

**Question for written answer E-001051/2024
to the Commission**

Rule 138

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Subject: Complaints by Greek Air Traffic Controllers Association concerning safety issues and failure of Greece to comply with EU air traffic rules

Although the Greek Air Traffic Controllers Association has repeatedly pointed out the problems faced by the critical air traffic sector, the government does not seem to be taking any steps to fix them. Air traffic controllers must perform their critical duties in difficult conditions, i.e. technologically obsolete equipment for which there are not enough compatible spare parts available, outdated communication and radar systems for which there are no replacement parts available, complaints about instances of total image loss, stagnant supply, ageing control towers and understaffing¹.

Considering:

- the importance of preventive measures in ensuring air traffic safety;
- the fact that PBN approach procedures have not been published² for every instrument runway in Greece, in violation of the provisions of Article 7(2)(c) of Implementing Regulation (EU) 2018/1048³;
- the fact that, to date, Greece does not possess one single radar with Mode S surveillance capabilities, in violation of Implementing Regulation (EU) 1207/2011⁴;
- the fact that, to date, no data link services are provided in Greece, in violation of Regulation (EC) No 29/2009⁵.

Can the Commission answer the following:

1. Is it aware of the problems faced by the critical air traffic management sector in Greece?
2. Does the situation not raise the issues of safety and the failure of Greece to comply with EU air traffic rules?

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¹ See press release: EEEKE <https://www.ertnews.gr/wp-content/uploads/2024/02/%CE%94%CE%B5%CE%BB%CF%84%CE%AF%CE%BF-%CE%A4%CF%8D%CF%80%CE%BF%CF%85-EEEKE.pdf>

² Performance Based Navigation

³ Article 7(2)(c) stipulates that 'for all instrument runway ends, point AUR.PBN.2005(4) of the Annex shall apply from 25 January 2024 with respect to one SID or STAR route established and from 6 June 2030 with respect to all SID or STAR routes established'.

⁴ Article 15 of Implementing Regulation (EU) 1207/2011 stipulates that as of 13 December 2013 all air navigation service providers in Europe must implement the regulation provisions relating to surveillance systems (radar) and specifically the Mode S process.

⁵ Article 3(1) of Regulation (EC) No 29/2009 stipulates that: 'ATS providers shall ensure that ATS units providing air traffic services within the airspace referred to in Article 1(3) have the capability to provide and operate the data link services defined in Annex II.'