

**Question for written answer E-000278/2026
to the Commission**
Rule 144
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Subject: Critical air navigation infrastructure in the Athens FIR: European funds without effect?

The recent serious incident in the Athens FIR led to the cancellation or long delay of passenger flights due to aircraft being unable to communicate safely with control towers and highlighted the functional collapse of critical air navigation infrastructure in Greece.

The admission by the Greek authorities that the problem was due to outdated systems and not to external interference makes it clear that this is a failure of prevention and management, despite repeated warnings from the competent bodies.

The incident raises serious liability issues both in terms of the safety of citizens and in terms of the systematic failure to utilise available European financial tools. Over the last six years, there have been sufficient and targeted EU resources for the modernisation of critical air navigation/flight safety infrastructure (Recovery and Resilience Fund, Connecting Europe Facility, Structural and Investment Funds (in particular the European Regional Development Fund and the Cohesion Fund), SESAR and Horizon Europe programmes for technological modernisation and innovation).

Despite the availability of these resources, vital projects have either been unduly delayed or remained inactive, with direct implications for public safety.

Can the Commission answer the following:

1. How does the Commission assess Greece's operational adequacy and compliance with EU air navigation safety standards?
2. What specific EU funds were allocated or available for the modernisation of these systems and what is their actual absorption?
3. Does the Commission intend to strengthen control and conditionality substantially in cases of non-utilisation of European funds concerning critical infrastructure?

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