EUROCONTROL

Local Single Sky ImPlementation (LSSIP) GREECE

Year 2014 - Level 1

FOREWORD

By

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Dear colleagues,

The **L**ocal **S**ingle **S**ky **I**m**P**lementation (LSSIP) documents are the expression of the commitment of civil and military National Organisations (Regulators and National Supervisory Authorities), Service Providers and Airport Operators, towards the implementation of the European ATM Master Plan. They provide a comprehensive view, for the benefit of the ATM community at large, of how ECAC States and stakeholders concerned are progressing in planning and deploying the mature elements of the ATM Master Plan, as identified in its Level 3, namely the **E**uropean **S**ingle **S**ky **I**m**P**lementation (ESSIP) Plan.

In addition to that, the LSSIP documents Year 2014 (showing the situation end of December 2014) add a high level view of the planning and progress made on the deployment of all (Essential) Prerequisites and Facilitators to the Pilot Common Project (PCP) ATM Functionalities, enabling to monitor the implementation of the Regulation (EU) Nr 716/2014 on the establishment of the PCP.

The appointment of the SESAR Deployment Manager by the Commission, on 5 December 2014, and the approval of its Preliminary Deployment Programme will require further adaptation of the ESSIP/LSSIP process, its deliverables and associated tools in order to fully satisfy the expectations derived from the Regulation (EU) Nr 409/2013 on the definition of common projects, with regard to the monitoring and reporting on the SESAR deployment programme.

The Deployment Manager's Preliminary Deployment Programme makes substantial references to the ESSIP Objectives (18 out of a total of 40). As a result, the monitoring and reporting of the progress of these Objectives becomes an important element of reference to measure the successful implementation of the Deployment Programme 'Fast Tracks'.

Thanks to the uninterrupted enhancement in the reliability and quality of information provided by national stakeholders, for the third year in a row the LSSIP documents and tools will be used as a vehicle for capturing relevant information by the Performance Review Body (for CAPital EXpenditure - CAPEX - analysis)

A recognition of the LSSIP value and role was recently received from ICAO, in the form of a request to use the associated web-based Database as the platform for reporting on the deployment of the Aviation System Block Upgrade (ASBU) Modules in the European ICAO/NAT Region's States, as part of their Global Air Navigation Plan. During 2014, the LSSIP Database has been enhanced to satisfy this wish.

Through the establishment of an LSSIP Expert Group, chaired by NATS, the stakeholders have fully taken up ownership of the LSSIP mechanism and its future evolution. I am convinced that their active participation will contribute to mitigate the risk of possible overlapping and duplication of efforts.

I would like to thank the ECAC States' civil and military Administrations involved in ATM, their Service Providers and Airport Authorities, for the substantial and continued effort spent in contributing to the LSSIP document. I see this as a proof of commitment to the principles of transparency and partnership, benefiting the entire ATM community.

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LINKS TO REFERENCE DOCUMENTS

1	LSSIP Guidance Material	http://www.eurocontrol.int/articles/guidance-material
2	ESSIP Plan Edition 2014	http://www.eurocontrol.int/articles/essip-plan
3	ESSIP Report 2013	http://www.eurocontrol.int/articles/essip-report
4	STATFOR Forecasts	http://www.eurocontrol.int/statfor
5	Acronyms and abbreviations	http://www.eurocontrol.int/articles/glossaries
6	European ATM Master Plan	https://www.atmmasterplan.eu/
7	LSSIP Documents	http://www.eurocontrol.int/articles/greece
8	National AIP:	http://www.hcaa.gr/hellasais/aip/index.html
9	National Performance Plan	https://www.eurocontrol.int/articles/ses-performance-scheme-reference-period-1-2012-2014

APPROVAL SHEET

The following authorities have approved all parts of this LSSIP Year 2014 document and their signature confirms the correctness of the reported information and reflects their commitment to implement the actions laid down in the European Single Sky ImPlementation (ESSIP) Plan. – Edition 2014.

Stakeholder / Organisation	Name	Position	Date and signature
AIR NAVIGATION SERVICES REGULATORY AUTHORITY DIVISION	ELP. KORYFIDOU	DIRECTOR	10/3/15
HANSA	M. PANAGIOTOPOULOS	DIRECTOR	13-3-2015
AIR NAVIGATION MANAGEMENT & DEVELOPMENT DIVISION	D. PAPANDREOU	DIRECTOR	4/3/2015
TELECOMMUNICATIONS MANAGEMENT DIVISION	EIR. ARGYROPOULOU	DIRECTOR	06/03/2015
AIR NAVIGATION SYSTEMS & IFRASTRUCTURE MANAGEMENT DIVISION	S. GKAVANOZIS	DIRECTOR	5/3/15
ATS MANAGEMENT DIVISION	S. ALEVIZOPOULOS	DIRECTOR	
AIR FLOW MANAGEMENT & AIRSPACE MANAGEMENT DIVISION	D. TANISKIDOU	DIRECTOR	4-3.15
REGIONAL AIRPORTS AIR TRAFFIC DIVISION	N.PAPADOPOULOS	DIRECTOR	4.3.15
AIA/ATC ATHINAI TMA & ATHENS AIRPORT "EL. VENIZELOS" CONTROL TOWER ATS DIVISION	V, TAGKALOS	DIRECTOR	
SAFETY, QUALITY & SECURITY MANAGEMENT DIVISION	N. VARVERIS	DIRECTOR	4.3.15
AERONAUTICAL INFORMATION SERVICE DIVISION	M. PETTA	DIRECTOR	4/3/15

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National ATM Context

Greece is a member State of ICAO, the European Union, EASA and EUROCONTROL and a partner in FAB BLUEMED.

The main stakeholders involved in ATM in Greece are the Ministry of Economy, Infrastructure, Shipping and Tourism (MEIST) and the Ministry of National Defence (MND).

The Hellenic Air Navigation Supervisory Authority (HANSA) has been established as an NSA, functionally separated from service provision and responsible, inter alia, for certification, safety oversight, interoperability monitoring and licensing of Air Traffic Controllers, as per SES Regulations.

The Hellenic Civil Aviation Authority (HCAA) is a State entity, which operates under the authority of the MEIST, responsible for aviation regulation, ANS/ATM provision (except MET) and operation of civil airports (except Athinai/Eleftherios Venizelos). HCAA is the certified and designated provider for ANS in Greece.

The Hellenic National Meteorological Service (HNMS) is a State entity, which operates under the authority of the MND, responsible for the provision of MET.

The Hellenic Air Force (HAF), which operates under the authority of the MND, is authorized to provide ATS to civil General Air Traffic (GAT) in some airspace/airports under military responsibility without certification and according to special agreements signed by HCAA and MND.

Traffic and Capacity

Traffic in Greece **increased by 10.5%** during Summer 2014 (May to October), when compared to Summer 2013. The STATFOR medium-term forecast (MTF) predicts an average annual increase between 1.6% and 4.4% during the Planning Period 2015-2019, with a baseline growth of 3.1%.

The average en-route delay per flight increased from 0.11 minutes per flight in Summer 2013 to 0.67 minutes per flight in Summer 2014. 55% of delays were due to the reason of insufficient ATC staffing and 43% due insufficient ATC capacity.

Some limited recruitment of additional controllers might happen, but this will not be sufficient to cover the expected reduction resulting from retirements and the needs for additional controllers resulting from the high expected traffic growth. Availability of ATCOs will continue to be reduced in 2015/16 as a result of retirements and lack of recruitment.

As a result of this ATCO shortage, the total number of sectors in Athens and Makedonia ACCs will have to be reduced during the first part of the planning period. As a result of the reopening of the KFOR sector and of the crisis situation around Greece, more sectors will be required in both Makedonia and Athens ACCs.

However, due to a lack of investments in ANS infrastructure and lack of timely available ATCO personnel, the situation is expected to be aggravated for the Planning Period 2015-2019. New approaches to allow timely developments and implementation of operational plans including staff availability/recruitment have to be put in place.

Average yearly delays are expected to increase to approximately 3 to 4 minutes per flight over the Planning Period 2015-2019.

ESSIP Objective Implementation

The status of compliance, achievements and main points of concerns for the 60 ESSIP objectives applicable to Greece can be summarized as follows:

Completed:1 Partially Completed:4 Planned:16 Late:12 No Plan:3 Not Applicable:24

Due to the severe austerity measures in force, the possibility for investment in systems and personnel is minimal. Priority has been given to the necessary replacement of aging systems that support existing services and to the implementation of new systems and procedures with rigid implementation deadlines imposed by ICAO and/or SES.

	LSSIP 2014 - Greece	* FOC Date Planned implementation date (see legend at the bottom of the table)														
State-related ESSIP Objectives			<=2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling	[IDP] [E]											*			
AOM19	Implement Advanced Airspace Management	[IDP] [E]									*					
AOM21	Implementation of Free Route Airspace	[IDP] [E]										*				
AOP03	Improve runway safety by preventing runway incursions	[IDP]						*								
ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2	[E]						*								
ATC02.5	Implement ground based safety nets - Area Proximity Warning - level 2	[E]									*					
ATC02.6	Implement ground based safety nets - Minimum Safe Altitude Warning - level 2	[E]														
ATC02.7	Implement ground based safety nets - Approach Path Monitor - level 2	[E]														
ATC07.1	Implement arrival management tools	[E]														
ATC12	Implement automated support for conflict detection and conformance monitoring	[E]									*					
ATC15	Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations	[IDP] [E]														
ATC16	Implement ACAS II compliant with TCAS II change 7.1									*						
ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer	[IDP] [E]											*			
COM09	Migrate ground international or regional X.25 data networks or services to the Internet Protocol (IP)	[IDP]							*							
COM10	Migrate from AFTN to AMHS								*							
COM11	Implementation of Voice over Internet Protocol (VoIP) in ATM														*	
FCM01	Implement enhanced tactical flow management services	[E]	*													
FCM03	Implement collaborative flight planning	[IDP] [E]								*						
FCM04	Implementation of Short Term ATFCM Measures - phase 1	[IDP] [E]														
FCM05	Implementation of interactive rolling NOP	[IDP] [E]									*					
INF04	Implement integrated briefing						*									
INF07	Electronic Terrain and Obstacle Data (TOD)												*			
ITY-ACID	Aircraft identification															
ITY-ADQ	Ensure quality of aeronautical data and aeronautical information	[E]										*				
ITY-AGDL	Initial ATC air-ground data link services above FL-285	[IDP] [E]								*						
ITY-AGVCS2	Implement air-ground voice channel spacing requirements below FL195														*	
ITY-COTR	Implementation of ground-ground automated co-ordination processes	[E]								*						
ITY-FMTP	Apply a common flight message transfer protocol (FMTP)	[IDP]							*							
ITY-SPI	Surveillance performance and interoperability														*	

