

(English version)

**Question for written answer E-003403/25
to the Commission
Siegbert Frank Droese (ESN)
(3 September 2025)**

Subject: Problems for EU airlines due to EU sanctions against Russia

1. What's the latest state of play in terms of the financial problems being faced by EU airlines due to EU sanctions against Russia?
2. How is the Commission reacting to the many cancellations of flights between the EU and Asia, especially to China and Japan?
3. How will the Commission react to the economic advantages Chinese, Turkish and Arab airlines, such as Emirates, are gaining due to the EU sanctions?

Submitted: 3.9.2025

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(24 October 2025)**

1. The Commission is aware of the detours that European airlines need to undertake to fly to many Asian destinations due to the closure of Russian airspace to Union carriers. These detours result in longer and costlier operations to those destinations. Despite these challenges, EU airlines continue to register profit growth, thanks to the strong post-Covid recovery in other aviation markets, for example the trans-Atlantic market, where airlines can deploy their fleet in a profitable manner.
 2. The Commission is aware of the decrease in market share for EU carriers on certain routes to Asia. Yet, air traffic from the EU to both Japan and China continues to increase year on year, while still below 2019 levels.
 3. Air transport between the EU and China (as well as with Japan, the majority of the Middle East and Türkiye) is governed by bilateral agreements between individual Member States and those countries. It should be recalled that in 2016 the Commission proposed to Member States to pursue an EU-wide aviation agreement with China, but this was not taken forward by Member States. The Commission stands ready to engage with Member States in this matter.
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