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E-004207/2025

Answer given by Mr Tzitzikostas
on behalf of the European Commission
(16.3.2026)

Greece is partially compliant with EU legislation on Air Traffic Management (ATM)¹. Three infringement procedures are open regarding the deployment of datalink capabilities², the deployment of modern radars³, and the publication of performance-based navigation (PBN) procedures at Greek airports⁴. On 11 December 2025, the Commission decided⁵ 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. The serious incident resulting in the closure of the Greek airspace on 4 January 2026 underlines the urgency for Greece to modernise its ATM system. The Commission services are in close contact with the Greek authorities and HASP (the Greek Air Navigation Service Provider) and receive regular progress reports on the status of corrective actions.

EUROCONTROL acting as Network Manager in accordance with the Network Functions Implementing Regulation⁶, is actively taking measures to reduce delays, such as through Air Traffic Flow Management. These allow adequate management in cases of bad weather, route availability restrictions, lack of capacity in some States, and evolving airspace configurations.

Connecting Europe Facility (CEF) funding supports European stakeholders in implementing the requirements of the Single European Sky, provided they adhere to compliance deadlines. CEF cannot fund actions to comply with EU regulations that are subject to infringement procedures. Furthermore, CEF funding cannot be used to meet staffing needs. The Greek law 5240/2025 aims to grant HASP the autonomy, resources, and capabilities to invest in staff and technology.

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.

⁶ Commission Implementing Regulation (EU) 2019/123 of 24 January 2019.