	LSSIP 2014 - Greece		* FOC Date Planned implementation date (see legend at the bottom of the table)														
NAV03	Implementation of P-RNAV	[E]					*										
NAV10	Implement APV procedures	[IDP] [E]									*						
SAF10	Implement measures to reduce the risk to aircraft operations caused by airspace infringements					*											
SAF11	Improve runway safety by preventing runway excursions												*				
SRC-RLMK	Implement the EUROCONTROL Safety Regulatory Requirements (ESARRs)																
SRC-SLRD	Safety Levels and Resolution of Deficiencies																
Airport-related ESSIP Objectives			**<=2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
LGAV-ATHINAI / Eleftherios Venizelos																
AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1	[E]				*										
AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2											*				
AOP05	Implement Airport Collaborative Decision Making (CDM)	[IDP] [E]									*					
ENV01	Implement Continuous Descent Operations (CDO) techniques for environmental improvements	[IDP]						*								
ENV02	Implement Collaborative Environmental Management (CEM) at Airports										*					
LGIR-IRAKLION / Nikos Kazantzakis																
AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1	[E]				*										
AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2											*				
AOP05	Implement Airport Collaborative Decision Making (CDM)	[IDP] [E]									*					
ENV01	Implement Continuous Descent Operations (CDO) techniques for environmental improvements	[IDP]						*								
ENV02	Implement Collaborative Environmental Management (CEM) at Airports										*					
LGKR-KERKIRA / Ioannis Kapodistrias																
AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1	[E]				*										
AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2											*				
AOP05	Implement Airport Collaborative Decision Making (CDM)	[IDP] [E]									*					
ENV01	Implement Continuous Descent Operations (CDO) techniques for environmental improvements	[IDP]						*								
ENV02	Implement Collaborative Environmental Management (CEM) at Airports										*					
LGRP-RODOS / Diagoras																
AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1	[E]				*										
AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2											*				
AOP05	Implement Airport Collaborative Decision Making (CDM)	[IDP] [E]									*					
ENV01	Implement Continuous Descent Operations (CDO) techniques for environmental improvements	[IDP]						*								
ENV02	Implement Collaborative Environmental Management (CEM) at Airports										*					

	LSSIP 2014 - Greece	* FOC Date Planned implementation date (see legend at the bottom of the table)														
LGTS-THESSALONIKI / Makedonia																
AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1	[E]				*										
AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2											*				
AOP05	Implement Airport Collaborative Decision Making (CDM)	[IDP] [E]									*					
ENV01	Implement Continuous Descent Operations (CDO) techniques for environmental improvements	[IDP]					*									
ENV02	Implement Collaborative Environmental Management (CEM) at Airports										*					

Understanding the Table

- Objective Completed
- Objective Partly Completed
- Objective Planned
- Late
- No Plan
- Missing Data
- Not Applicable (State/Airport does not participate in this obj.)

E= Essential – Master Plan Reference **IDP** = Interim Deployment Programme

NOTE: The year where the coloured box is placed indicates the 'Implementation Completion Date' as stated in the ESSIP for each objective. The colour-code indicates the Local progress with respect to this date.

Introduction

The Local Single Sky ImPlementation documents (LSSIPs), as an integral part of the ESSIP/LSSIP mechanism, constitute a short/medium term implementation plan containing ECAC States' actions to achieve the Implementation Objectives as set out by the ESSIP and to improve the performance of their national ATM System. The LSSIP document – Year 2014 describes the situation in the State at the end of December 2014.

The LSSIP documents are structured into 6 chapters to better differentiate the Stakeholder(s) accountable for the information contained in each of them:

1. **Chapter 1** provides an overview of the ATM institutional arrangements within the State, the membership of the State in various international organizations, the organizational structure of the main ATM players - civil and military - and their responsibilities under the national legislation. In addition, an overview of the Airspace Organization and Classification, the ATC Units, the ATM systems operated by the main ANSP are also provided in this chapter.

2. **Chapter 2** provides a comprehensive picture of the situation of Air Traffic, Capacity and ATFM Delay per each ACC in the State. It shows the evolution of Air Traffic and Delay in the last five years and the forecast for the next five years. It gives also the achieved performance in terms of delay during the summer season period and the planned projects assumed to offer the required capacity which will match the foreseen traffic increase and keep the delay at the agreed performance level;

3. **Chapter 3** provides a set of recommendations extracted from the ESSIP Report which are relevant to the state/stakeholders concerned. The state reports how they have handled those recommendations and the actions taken during the year to address the concerns expressed by those recommendations;

4. **Chapter 4** provides a set of the main ATM national projects which contribute directly to the implementation of the ATM MP OIs and/or Enablers and ESSIP related Objectives. The description, timescale, progress made and expected contribution to the ATM Key Performance Areas are provided by the states per each project included in this chapter;

5. **Chapter 5** deals with the ATM Regional Coordination. It provides an overview of the FAB cooperation and Projects and also all other regional initiatives and Projects which are out of the FAB scope. The content of this chapter generally is developed and agreed in close cooperation between the states concerned;

6. **Chapter 6** contains high-level information on progress and plans of each ESSIP Objective. The information for each ESSIP Objective is presented in boxes giving a summary of the progress and plans of implementation for each Stakeholder. The conventions used are presented at the beginning of the section.

   Note: Chapter 6 is completed with a separate document called LSSIP Level 2. This document consists of a set of tables organised in line with the list of ESSIP Objectives. Each table contains all the actions planned by the four national stakeholders to achieve their respective Stakeholder Lines of Action (SLoAs) as established in the ESSIP.

   Note: The information contained in Chapter 6 is deemed sufficient to satisfy State reporting requirements towards ICAO in relation to ASBU (Aviation System Block Upgrades) monitoring.

1.1 Geographical Scope

1.1.1 International Membership

Greece is a Member of the following international organisations in the field of ATM:

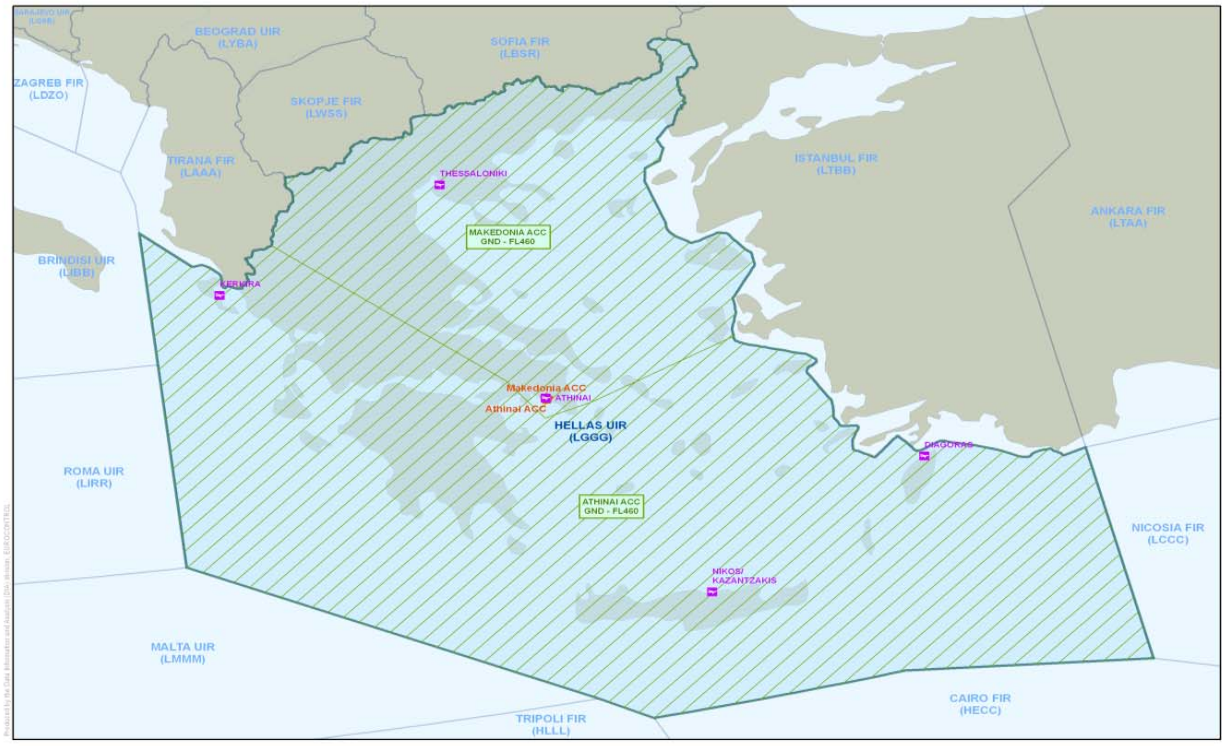
Organisation		Since
ECAC	✓	1955
EUROCONTROL	✓	1988
European Union	✓	1981
EASA	✓	2002
ICAO	✓	1944
NATO	✓	1952
ITU	✓	1866

1.1.2 Geographical description of the FIR(s)

The geographical scope of this document addresses the Greek FIR(s): ATHINAI FIR and the HELLAS UIR as described in AIP Greece RAC 3-1-1, which is approximately:

1) 600 NM (1.100 km) in SE - NW direction
2) 350 NM (650 km) in W - E direction
3) 420 NM (780 km) in N - S direction

ATHINAI FIR/HELLAS UIR is surrounded by ten (10) FIRs/UIRs of 8 ECAC bordering States namely, Tirana FIR, Skopje FIR, Sofia FIR/UIR, Istanbul FIR, Nicosia FIR, Malta FIR, Roma FIR/UIR, Brindisi FIR/UIR and 2 non-ECAC bordering States, e.g. Cairo FIR and Tripoli FIR.



ATHINAI FIR/HELLAS UIR

1.1.3 Airspace Classification and Organisation

The airspace within ATH FIR/HELLAS UIR is classified in accordance with Chapter 2, paragraph 6 of Annex 11 to the 1944 Chicago Convention on International Civil Aviation.

