

(English version)

Question for written answer E-004059/25
to the Commission
Elena Kountoura (The Left)
(15 October 2025)

Subject: Immediate need to modernise and safely operate air traffic control systems in Greece in accordance with European legislation

In recent days, the EEEKE ⁽¹⁾ announced that its members will serve up to 28 aircraft arrivals per hour at Athens International Airport, an increased number compared to the nominal capacity of 22, but not sufficient to meet air traffic demand, resulting in further delays.

The Greek Government and the competent services have been systematically indifferent to the long-standing problems in air traffic management, as despite the immediate need to modernise the systems and the three active infringement procedures against the country for non-compliance with European legislation, ⁽²⁾ today, one and a half years after the Commission's reply ⁽³⁾ to my previous question, ⁽⁴⁾ no contract has been signed for the supply of new, modern air traffic control systems.

On the contrary, the entire burden is shifted to the extremely understaffed controller personnel, who are called upon to work with outdated technological equipment and communication systems and radars which are poorly maintained, ⁽⁵⁾ without available spare parts, resulting in several cases of malfunctioning. ⁽⁶⁾

In light of the above:

1. What measures will the Commission take to ensure that Greece immediately acquires the necessary modern and reliable air traffic systems, in accordance with European requirements and legislation?
2. How will the Commission monitor whether there is adequate maintenance of the existing systems, as well as the availability of spare parts, so that these systems remain safe, reliable and operational until modern systems are purchased and activated?

Submitted: 15.10.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(29 April 2026)

Greece is partially compliant with EU legislation on Air Traffic Management (ATM) ⁽¹⁾ and there are three open infringement procedures regarding the deployment of datalink capabilities ⁽²⁾, the deployment of modern radars ⁽³⁾, and the publication of performance-based navigation (PBN) procedures at Greek airports ⁽⁴⁾.

On 11 December 2025, the Commission decided ⁽⁵⁾ to refer Greece to the Court of Justice of the European Union for failing to put in place the necessary measures to design and publish PBN procedures, and to send a reasoned opinion for failing to deploy modern radars.

¹ Greek Air Traffic Controllers Association

² Specifically for the failure to implement performance-based navigation (PBN) procedures under Regulations (EU) 2018/1048 and 2018/1139, for the failure to implement aircraft identification technology under Regulation (EU) 2017/373, and for the failure to lay down requirements on data link services under Regulation (EU) 29/2009.

³ https://www.europarl.europa.eu/doceo/document/E-9-2024-001051-ASW_EN.html

⁴ https://www.europarl.europa.eu/doceo/document/E-9-2024-001051_EN.html

⁵ One of the three radars that cover Athens airport and is located at the old airport in Elliniko has been inactive for three years, since it broke down, because it was never repaired.

⁶ Specifically, on 19 August, due to a fault in a critical spare part, there was a loss of image of the terminal radar and backup frequencies of the Athens approach to Merenda Hill, resulting in long delays.

⁽¹⁾ Notably regulatory provisions on ATM under the European Union Aviation Safety Agency (EASA) Basic Regulation (EU) 2018/1139.

⁽²⁾ Datalink case: [https://ec.europa.eu/implementing-eu-law/search-infringement-decisions/?langCode=EN&version=v1&typeOfSearch=byDecision&refId=INFR\(2020\)2050&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(2020)2050&page=1&size=10&order=desc&sortColumns=decisionDate).

⁽³⁾ Radars case: [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=ascending&sortColumns=caseTitle](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=ascending&sortColumns=caseTitle).

⁽⁴⁾ PBN case: [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).

⁽⁵⁾ December infringements package: key decisions (under 'Mobility'), https://ec.europa.eu/commission/presscorner/detail/en/inf_25_2745. PBN case: https://ec.europa.eu/commission/presscorner/detail/en/ip_25_2864.

The Hellenic Air Navigation Service Provider (HASP) is in charge of the adequate maintenance of the existing systems and the availability of spare parts.

The Greek law 5240/2025 that has entered into force aims to grant to HASP the autonomy, resources, and capabilities to invest in staff and technology.

The Hellenic Civil Aviation Authority (H-CAA) is the national supervisory authority in charge of the daily oversight of HASP and is responsible for the enforcement of EU legislation on Air Traffic Management in Greece.

The European Union Aviation Safety Agency supports the H-CAA by conducting regular standardisation visits and monitoring their safety oversight to assess compliance with EU regulations.
