

(English version)

Question for written answer E-001606/25
to the Commission
Nikolaos Anadiotis (NI)
(22 April 2025)

Subject: Aviation safety and implementation of EU rules

Critical issues for flight safety in Greece are being raised due to serious malfunctions in the ‘non-operational’ aircraft collision control and warning system, especially in the terminal area of Athens airport, which are being denounced by the Greek Association of Air Traffic Controllers (AATC). ⁽¹⁾

The AATC is sounding the alarm due to outdated surveillance and communications equipment, inadequate staffing and other dangerous — mainly during periods of increased air traffic — operational and working conditions. The above conditions potentially jeopardise the country's compliance with Regulation (EU) 2018/1139, ⁽²⁾ Regulation (EU) 139/2014 ⁽³⁾ and Regulation (EU) 965/2012, ⁽⁴⁾ which require high safety standards in civil aviation and the proper functioning of air traffic systems.

In light of the above:

1. How does the Commission assess the complaints regarding the operational status of the air collision avoidance system in Greece?
2. Has it carried out (or does it intend to carry out), through the European Aviation Safety Agency (EASA) and other competent bodies, an updated review of the status of the National Air Traffic Systems in Member States with identified gaps, such as, for example, Greece?
3. What measures does it intend to put in place to ensure Greece's full compliance with the EU aviation safety framework and the modernisation/functionality of air traffic systems?

Submitted: 22.4.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(4 July 2025)

1. No official complaint to the Commission has been registered, however the Hellenic Civil Aviation Authority (HCAA) has been subject to standardisation inspections by the European Union Aviation Safety Agency (EASA) monitoring the application by the competent authorities of the Member States of Regulation (EU) 2018/1139 ⁽¹⁾ and of its delegated and implementing rules, and to report to the Commission about the results. No particular findings have been raised regarding the air collision avoidance system.
2. The latest standardisation inspection of HCAA as the authority responsible for the safety oversight of Air Traffic Management/Air Navigation Services has been performed at the end of 2023. The implementation of the subsequent Corrective Action Plan by HCAA is progressing.
3. The Commission has opened infringement cases INFR(2024)2237 ⁽²⁾ and INFR(2024)2014 ⁽³⁾ regarding the established shortcomings. Finally, as a result of lack of implementation of the requirements related to data link services, the Commission has opened infringement case INFR(2020)2050 ⁽⁴⁾. The Commission is closely following up on implementation of the related rules.

¹ https://www.flash.gr/epistoli-vomva-ton-elegkton-enaerias-kykloforias-tyflo-to-systima-proeidopoiisis-sygkroyisis-982188?utm_source=chatgpt.com.

² <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:32018R1139>

³ <https://eur-lex.europa.eu/eli/reg/2014/139/oj/eng>

⁴ <https://eur-lex.europa.eu/eli/reg/2012/965/oj/eng>

⁽¹⁾ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (Text with EEA relevance.) OJ L 212, 22.8.2018, p. 1-122, <http://data.europa.eu/eli/reg/2018/1139/oj>.

⁽²⁾ [https://ec.europa.eu/implementing-eu-law/search-infringement-decisions/?langCode=EN&version=v1&typeOfSearch=byDecision&refId=INFR\(2024\)2237&page=1&size=10&order=desc&sortColumns=decisionDate](https://ec.europa.eu/implementing-eu-law/search-infringement-decisions/?langCode=EN&version=v1&typeOfSearch=byDecision&refId=INFR(2024)2237&page=1&size=10&order=desc&sortColumns=decisionDate).

⁽³⁾ [https://ec.europa.eu/implementing-eu-law/search-infringement-decisions/?langCode=EN&version=v1&typeOfSearch=byDecision&refId=INFR\(2024\)2014&page=1&size=10&order=desc&sortColumns=decisionDate](https://ec.europa.eu/implementing-eu-law/search-infringement-decisions/?langCode=EN&version=v1&typeOfSearch=byDecision&refId=INFR(2024)2014&page=1&size=10&order=desc&sortColumns=decisionDate).

⁽⁴⁾ https://ec.europa.eu/implementing-eu-law/search-infringement-decisions/?lang_code=EN&typeOfSearch=true&active_only=0&noncom=0&r_dossier=2020%2F2050&decision_date_from=&decision_date_to=&title=&submit=Search&langCode=EN.