FL	ATHINAI FIR / HELLAS UIR AIRSPACE CLASSIFICATION	
Above FL 460	**UNCLASSIFIED**	
FL 460 **FL 195**	**CLASS C**	
AT AND BELOW FL 195		• **Airspace out of the areas of Airways, TMAs, MTMAs, CTRs, MCTRs and ATZs is classified as class G.** • **The airspace of CTRs and ATZs of uncontrolled aerodromes is classified as class G, with the additional requirement of a continuous two-way radio communication for all flights.** • **The airspace of CTRs and ATZs of controlled aerodromes is classified as class D.** • **The airspace within Airways, is classified as class E. Airspace out of the areas of Airways, TMAs, MTMAs, CTRs, MCTRs and ATZs is classified as class G.** • **The airspace of CTRs and ATZs of uncontrolled aerodromes is classified as class G, with the additional requirement of a continuous two-way radio**

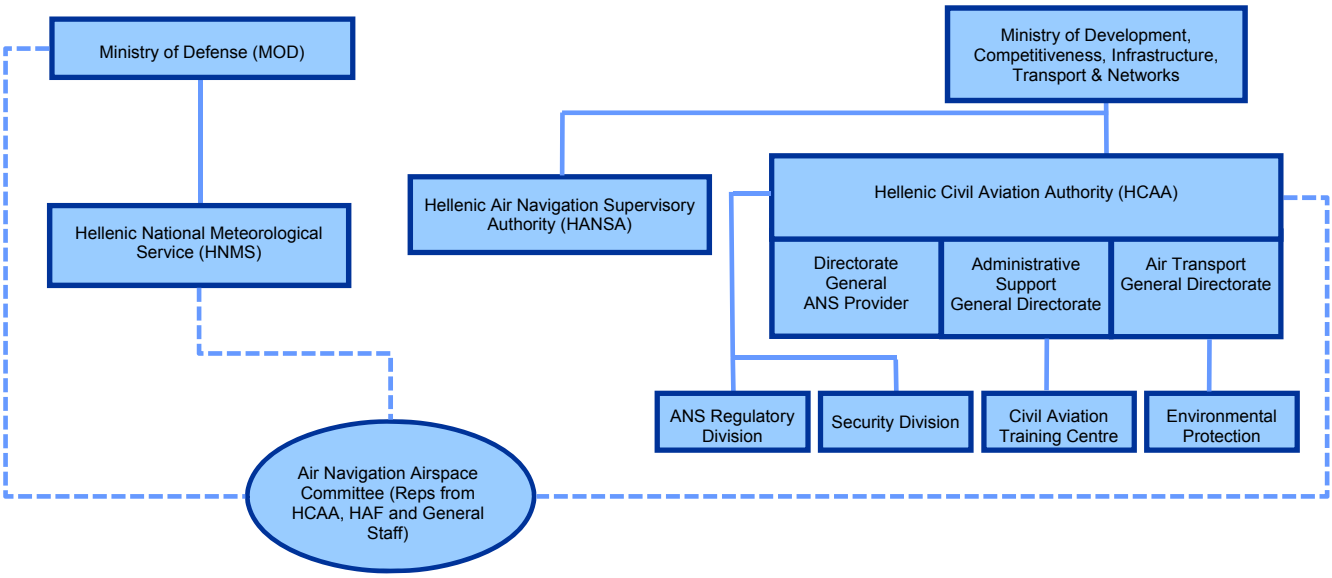
The Greek Airspace classification chart.

1.2 National Stakeholders

The main National Stakeholders involved in ATM in Greece are the following:

- Ministry of Economy, Infrastructure, Shipping and Tourism
- Ministry of Defence (Hellenic Air Force)
- Air Accident Investigation and Aviation Safety Board" (AAIASB)
- Hellenic Air Navigation Supervisory Authority (HANSA) – National Supervisory Authority
- Hellenic National Meteorological Service (HNMS/MET) – Meteorological Service Provider
- Hellenic Civil Aviation Authority (HCAA) – Civil Aviation Regulator
- Hellenic Civil Aviation Authority (HANSP) – Air Navigation Services Provider
- Hellenic Civil Aviation Authority – Regional Services (HCAA/REGS) – Aerodrome Operator
- Hellenic Civil Aviation Authority (HCAA) – Civil Aviation Training Center

Their activities are detailed in the following subchapters and their relationships are shown in the diagram below.



The main National Stakeholders involved in ATM in Greece

1.2.1 Civil Regulator(s)

1.2.1.1 General information

Civil aviation in Greece is under the responsibility of the Ministry of Economy, Infrastructure, Shipping and Tourism. Military Aviation and the National Meteorological Service are under the responsibility of the Ministry of Defence.

The Hellenic Civil Aviation Authority (HCAA) is the National Regulatory Authority responsible for the regulation of all aspects of civil aviation in Greece, including air navigation. It is also responsible for the registration, certification, licensing and oversight, as appropriate, of civil aircraft, aircraft operating agencies, civil aviation aircrews, aircraft maintenance personnel and equipment as well as civil aerodromes.

The "Hellenic Air Navigation Supervisory Authority" (HANSA) performs the regulatory functions as foreseen by European Regulations including certification of air navigation service providers. The responsibility for designation of ATS providers lies with the Minister of Infrastructure, Transport & Networks.

The different national entities having regulatory responsibilities in ATM in Greece are summarised in the table below:

Activity in ATM:	Organisation responsible	Legal Basis
Rule-making	HCAA HANSA	Law 1815/88 (last amended by Law 3333/05), also known as the Aviation Code; Legislative Decree 714/70 on the creation of the HCAA; Presidential Decree 56/89 Organization of the HCAA; Law 3913/2011 on the reorganization of HCAA. Law 3272/04 on the Authority of the Governor of the HCAA to adopt ICAO Annexes and amendments and transpose them into the national regulations Regulation EC No 216/2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC and Regulation (EC) No 1592/2002 and all subsequent amendments Regulation EU1035/2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010 Law 3446/2006 on the establishment of HANSA Presidential Decree 150/2007 on the organization, staffing and responsibilities of the HANSA Law 4146/2013 (Article 68) amending the Law 3913/2011. Presidential Decree 103/2010 laying down HANSA's operating regulation
Safety Oversight	HANSA	Regulation EU 1034/2011 on safety oversight in air traffic management and air navigation services and amending Regulation (EU) No 691/2010 Presidential Decree 103/2010 laying down HANSA's operating regulation
Establishment of Tolerable Safety Levels	HANSA	Regulation EU1035/2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010 Regulation EC 482/2008 establishing a software safety assurance system to be implemented by air navigation service providers and amending Annex II to Regulation (EC) No 2096/2005 Presidential Decree 103/2010 lays down HANSA's operating regulation
Safety Performance Monitoring	HANSA	Regulation EU1035/2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010. Regulation EU1034/2011 on safety oversight in air traffic management and air navigation services and amending Regulation (EU) No 691/2010 Regulation EU390/2013 laying down a Performance Scheme for air Navigation Services and Network functions. Regulation (EU) 391/2013, laying down a common charging scheme for air navigation services

Activity in ATM:	Organisation responsible	Legal Basis
Enforcement actions in case of non-compliance with safety regulatory requirements	HANSA	Regulation EC 549/2004 recital (20) &Article 9 Regulation EC 550/2004 Article 7 (7) Regulation EU1035/2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010 Regulation (EC) 216/2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC. Regulation (EU) 805/2011 laying down detailed rules for air traffic controllers' licences and certain certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council. Regulation 255/2010 laying down common rules on air traffic flow management Internal Procedures of HANSA
Airspace	Ministry of Economy, Infrastructure, Shipping and Tourism, Ministry of Foreign Affairs, & HCAA	Law 1815/88 (last amended by Law 3333/05), also known as the Aviation Code;
Economic	HCAA	Law 2362/95 (last amended by Law 3871/10) Regulation EC 1794/2006 as amended by EU 1191/2010 laying down a common charging scheme for air navigation services Regulation (EU) 391/2013, laying down a common charging scheme for air navigation services
Environment	HCAA, Ministry of the Environment, Physical Planning and Public Works,	Directive 2002/30/EC on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports Directive 2002/49/EC relating to the assessment and management of environmental noise Directive 2003/87/EC establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC Directive 2006/93/EC on the regulation of the operation of aeroplanes covered by Part II, Chapter 3, Volume 1 of Annex 16 to the Convention on International Civil Aviation, second edition (1988) Law 3272/04 on the Authority of the Governor of the HCAA to adopt ICAO Annexes and amendments and transpose them into the national regulations
Security	HCAA HANSA	Regulation EC 622/2003 laying down measures for the implementation of the common basic standards on aviation security and all subsequent amendments Regulation EC 300/2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 and all subsequent amendments Annex I of Regulation EU1035/2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010.
Accident investigation	Air Accident Investigation and Aviation Safety Board" (AAIASB)	Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC.

A summary of national regulations and international agreements- connections can be found in AIP Greece GEN 1.6.

1.2.1.2 HANSA

Based on Regulation 549/2004, the "Hellenic Air Navigation Supervisory Authority" (HANSA) has been established by National Law 3446/2006 as an independent National Supervisory Authority and it is functionally separated from the Hellenic Civil Aviation Authority. Presidential Decree 150/2007 covers the organisation, the staffing and the responsibilities of HANSA, while Presidential Decree 103/2010 lays down HANSA's operating procedures.

The above mentioned National legislation is improved by Law 4146/2013 (Article 68). HANSA is responsible for the certification of the Air Navigation Service Providers and relevant Training Organisations and the Licensing of Student Air Traffic Controllers and Air Traffic Controllers.

HANSA is also responsible for inspections and surveys and verification of ongoing compliance including safety oversight according to EC Regulations. HANSA is under the responsibility and supervision of the Ministry of Economy, Infrastructure, Shipping and Tourism

Annual Report published:	Y	In accordance with the article 15 of Regulation (EU) 1034/2011 HANSA reports annually on safety oversight actions pursuant to that Regulation. This report is submitted to Ministry of Economy, Infrastructure, Shipping and Tourism, to Governor of HCAA as well as to Commission, as the article 6 of P.D. 103/2010 requires. The report in question is used by the State order to establish and submit its annual report to the Commission as required by Article 12 of Regulation (EC) No 549/2004. The annual report for 2014 is still under processing. However the report of the 2013 is referred to all HANSA's activities that took place during that year. The said report contains detailed information on its legal structure, Organisations under HANSA'S supervision, on-going oversight activities and management of changes, updating of its internal procedures or establishment of new ones e.t.c. It also includes the cooperation of HANSA with military authorities, with the AAIASB and States of Blue_Med-FAB, while it makes reference to actions for Performance Plan monitoring and activities for preparing the RP2 Performance Plan, It is also referred to training of HANSA personnel during that year, to assessment of its personnel and to posts that have to be accomplished, etc. NAME OF REPORT (in Greek): ΕΚΘΕΣΗ ΠΕΠΡΑΓΜΕΝΩΝ 2013

HANSA has the following Address:

Hellenic Air Navigation Authority (HANSA)

3rd Street, No 29

Hellinikon

The Organisation chart of HANSA is shown in Annex B.

