

**Question for written answer E-004207/2025
to the Commission**
Rule 144
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Subject: Aviation problems at Greek airports

The seamless operation of flights is crucial for the competitiveness and sustainability of tourism-based economies, such as that of Greece.

However, delayed flights at Greek airports resulting from air traffic control capacity constraints (due to understaffing, outdated systems) highlight the weaknesses of the Civil Aviation Authority.

Data shows that the nominal capacity (22 arrivals per hour) has been exceeded on numerous occasions, and while commitments have been made to renew critical equipment (radars, communications, navigation systems), the relevant contracts have not been signed. The problem now has a European dimension, as the failure to meet capacity and availability indicators affects the uniform functioning of the European air navigation network.

It is worth remembering that the current Single European Sky (SES) framework provides for binding targets, a performance and charging scheme and supervision on the basis of Regulation (EU) 2017/373, while EUROCONTROL, as the network manager, has a mandate to balance demand and capacity. What is more, the SESAR programmes and the Connecting Europe Facility (CEF) also provide financial tools to upgrade CNS/radar systems and to provide staff with training.

Can the Commission say:

1. How does it assess Greece's compliance with its SES obligations and what corrective measures is it considering in this regard?
2. What direct operational interventions can be implemented by the network manager in order to reduce delays?
3. How can the absorption of European funding (CEF, SESAR) be sped up to upgrade systems and meet staffing needs?

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