

Appendix A cont'd

TABLE 5

Major European and American Aerospace Companies

Companies	Sales 1987 million ECU	Employees Units
European Companies		
British Aerospace (U.K.)	(16%)* 5 733	93 083
Aérospatiale (France)	(10%) 3 609	32 827
MBB (Federal Republic of Germany) ¹⁰¹	(9%) 2 946	36 897
Rolls Royce (U.K.)	(8%) 2 844	42 000
Dassault (France) ¹⁰²	(6%) 2 179	14 711
SNECMA (France)	(4%) 1 355	13 434
Aeritalia (Italy)	(3%) 1 062	13 662
Matra (France)	(3%) 952	5 800
Fokker (Netherlands)	(2%) 834	11 709
Dornier (Federal Republic of Germany)	(3%)+ 776	9 683
MTU (Federal Republic of Germany)	628	7 200
Agusta (Italy)	(1%) 428	4 656
Westland (U.K.)	(1%) 360	4 661
Casa (Spain)	(1%) 334	10 595
Fiat Aviazione (Netherlands)	(1%) n/a	n/a
SEP (France) ¹⁰³	(1%) n/a	n/a
Other European companies	(30%) n/a	n/a
American Companies		
Boeing	13 400	125 980
McDonnell Douglas	10 514	99 300
Lockheed	9 794	97 300
UTC	5 658	86 800
Northrop	5 280	46 536

* Percentage in brackets is the share of company sales on total European sales.

+ Dornier and MTU

Source: *Europe in 1994*, BIPE

Note: Example of European Collaboration Programs

Large front-end expenses have induced companies to join international programs, and there is a marked increase in industry companies wishing to participate in international programs. Thus, General Electric (U.S.) and SNECMA (France) have joined forces in a partnership to produce the best-selling engine in the large aircraft market, the CFM56. This engine powers the Boeing 737-300, most of the Airbus A320, and the re-engined McDonnell Douglas DC-8 and Boeing KC-135 aircraft. The engine is assembled in France and the United States. The competing engine consortium is International Aero Engines (IAE), formed by Pratt & Whitney, Rolls Royce (U.K.), Japanese Aero Engines (Japan), MTU (Federal Republic of Germany) and FIAT Aviazione (Italy). This consortium manufactures the V2500 engine, which competes with the CFM56 for Airbus A320 sales. Rolls Royce also plans to develop the RB211-524L, which will compete in the market for the McDonnell Douglas MD-11, Boeing 767 and Airbus A320. Should this engine be used in the Airbus 330, it would be the first Airbus to be produced without any significant American participation.