1.2.2 HANSP

HANSA certified the Directorate General of Air Navigation Services Provider (HANSP) on April 26th 2013 as an ANSP compliant with the Common Requirements, according to the provisions of the relevant European Community Regulations. The Directorate (HANSP) has been designated by the State as ATS provider, in pursue of Regulation (EC) 550/2004 (article 8).

HANSP is responsible for the provision of ANS (ATS,C,N,S,AIS) within the Athinai FIR/Hellas UIR and at all civil airports in Greece. Military activities do not fall under the responsibilities of HCAA. The HCAA Divisions under the Directorate General for Air Navigation (HANSP) are responsible for ATM safety issues and Safety reporting. These measures are in line with the established Safety Management System.

The responsibilities and tasks of HANSP are laid down in the following national legislation:

- Legislative Decree 714/70 on the creation of the HCAA;
- Presidential Decree 56/89 Organization of the HCAA;
- Law 3913/2011 on the reorganization of HCAA.
- Law 4146/2013 amending the Law 3913/2011.

The meteorological service for civil aviation is provided by the “Hellenic National Meteorological Service”, (HNMS/MET), which is subordinated to the Ministry of Defence. HNMS/MET, has been certified by HANSA on 20 May 2013, as MET-ANS Provider and designated as such by the State, in pursue of Regulation (EC) 550/2004 (article 9) .

The responsibilities and tasks of HNMS/MET are laid down in Law 2292/95 on meteorological services (MET) as well as in the presidential decree 161/1997.

The following Table lists information about the Hellenic Civil Air Navigation Services Provider.

Name of the ANSP:	**Hellenic Civil Aviation Authority/Air Navigation Services (HANSP)**		
Governance:	Government Entity	**Ownership:**	Government department under the authority of the Ministry of Economy, Infrastructure, Shipping and Tourism

Services provided	**Y/N**	**Comment**
ATC en-route	Y	
ATC approach	Y	
ATC Aerodrome(s)	Y	
AFIS	Y	
AIS	Y	
CNS	Y	
MET	N	MET Services are provided by the Hellenic National Meteorological Service (HNMS/MET)
ATCO training	Y	ATCO Training is provided by the HCAA Training Centre Centre and HCAA/ANS T.O
Others		ATFM, ASM
Additional information:		
Provision of services in other State(s):	N	

Annual Report published:	Y	Annual report has been submitted to HANSA

The website address of HCAA/ANS is: www.hcaa.gr
An organisation chart of HCAA can be found in Annex B.

1.2.2.1 ATC system in use

Specify the manufacturer of the ATC system currently in use:	THALES ATM
Major upgrade[1] of the ATC system is planned?	2016

PALLAS Upgrade-3G: RDPS/FDPS upgrade. Added functionalities: new OLDI messages for Silent Radar Transfer, improved SSR-Code Management, ELM-S, ICAO FPL 2012, FRA FL 355+
According to SES Framework Regulation 549/2004, Article 2 (40) the PALLAS upgrade concerns

1. Systems and procedures for airspace management.
2. Systems and procedures for air traffic flow management.
3. Systems and procedures for air traffic services, in particular flight data processing systems, surveillance data processing systems and human-machine interface systems.

[1] Upgrade is defined as any modification that changes the operational characteristics of the system (SES Framework Regulation 549/2004, Article 2 (40))

1.2.2.2 ATC units

The ATC units in the Greek airspace, which are of concern to this LSSIP are the following:

ATC Unit	Number of sectors		Associated FIR(s)	Remarks
	En-route	TMA		
ATHINAI ACC	11		ATHINAI FIR	Athinai ACC (LGGG)
MAKEDONIA ACC	7		ATHINAI FIR	Makedonia ACC (LGMD)
ATHINAI APP		1	ATHINAI FIR	ATHINAI/ Eleftherios Venizelos (LGAV), ELEFSIS (LGEL), SYROS/ DIMITRIOS VIKELAS (LGSO)
IRAKLION APP		1	ATHINAI FIR	IRAKLION/ Nikos Kazantzakis (LGIR)
RODOS APP		1	ATHINAI FIR	RODOS/ Diagoras (LGRP)
KERKIRA APP		1	ATHINAI FIR	KERKIRA/ Ioannis Kapodistrias (LGKR)
MAKEDONIA APP		1	ATHINAI FIR	THESSALONIKI/ Makedonia (LGTS)
ALEXANDROUPOLIS APP		1	ATHINAI FIR	ALEXANDROUPOLIS / Dimokritos (LGAL)
ANDRAVIDA APP		1	ATHINAI FIR	ZAKINTHOS/ Dionisios Solomos (LGZA), KEFALLONIA /Anna Pollatou(LGKF), ARAXOS (LGRX)
CHIOS APP		1	ATHINAI FIR	CHIOS/OMIROS (LGHI)
KALAMATA APP		1	ATHINAI FIR	KALAMATA/Captain Vasilis Kontantakoppoulos (LGKL), KITHIRA/ALEXANDROS ARISTOTELOUS ONASSIS (LGKC)
KAVALA APP		1	ATHINAI FIR	KAVALA / Megas Alexandros (LGKV)
KOS APP		1	ATHINAI FIR	KOS/ Ippokratis (LGKO)
LARISSA APP		1	ATHINAI FIR	LARISSA (LGLR), KOZANI/ Filippos (LGKZ)
LIMNOS APP		1	ATHINAI FIR	LIMNOS/ Ifaistos (LGLM)
MIKONOS APP		1	ATHINAI FIR	MIKONOS (LGMK)
MITILINI APP		1	ATHINAI FIR	MYTILINI/ Odysseas Elytis (LGMT)
ALMIROS APP		1	ATHINAI FIR	ALMIROS/Nea Anghialos (LGBL)
AKTION APP		1	ATHINAI FIR	PREVEZA/Aktion (LGPZ)
SAMOS APP		1	ATHINAI FIR	SAMOS/ Aristarchos of Samos (LGSM)
SANTORINI APP		1	ATHINAI FIR	SANTORINI (LGSR)
SKIATHOS APP		1	ATHINAI FIR	SKIATHOS/ Alexandros Papadiamandis (LGSK)
SKIROS APP		1	ATHINAI FIR	SKIROS (LGSY)
SOUDA APP		1	ATHINAI FIR	CHANIA / Ioannis Daskalogiannis (LGSA)
TANAGRA APP		1	ATHINAI FIR	TANAGRA (LGTG)
IOANNINA APP		1	ATHINAI FIR	IOANNINA/ King Pyrros (LGIO)

1.2.3 Airports

1.2.3.1 General information

In Greece there are fifty-six aerodromes, available for public use and designated as Airports (International and National). These fifty six (56) aerodromes are categorised according to their ownership status, services provided, organisational structure etc.

Of the 56 aerodromes 28 are available for international and national civil aircraft operations, 15 are available for national civil aircraft operations and 13 are not open for civil aircraft operations unless a special permission has been granted.

Of the 56 aerodromes 51 are owned and operated by the State (HCAA, Ministry of Defence), 4 are owned by municipalities and operated by the State (HCAA) and one - Athinai/Eleftherios Venizelos - is owned and operated by a Public-Private Partnership Company.

Further details on aerodromes in Greece may be found in AIP Greece.

1.2.3.2 Airport(s) covered by the LSSIP

As referred to in the ESSIP Plan, the LSSIP Greece focuses on Athinai/Eleftherios Venizelos (LGAV), Iraklion/Nikos Kazantzakis (LGIR), Kerkira/Ioannis Kapodistrias (LGKR), Rodos/Diagoras (LGRP) and Thessaloniki/Makedonia (LGTS) International Airports.

1.2.4 Military Authorities

The Military Authorities involved in ATM in Greece are:

- The Hellenic Air Force (Ministry of Defence);
- The military department dealing with inspections of military airports offering services to GAT (H-MANSOD);
- The Search and Rescue (SAR) service.

Their regulatory, service provision and user role in ATM are detailed below.

The Hellenic Air Force (HAF) primarily provides services to military traffic (OAT). In certain military airports and military TMAs, HAF also provides ATS to GAT. These military units primarily accommodate OAT and have not been certified thus far. However, the air traffic controllers involved comply with civil aviation rules and regulations. Military controllers that provide control to GAT undergo the same basic training as civil air traffic controllers in the HCAA Civil Aviation Training Centre.

In order to ensure independent oversight at the units offering services to GAT, military authorities have established an entity dedicated to oversee the corresponding ATS units and assuring that the ATM/ANS services provided by military to GAT are as reliable and safe as the corresponding ones being provided by civil ATS units

The military airports and MTMAs are indicated in AIP Greece.

HAF is also the user of some designated/reserved parts of the airspace.

Civil military co-ordination is ensured through agreed procedures (use of LoAs, AMC, etc).

The Search and Rescue (SAR) service within Athinai FIR/Hellas UIR is provided by the Ministry of Defence (HAF) and the Ministry of Citizen Protection (Hellenic Coast Guard), who are responsible for organising the aeronautical and maritime Search and Rescue services in a Joint Rescue Coordination Centre (JRCC) and making the necessary facilities available. The tasks and responsibilities of Search and Rescue within Athinai FIR/Hellas UIR are laid down in Law 1844/89 on search and rescue (SAR) issues;

Details on SAR services are provided in AIP Greece.

HAF web address is: http://www.haf.gr/en/

The regulatory, service provision and user role in ATM are detailed below.

The Organisation chart of HAF is shown in Annex B.

