchine (Russia)
- Infare
- Ipeco
- Irkut
- ITP
- Jackson Square Aviation (JSA)
- Kamov
- Kazan Helicopter
- KMWE (The Netherlands)
- Kopter (Switzerland)
- Latecoere
- Lauak
- Leroy-Somer
- Let Aircraft Industries (Czech rep.)
- Lheritier Alcen
- Liebherr Aerospace
- Lisi Aerospace
- LOT polish
- Lufthansa Techniks
- Mac Aero Interiors
- Marshall
- Martin-Baker
- Mecachrome
- Mecapole
- Meggitt
- Mil
- Mirus Aircraft seating
- MTU Aeroengines
- NH Industries
- Norwegian Air International
- Norwegian Air Shuttle
- Nyco
- OEMS
- Onera
- OpenAI
- Optimares
- Piaggio Aerospace
- Pilatus (Switzerland)
- Pipistrel (Textron)
- Pitch Aircraft seating
- PMV Groupe
- Pratt & Whitney
- Progress Arsenyev

- Premium Aerotech
- Qinetiq Indra
- Rafaut
- Recaro
- Revima
- Rheinmetall
- Rolls Royce
- Rotax (Austria)
- Rostvertol
- Royal Schiphol Group
- RTX
- Ruag (Switzerland)
- Saab (Sweden)
- Sabena Technics
- Safran
- Saft batteries
- Saint Gobain
- Satair (Denmark)
- Secapem
- Sener
- Seraf Aviation Group
- Sirius Aviation
- SKF (Suède)
- Skyworks
- Soukhoï (Russia)
- ST Engineering (Singapore Technologies Engineering)
- Stelia
- Swissport Belgium
- TAI (Turkish Aerospace Industries - Türkiye)
- TAI (Türkiye)
- Tarmac Aerosave
- Tecnam
- Telespazio (Leonardo & Thales)
- Temasek (Singapore)
- Thales
- Thompson Aero Seating
- Tupolev (Russie)
- Turkish Technic (Türkiye)
- UAC
- UEC-Saturn (Rostec, Russia / Safran, France)
- Ultra Electronics
- Vinci Aiports
- Voltaero
- Zim Flugsitz
- Welbees
- Wiremind
- World Economic Forum