

Politics of the trans-Siberian airspace: Implications of airspace closures and sanctions on civil aviation

Report's annotation

The trans-Siberian airspace, popularly known as the Russian airspace, is the largest in the World, wedged between the financial capitals of Europe and East Asia. The airspace is highly politically and economically regulated by the Rosaviatsya (Federal agency for Air Transport). Since Russia's special operation in Ukraine began, several nations have imposed sanctions on Russia. In retaliation, Russia closed its airspace to 36 countries. This has resulted in increased flight times for airlines avoiding the airspace; a Tokyo-bound Finnair from Helsinki-which would usually take nine hours- would have to fly through the cold war route, adding four hours; the extra time flown adds to 40% of the total emissions (Finnair , 2022). The airspace closure resulted in existing transit hubs, such as Helsinki-Vantaa airport, taking massive losses because of the depleting traffic of transit passengers from Asia (Cohen, 2022).

This paper will examine the politics and the geo-economics of this airspace to study the externalities arising from the closure of the airspace both domesticallyⁱ and internationally (Sopamena, 2022)_ and observe how the domestic civil aviation industry is coping with the exclusion from the Western-led aviation supply chains (P. Neverov, 2017).. Secondly, the paper will look at alternative routes the Western airlines take to save flight time and emissions. This will inevitably result in new transit hubs, retarding civil aviation to a cold war-like configuration.

The scope of the study is vast, as it not only attempts to quantify the losses emerging from sanctions and airspace closures but also paints a picture of the future geo-economic configuration of the World economy from the point of view of civil aviation (IATA, 2022)

Keywords: Trans-Siberian Airspace, Geo-economics, Aviation, Supply chains, Sanctions

ⁱ The domestic aviation industry airlines such as Rossiya, Utair aviation, and S7 airlines that operate on Boeing and Airbus aircraft. Sanctions result in a resource crunch for spare parts, which can even raise questions about flight safety. This part of the study will also concentrate

on how it is restricting the mobility of people due to increased flight fares, and look at how people's consumption baskets have changed since February 2022.

Bibliography

Cohen, P. (2022, October 20). *How Finnair's Huge Bet on Faster Flights to Asia Suddenly Came Undone*. Retrieved from New York times:

<https://www.nytimes.com/2022/10/20/business/economy/finnair-helsinki-airport-russia.html>

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Sopamena, C. A. (2022). THE GLOBAL IMPACT OF RUSSIAN AEROSPACE CLOSURE. *Jurnal Dinamika Global* , 161-177.

This article deals with the immediate global implications of the aerospace closure.

IATA. (2022, March 25). *The impact of the war in Ukraine on the aviation industry*. Retrieved from IATA Economic: <https://www.iata.org/en/iata-repository/publications/economic-reports/the-impact-of-the-conflict-between-russia-and-ukraine-on-aviation/>

This source provides the author with a proper reference to the early impacts suffered by the civil aviation industry. This detailed report can assist in understanding the economics of civil aviation since Russia's special operation.

Sher, F., Raore, D., Klemeš, J.J. *et al.* Unprecedented Impacts of Aviation Emissions on Global Environmental and Climate Change Scenario. *Curr Pollution Rep* **7**, 549–564 (2021). <https://doi.org/10.1007/s40726-021-00206-3>

This source explains carbon emissions and their causal relationship with aviation. It assists in the report, as it attempts to quantify the additional amounts of carbon emitted because of the additional flight time.

P. Neverov, N. P. (2017). The analysis of problems and development prospects of civil aviation in Russia. In L. H. Vladimir Socha, *New Trends in Civil Aviation* (pp. 1-7). London : Taylor and Francis.

This source talks about the aviation industry even before the airspace closure, This study looks at the state intervention in the aviation sector and talks about the problems in Russian

civil aviation. The authors of the book chapter provide solutions for the domestic aviation Industry; strongly advocating for effective strategic asset management and systematisation of economic factors.