1.2.4.1 Regulatory role

Regulatory framework and rule-making

OAT		GAT	
OAT and provision of service for OAT governed by national legal provisions?	Y	Provision of service for GAT by the Military governed by national legal provisions?	Y
Level of such legal provision: Air Force Order 2-9/87		Level of such legal provision: High Level Agreement 22-11-2005	
Authority signing such legal provision: Chief of Air Force		Authority signing such legal provision: MoD/*HAF* and MoT/*HCAA*.	
These provisions cover:		These provisions cover:	
Rules of the Air for OAT	Y		
Organisation of military ATS for OAT	Y	Organisation of military ATS for GAT	Y
OAT/GAT Co-ordination	Y	OAT/GAT Co-ordination	Y
ATCO Training	Y	ATCO Training	Y
ATCO Licensing	Y	ATCO Licensing	Y
ANSP Certification	N/A	ANSP Certification	N/A
ANSP Supervision	Y	ANSP Supervision	N/A
Aircrew Training	Y	ESARR applicability	N/A
Aircrew Licensing	Y		
Additional Information:		Additional Information:	
Means used to inform airspace users (other than military) about these provisions:		Means used to inform airspace users (other than military) about these provisions:	
National AIP	Y	National AIP	Y
National Military AIP	Y	National Military AIP	Y
EUROCONTROL eAIP	N	EUROCONTROL eAIP	N
Other: *MET* *CNS*	 *Y* *Y*	Other: *MET* *CNS*	 *Y* *Y*

Oversight

OAT	GAT
National oversight body for OAT: HELLENIC NATIONAL DEFENCE GENERAL STAFF, HELLENIC AIR FORCE GENERAL STAFF	NSA (as per SES reg. 550/2004) for GAT services provided by the military (*Presidential Decree 103/2010*): **"Hellenic-Military Air Navigation Services Oversight Division"** Based on requirements under article 1.3 Regulation (EC) 216/08 , Hellenic-Military Air Navigation Services Oversight Division **(H-MANSOD)** has been established by virtue of Joint Ministerial Decision (JMD) F.292.71/AD.279232/S.31/12-02-2014. The JMD covers the organisation, the staffing, the responsibilities and the operating procedures of H-MANSOD as well as and cooperation with HANSA. The H-MANSOD oversees and confirms the equivalent safety level, efficiency and interoperability of air navigation services provided by military authorities to GAT.
Additional information:	N/A

1.2.4.2 Service Provision role

OAT			GAT	
Services Provided:			Services Provided:	
En-Route	N		En-Route	N
Approach/TMA	Y		Approach/TMA	Y
Airfield/TWR/GND	Y		Airfield/TWR/GND	Y
AIS	Y		AIS	Y
MET	Y		MET	Y
SAR	Y		SAR	Y
TSA/TRA monitoring	Y		FIS	Y
Other: *CNS*	*Y*		Other: *CNS*	*Y*
Additional Information: -			Additional Information:	

Military ANSP providing GAT services SES certified?	N (*Presidential Decree 103/2010*)	If YES, since:	N/A	Duration of the Certificate:	N/As
Certificate issued by:	N/A		If NO, is this fact reported to the EC in accordance with SES regulations?		Y
Additional Information:					

1.2.4.3 User role

IFR inside controlled airspace, Military aircraft can fly?	OAT only	N	GAT only	N	Both OAT and GAT	Y

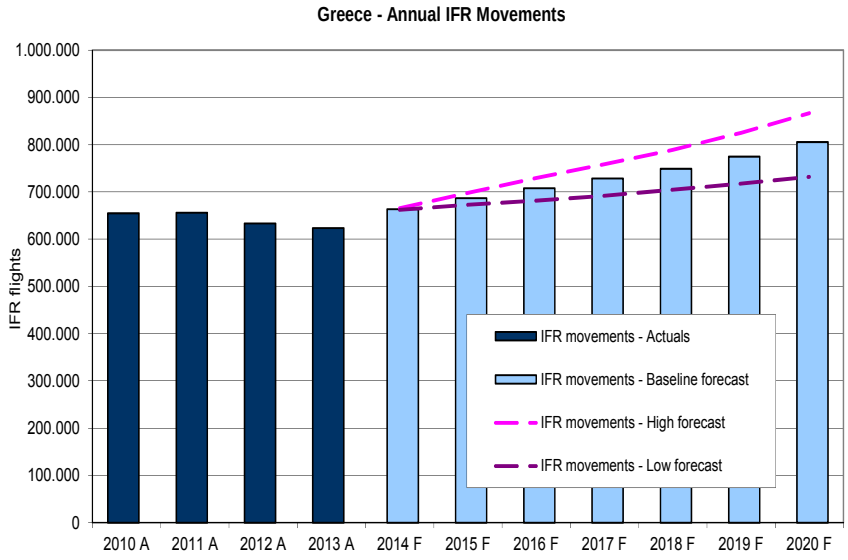
If Military fly OAT-IFR inside controlled airspace, specify the available options:			
Free Routing	N	Within specific corridors only	N
Within the regular (GAT) national route network	Y	Under radar control	Y
Within a special OAT route system	N	Under radar advisory service	Y

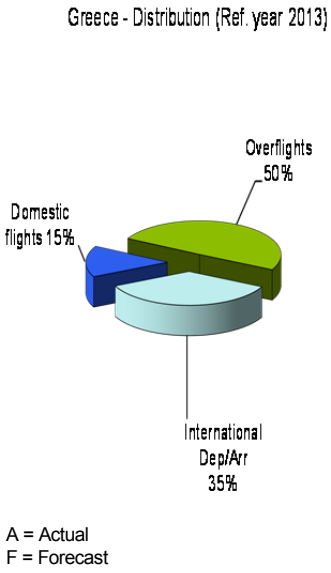
If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:								
No special arrangements				Y	Exemption from Route Charges			Y
Exemption from flow and capacity (ATFCM) measures				N	Provision of ATC in UHF			Y
CNS exemptions:	RVSM	Y	8.33	Y	Mode S	Y	ACAS	Y
Others:								

1.2.4.4 Flexible Use of Airspace (FUA)

Military in Greece applies FUA requirements as specified in the Regulation No 2150/2005: Y
FUA Level 1 implemented: Y
FUA Level 2 implemented: Y
FUA Level 3 implemented: Y

2.1 Evolution of traffic in Greece





EUROCONTROL Seven-Year Forecast (September 2014)											
IFR flights yearly growth		**2011 A**	**2012 A**	**2013 A**	**2014 F**	**2015 F**	**2016 F**	**2017 F**	**2018 F**	**2019 F**	**2020 F**
Greece	H				6.8%	4.9%	4.4%	4.1%	4.0%	4.5%	5.0%
	B	0.2%	-3.5%	-1.6%	6.5%	3.4%	3.1%	2.9%	2.8%	3.5%	4.0%
	L				6.2%	1.7%	1.3%	1.5%	1.8%	1.9%	2.0%
ESRA08	B	3.1%	-2.4%	-1.1%	1.8%	2.4%	2.8%	2.3%	2.3%	2.8%	3.1%

2.1.1 Performance summer 2014

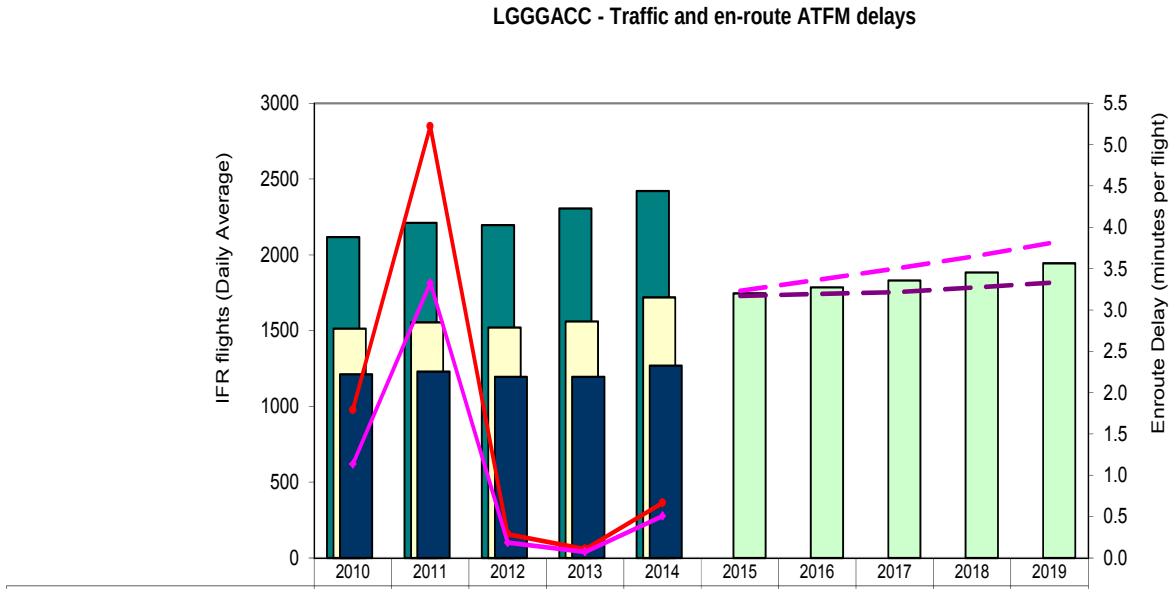
Traffic in Greece **increased by 10.5%** during Summer 2014 (May to October), when compared to Summer 2013.

2.1.2 Planning Period 2015-2019

The STATFOR medium-term forecast (MTF) predicts an average annual increase between 1.6% and 4.4% during the planning cycle, with a baseline growth of 3.1%.

2.2 ATHINAI ACC

2.2.1 Traffic and en-route ATFM delays 2010-2019



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Peak Day Traffic	2117	2211	2197	2306	2421					
Summer Traffic	1513	1555	1521	1561	1720					
Yearly Traffic	1212	1230	1195	1195	1269					
Summer Traffic Forecast						1745	1786	1831	1884	1944
High Traffic Forecast - Summer						1762	1835	1909	1988	2077
Low Traffic Forecast - Summer						1728	1742	1753	1783	1815
Summer enroute delay (all causes)	1.79	5.22	0.29	0.11	0.67					
Yearly enroute delay (all causes) *	1.13	3.33	0.19	0.07	0.51					

*From 01/01/2014 to 31/10/2014

2.2.2 Summer 2014 performance

Traffic Evolution	2014 Capacity Baseline	En-route Delay (min/flight) - Summer		Capacity gap
		Ref value	Actual	
+10.2 %	118 (-4%)	0.27	0.67	Yes

The average en-route delay per flight increased from 0.11 minutes per flight in Summer 2013 to 0.67 minutes per flight in Summer 2014.
55% of delays were due to the reason ATC staffing and 43% due ATC capacity.

Capacity Plan 1%	Achieved	Comments
Improved ATS route network and airspace management	Yes	
Improved civil/military coordination	Yes	
ATFCM actions (traffic volume monitoring, traffic management scenarios etc…)	Yes	
4 additional OLDI messages for silent radar transfers	No	
OLDI with Nicosia (Athens ready)	No	Implemented November 2014
FDPS upgrade including FPL 2012	No	
Maximum configuration: 5/6 sectors	Yes	

Summer 2014 performance assessment

The ACC capacity baseline was measured with ACCESS/Reverse CASA at 118, 4% lower than in 2013. During the measured period, the average peak 1 hour demand was 120 and the average peak 3 hour demand was 111.

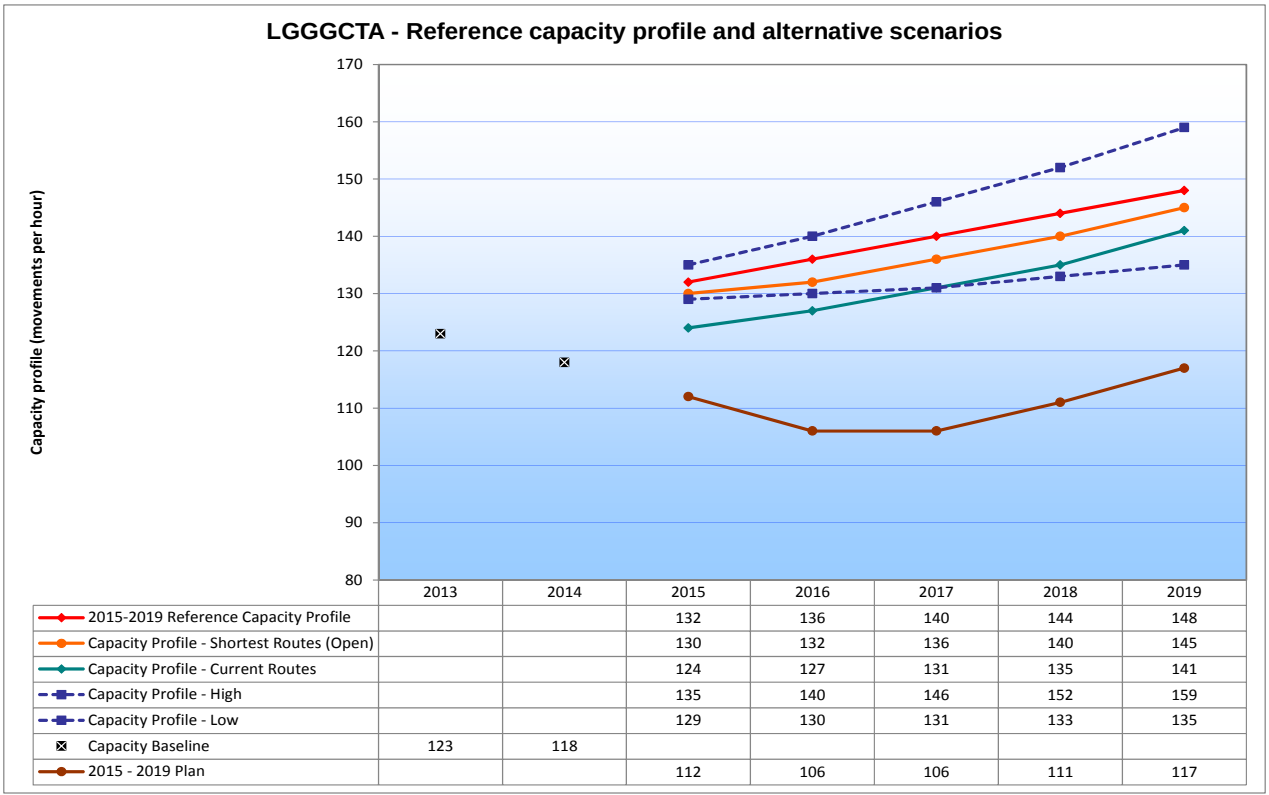
2.2.3 Planning Period 2015-2019 - Summer

The planning focuses on the Summer season to reflect the most demanding period of the year from a capacity perspective. This approach ensures consistency with the previous planning cycles.

En-route ATFM delay breakdown - Reference Values					
LGGGCTA	2015	2016	2017	2018	2019
Annual	0.20	0.20	0.19	0.19	0.18
Summer	0.28	0.28	0.28	0.27	0.26

Capacity Profiles												
ACC	2014 baseline		Profiles (hourly movements and % increase over previous year)									
			2015		2016		2017		2018		2019	
LGGG	118	H	135	14%	140	4%	146	4%	152	4%	159	5%
		Ref.	132	12%	136	3%	140	3%	144	3%	148	3%
		L	129	9%	130	1%	131	1%	133	2%	135	2%
		Open	130	10%	132	2%	136	3%	140	3%	145	4%
		C/R	124	5%	127	2%	131	3%	135	3%	141	4%

Capacity Plan					
	2015	2016	2017	2018	2019
Free Route Airspace		Night DCTs / FRA	Stepped implementation of FRA		
Airspace Management Advanced FUA	Improved civil/military coordination				
Airport & TMA Network Integration					
Cooperative Traffic Management	Improved ATFCM, including STAM				
Airspace	Improved ATS route network and airspace management				
			Airspace reorganisation project		
Procedures					
Staffing	Reduction in number ATCOs			Additional ATCOs	
Technical	ATM system upgrade				
	FDPS upgrade including FPL 2012	4 additional OLDI messages for silent radar transfers	Mode S		
	OLDI with Nicosia				
Capacity					
Significant Events					
Max sectors	4/5	3/4	3/4	4/5	5/6
Capacity increase p.a.	-5%	-5%	0%	5%	5%
Reference profile	12%	3%	3%	3%	3%
Additional information	Some limited recruitment of additional controllers might happen, but this will not be sufficient to cover the expected reduction resulting from retirements and the needs for additional controllers resulting from the high expected traffic growth. Availability of ATCOs will continue to reduce in 2015/16 as a result of retirements and lack of recruitment. As a result of the ATCO shortage, total number of sectors in Athens and Makedonia ACCs will reduce during the first part of the planning period. As a result of the reopening of the KFOR sector, of the crisis situation around Greece, more sectors will be required in both Makedonia and Athens ACCs.				

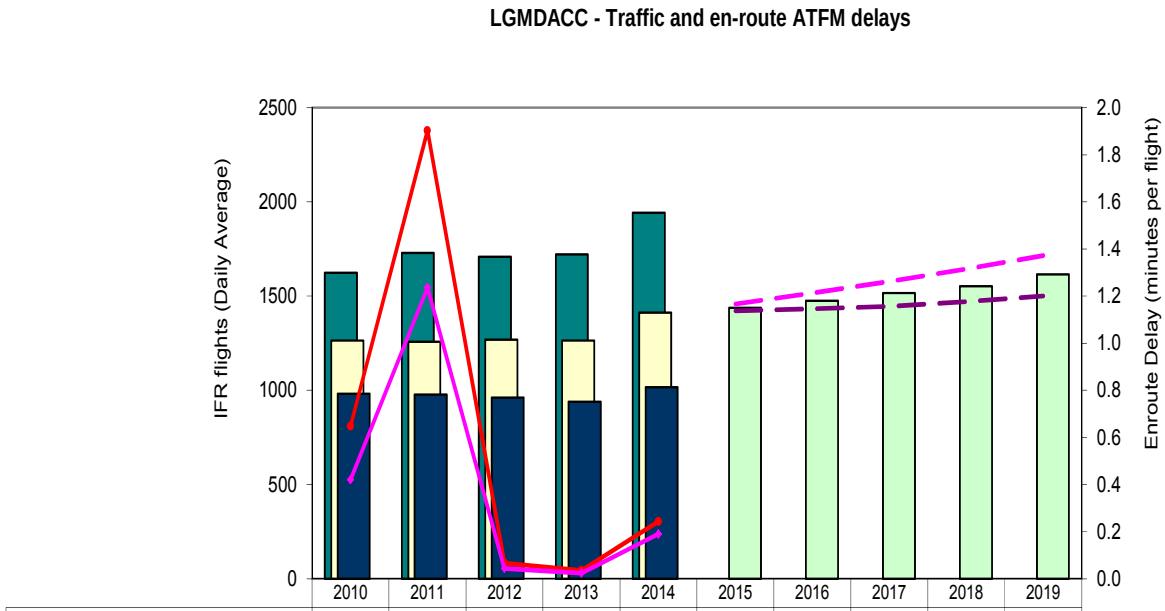


	2013	2014	2015	2016	2017	2018	2019
2015-2019 Reference Capacity Profile			132	136	140	144	148
Capacity Profile - Shortest Routes (Open)			130	132	136	140	145
Capacity Profile - Current Routes			124	127	131	135	141
Capacity Profile - High			135	140	146	152	159
Capacity Profile - Low			129	130	131	133	135
Capacity Baseline	123	118					
2015 - 2019 Plan			112	106	106	111	117

2015-2019 Planning Period Outlook
The main reasons for shortfalls in the Greek ANS system are the economic and social problems prevailing in Greece in the recent years. That has resulted in lack of investments in ANS infrastructure and lack of personnel, and the situation is expected to be aggravated. New approaches to allow timely developments and implementation of operational plans including staff availability/recruitment need to be put in place. Average yearly delays are expected to increase to approximately 3 to 4 minutes per flight over the period.

2.3 MAKEDONIA ACC

2.3.1 Traffic and en-route ATFM delays 2010-2019



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Peak Day Traffic	1623	1729	1708	1721	1942					
Summer Traffic	1264	1258	1268	1264	1413					
Yearly Traffic	982	976	961	939	1016					
Summer Traffic Forecast						1437	1476	1517	1552	1616
High Traffic Forecast - Summer						1458	1516	1578	1644	1715
Low Traffic Forecast - Summer						1421	1433	1445	1470	1501
Summer enroute delay (all causes)	0.65	1.90	0.07	0.03	0.24					
Yearly enroute delay (all causes) *	0.42	1.24	0.04	0.02	0.19					

*From 01/01/2014 to 31/10/2014

2.3.2 Summer 2014 performance

Traffic Evolution	2014 Capacity Baseline	En-route Delay (min/flight) - Summer		Capacity gap
		Ref value	Actual	
+11.8 %	100 (+2%)	0.28	0.24	No

The average en-route delay increased to 0.24 minutes per flight in Summer 2014.
43% of delays were due to the reason ATC staffing, 43% due ATC capacity and 11% due to Equipment (ATC).

Capacity Plan 1%	Achieved	Comments
Improved ATS route network and airspace management	Yes	
Improved civil/military coordination	Yes	
ATFCM actions (traffic volume monitoring, traffic management scenarios etc…)	Yes	
4 additional OLDI messages for silent radar transfers	No	
Resectorisation resulting from the opening of KFOR sector	Yes	
FDPS upgrade including FPL 2012	No	
Maximum configuration: 4/5 sectors	Yes	

Summer 2014 performance assessment

The ACC capacity baseline was measured with ACCESS/Reverse CASA at 100, 2% higher than in 2013. During the measured period, the average peak 1 hour demand was 99 and the average peak 3 hour demand was 90.

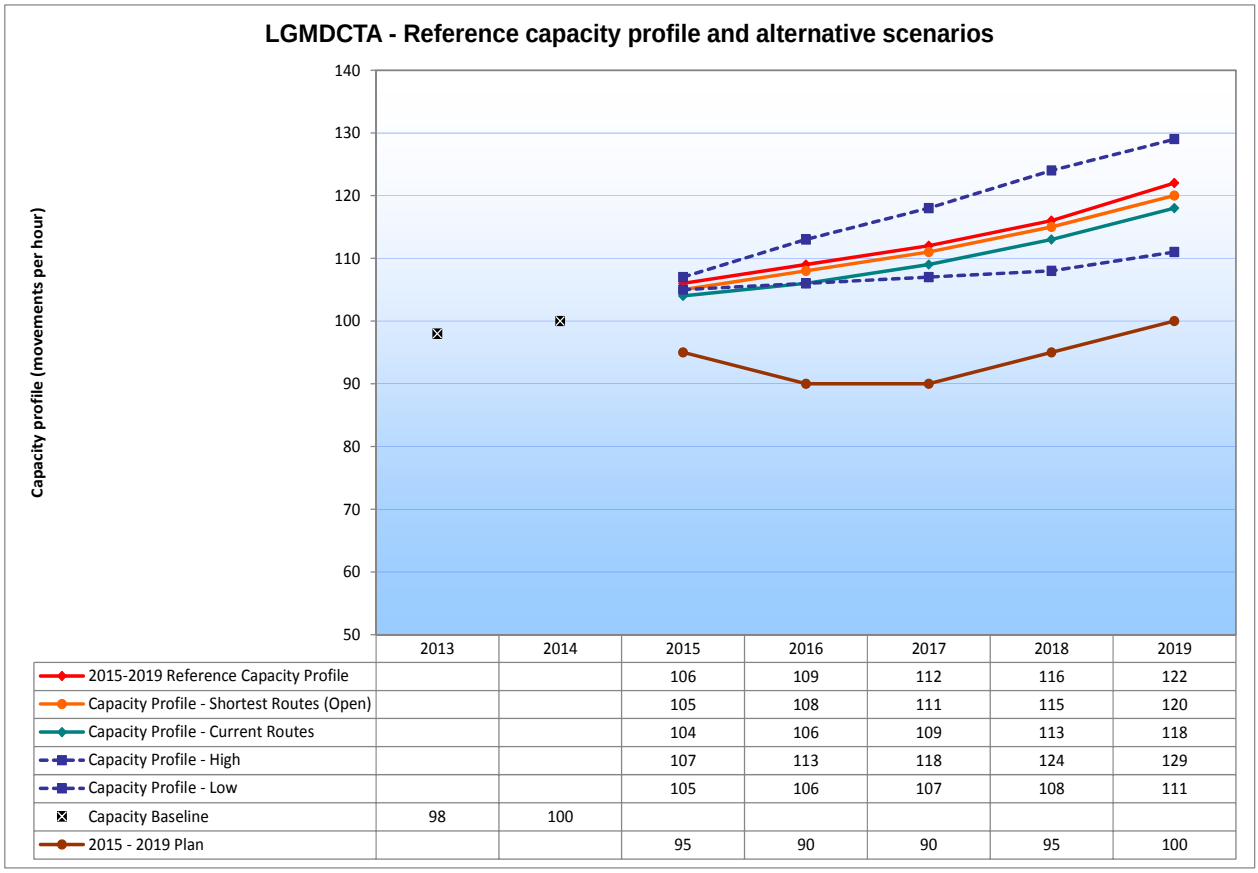
2.3.3 Planning Period 2015-2019 - Summer

The planning focuses on the Summer season to reflect the most demanding period of the year from a capacity perspective. This approach ensures consistency with the previous planning cycles.

En-route ATFM delay breakdown - Reference Values					
LGMDCTA	2015	2016	2017	2018	2019
Annual	0.16	0.16	0.15	0.15	0.15
Summer	0.21	0.21	0.21	0.20	0.20

Capacity Profiles												
ACC	2014 baseline		Profiles (hourly movements and % increase over previous year)									
			2015		2016		2017		2018		2019	
LGMD	100	H	107	7%	113	6%	118	4%	124	5%	129	4%
		Ref.	106	6%	109	3%	112	3%	116	4%	122	5%
		L	105	5%	106	1%	107	1%	108	1%	111	3%
		Open	105	5%	108	3%	111	3%	115	4%	120	4%
		C/R	104	4%	106	2%	109	3%	113	4%	118	4%

Capacity Plan					
	2015	2016	2017	2018	2019
Free Route Airspace		Night DCTs / FRA	Stepped implementation of FRA		
Airspace Management Advanced FUA	Improved civil/military coordination				
Airport & TMA Network Integration					
Cooperative Traffic Management	Improved ATFCM, including STAM				
Airspace	Improved ATS route network and airspace management				
			Airspace reorganisation project		
Procedures					
Staffing	Reduction in number ATCOs			Additional ATCOs	
Technical	ATM system upgrade				
	FDPS upgrade including FPL 2012	4 additional OLDI messages for silent radar transfers	Mode S		
Capacity					
Significant Events					
Max sectors	4/3	3/2	3/2	4/3	5/4
Capacity increase p.a.	-5%	-5%	0%	5%	5%
Reference profile	6%	3%	3%	4%	5%
Additional information	Some limited recruitment of additional controllers might happen, but this will not be sufficient to cover the expected reduction resulting from retirements and the needs for additional controllers resulting from the high expected traffic growth. Availability of ATCOs will continue to reduce in 2015/16 as a result of retirements and lack of recruitment. As a result of the ATCO shortage, total number of sectors in Athens and Makedonia ACCs will reduce during the first part of the planning period. As a result of the reopening of the KFOR sector, of the crisis situation around Greece, more sectors will be required in both Makedonia and Athens ACCs.				



	2013	2014	2015	2016	2017	2018	2019
2015-2019 Reference Capacity Profile			106	109	112	116	122
Capacity Profile - Shortest Routes (Open)			105	108	111	115	120
Capacity Profile - Current Routes			104	106	109	113	118
Capacity Profile - High			107	113	118	124	129
Capacity Profile - Low			105	106	107	108	111
Capacity Baseline	98	100					
2015 - 2019 Plan			95	90	90	95	100

2015-2019 Planning Period Outlook
The main reasons for shortfalls in the Greek ANS system are the economic and social problems prevailing in Greece in the recent years. That has resulted in lack of investments in ANS infrastructure and lack of personnel, and the situation is expected to be aggravated. New approaches to allow timely developments and implementation of operational plans including staff availability/recruitment need to be put in place. Average yearly delays are expected to increase to approximately 3 to 4 minutes per flight over the period.

Chapter 3 - ESSIP Report recommendations

Recommendations issued from the ESSIP Report for 2013 applicable to Greece (GR) for all items that require corrective actions and improvements.

Reference number	Recommendation	Ownership
REC-2013-1(4)	Local Stakeholders that declared delays in implementation of AOP04.1 to take corrective measures to reduce the implementation delays.	GR (LGTS), GR (LGAV),
State feedback: Currently LGAV operates a SMGCS with use of SMR. For Level 1 capabilities a new system with Multilateration is required. The system specifications have been elaborated and procurement is pending. Actions in progress in order to implement the objective by 31/12/2015. Installation and acceptance of SMR, MLAT and ASMGS (Level 1, 2) at LGTS is completed. System is under operational and technical evaluation in order to put it into service by 30/06/2015		
REC-2013-1(5)	Local Stakeholders that declared delays in implementation of SAF10 to take corrective measures to reduce the implementation delays.	BE, BG, CZ, IE, ES, AZ, BA, LV, EE, MD, ME, MK, UA, GR, HR, HU, PT, TR, RS, SE, SI, AL
State feedback: DAIW is in place. Coordination procedures implemented between the appropriate Authorities to reduce risk of Airspace infringement. Refresh courses are planed annually related to Airspace Infringement Risk Reduction.		
REC-2013-1(6)	Local Stakeholders that declared delays in implementation of INF04 to take corrective measures to reduce the implementation delays.	LU, BG, HR, BA, GR, DE, ES, PL, GE, RO, RS, FI, ME, HU, IT
State feedback: Integrated Briefing will be implemented by the future materialization of an automated AIS system, fully compliant and harmonized with EC.Reg 73/2010. An upgrade of HANSP AIS System (PEGASUS) is under evaluation. Migration to EAD is under consideration.		
REC-2013-1(8)	Local Stakeholders that declared delays in implementation of AOP03 to take corrective measures to reduce the implementation delays.	CZ, AL, BA, GR, ME, HR, BE, HU, ES, MD, PT, RO, RS, RO, RS, LU, SI, UA
State feedback: Local Runway Safety Teams have been enacted, appointed and are functional at 15 of the 18 controlled aerodromes. New markings and signs to enhance RWY incursion prevention have been implemented (July 2013) additionally to the existing ones. EAPPRI recommendations have been presented to ATCOs at LGAV as part of the annual refresh course training. Actions in progress for AIXM implementation.		
REC-2013-1(13)	Local Stakeholders that declared delays in implementation of COM10 to take corrective measures to reduce the implementation delays.	NO, HU, FR, AM, GR, EE, UA
State feedback: Replacement and upgrade of the aged AFTN/CIDIN system to support AMHS is planned. The associated project is in progress. Development, installation, testing and initial operations are planned for 2015-2016.		
REC-2013-4	Ensure better planning reliability at local level.	All States
State feedback: The planning of HANSP is developed by using a systematic approach in line with the requirements of the SES .In addition other external drivers like economy, society and technological evolution were taken into account.		
REC-2013-5	The ANSPs should ensure synchronised system evolution between neighbouring States.	All ECAC ANSPs
State feedback: HANSP has LOAs with most of the neighbouring States in order synchronised system evolution to be ensured. In addition according to the BLUE MED FAB Implementation Programme all the activities and initiatives have to be coordinated with the neighbouring FABs (DANUBE, FAB EC and FAB CE) under the cooperation frameworks which have been established at bilateral level.		
REC-2013-15	The ANSPs within a FAB should coordinate their system renewal and capability evolution more closely in order to deliver larger scale performance improvements to customers.	FAB ANSPs
State feedback: According to the BLUE MED FAB Implementation Programme all the activities within this Programme will follow common information sharing and coordination procedures among the partners in order to ensure synchronisation of deployment and mutual transfer of expertise, concepts and practices.		

Chapter 4 - National Projects

The main projects currently ongoing in Greece are depicted in the table below.

Name / Code	Description - Scope	Schedule	Status	Link with ATM Master Plan / Other references	Expected Contribution to the Key Performance Areas *
HANSP (GR)					
ACCs main VCS/RCS (HANSP 05)	Replacement of the main VCS/RCS systems	2015-2016	Technical Specifications already been developed. Call for tenders is underway.	**ESSIP:**COM11 **OI-Steps:** - **Other:** -	**Capacity:** The project contributes to capacity increment. **Safety:** The project will improve consistency, reliability and integrity of VCS/RCS systems impacting positively on Safety **Environment:** - **Cost-Efficiency:** VOIP implementation, Reduction of maintenance cost for VCS/RCS system.
AIS (HANSP 18)	Upgrade of AIS system.	2015 - 2017	Technical Specifications under development.	**ESSIP:**INF04, ITY-ADQ **OI-Steps:** IS-0201, IS-0202, IS-0204 **Other:** -	**Capacity:** - **Safety:** The project will improve consistency, reliability and integrity of aeronautical data impacting positively on Safety. **Environment:** - **Cost-Efficiency:** -
ALFA STATIONS 255 (CHARON project) (HANSP 23)	Procurement of Hardware and Software for the replacement of ALFA STATIONS 255 (CHARON project)	2015	Procurement underway.	**ESSIP:**- **OI-Steps:** - **Other:** -	**Capacity:** - **Safety:** - **Environment:** - **Cost-Efficiency:** Reduction of maintenance cost.
ATIS - VOLMET systems (HANSP 22)	Procurement of ATIS - VOLMET systems.	2015 - 2016	Technical Specifications under development.	**ESSIP:**- **OI-Steps:** - **Other:** -	**Capacity:** - **Safety:** The project improves Safety of flight operations. **Environment:** - **Cost-Efficiency:** -

Name / Code	Description - Scope	Schedule	Status	Link with ATM Master Plan / Other references	Expected Contribution to the Key Performance Areas *
HANSP (GR)					
Elementary Mode S Sensor (MSSR/EMS) at Himittos Mountain (HANSP 14)	Procurement, installation an commissioning of an Elementary Mode S Sensor (MSSR/EMS) at Himittos Mountain	2015 - 2016	Technical Specifications already been developed. Call for Tenders underway.	**ESSIP:**ITY-SPI **OI-Steps:** - **Other:** -	**Capacity:** The project contributes to capacity increament. **Safety:** The project improves Safety of flight operations. and contributes to capacity increament **Environment:** - **Cost-Efficiency:** -
Five (5) Airport VCS/RCS (HANSP 11)	Replacement of five(5) VCS/RCS at Thessaloniki, Iraklion, Rodos, Kerkira and Kos (LGTS, LGIR, LGRP, LGKR, LGKO) Airports.	2015 - 2016	Technical Specifications already been developed. Call for Tenders is underway.	**ESSIP:**COM11 **OI-Steps:** - **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.
Installation of MTL/WAM & ADS - B system for ATHINAI UIR/FIR (HANSP 08)	Procurement, installation and commissioning of MLT/WAM and ADS - B system for ATHINAI UIR/FIR.	2016 - 2020	Technical Specifications under development.	**ESSIP:**ITY-SPI **OI-Steps:** - **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.

Name / Code	Description - Scope	Schedule	Status	Link with ATM Master Plan / Other references	Expected Contribution to the Key Performance Areas *
HANSP (GR)					
ILS - VOR-DME Replacement (HANSP 07)	Replacement of 6 DVOR, 3CVOR, 1Mobile VOR and 9 DME at Greek Airports and sites. Replacement of 1 ILS/DME at LGRP Airport	2015 - 2017	Technical Specifications already been developed. Call for Tenders is underway.	**ESSIP:**NAV03 **OI-Steps:** AOM-0601, AOM-0602 **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.
MLT Athinai (LGAV) (HANSP 10)	Procurement of MLT system for Athinai Eleftherios Venizelos (LGAV) Airport	2015 - 2017	In Call for Tenders phase	**ESSIP:**AOP04.1, AOP04.2, ITY-SPI **OI-Steps:** AO-0102, AO-0201 **Other:** -	**Capacity:** The project contributes to capacity increament **Safety:** The project improves Safety of flight operations. and contributes to capacity increment **Environment:** - **Cost-Efficiency:** -
MLT/WAM and VCS systems for Andravida (LGAD) (HANSP 17)	Procurement of MLT/WAM and VCS systems for Andravida (LGAD) Airport	2016 - 2018	Technical Specifications already been developed. Call for tender is underway.	**ESSIP:**COM11, ITY-SPI **OI-Steps:** - **Other:** -	**Capacity:** The project contributes to capacity increment **Safety:** The project improves Safety of flight operations. **Environment:** - **Cost-Efficiency:** -
MLT/WAM and VCS systems for Chania (LGSA) (HANSP 16)	Procurement of MLT/WAM and VCS systems for Chania (LGSA) Airport	2015 - 2017	Technical Specifications already been developed. Call for tender is underway.	**ESSIP:**COM11, ITY-SPI **OI-Steps:** - **Other:** -	**Capacity:** The project contributes to capacity increment. **Safety:** The project improves Safety of flight operations. **Environment:** - **Cost-Efficiency:** -

Name / Code	Description - Scope	Schedule	Status	Link with ATM Master Plan / Other references	Expected Contribution to the Key Performance Areas *
HANSP (GR)					
New SDPS, FDPS& ODS (PALLAS) (HANSP 01)	Procurement installation and commisioning of a new SDPS, FDPS& ODS (PALLAS)	2016-2020	Technical Specifications under development.	**ESSIP:**ATC02.2, ATC02.5, ATC12, ATC17, COM09, FCM01, FCM03, ITY-COTR, ITY-FMTP, ITY-SPI **OI-Steps:** CM-0201, CM-0201-A, CM-0202, CM-0203, CM-0801, DCB-0302, IS-0101, IS-0102 **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.
Partial Replacement of CNS systems at Athinai (LGAV) Airport (HANSP 03)	Partial Replacement of CNS systems at Athinai (LGAV) Airport	2015 - 2019	Technical Specifications under development	**ESSIP:**- **OI-Steps:** - **Other:** -	**Capacity:** - **Safety:** The project will improve consistency, reliability and integrity of CNS systems impacting positively on Safety **Environment:** - **Cost-Efficiency:** Reduction of maintenance cost for CNS systems
PBN procedures design Tool. (HANSP 24)	Procurement of Hardware and Software system for designing PBN procedures	2015 - 2016	Technical Specifications under development.	**ESSIP:**AOM21, NAV03, NAV09 **OI-Steps:** AOM-0401, AOM-0402, AOM-0601, AOM-0602 **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.

Name / Code	Description - Scope	Schedule	Status	Link with ATM Master Plan / Other references	Expected Contribution to the Key Performance Areas *
HANSP (GR)					
Replacement of 4 En-route Secondary Surveilance RADAR (HANSP 04)	Replacement of 4 En-route Secondary Surveilance RADAR in order to meet requirements of SES - ICAO & LSSIP OBJECTIVES / SESAR ATM MASTER PLAN	2016-2020	Technical Specifications under development	**ESSIP:**ITY-SPI **OI-Steps:** - **Other:** -	**Capacity:** - **Safety:** The project improves Safety of flight operations and contributes to cost efficiency **Environment:** - **Cost-Efficiency:** The project improves Safety of flight operations and contributes to cost efficiency
Replacement of 4 RADAR (PSR/EMS) systems (HANSP 02)	Replacement of 4 RADAR (PSR/EMS) systems for Thessaloniki (LGTS), Iraklion (LGIR), Rodos (LGRP) and Kerrkira (LGKR) Airports (SDPS/ODS)	2016-2020	Technical Specifications under development.	**ESSIP:**ITY-SPI **OI-Steps:** - **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.
Tower Simulator (HANSP 21)	Procurement, installation and commissioning of a new Tower Simulator.	2015 - 2016	Technical Specifications already been developed. Call for tender is underway.	**ESSIP:**- **OI-Steps:** - **Other:** -	**Capacity:** - **Safety:** The project improves Safety of flight operations. **Environment:** - **Cost-Efficiency:** -
Data and Voice Recorders (HANSP 12)	Replacement of Data and Voice Recorders	2015 - 2017	Technical Specifications under development.	**ESSIP:**- **OI-Steps:** - **Other:** -	**Capacity:** - **Safety:** - **Environment:** - **Cost-Efficiency:** Reduction of maintenance cost for Data and Voice Recorders

Name / Code	Description - Scope	Schedule	Status	Link with ATM Master Plan / Other references	Expected Contribution to the Key Performance Areas *
HANSP (GR)					
350 VHF Transceivers (HANSP 09)	Procurement of 350 VHF transceivers with 8.33 KHz capability.	2015 - 2017	Technical Specifications already been developed. Call for tender is underway.	**ESSIP:**ITY-AGVCS2 **OI-Steps:** - **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.
40 UHF transceivers (HANSP 13)	Procurement of 40 UHF 100W transceivers	2015 - 2017	Technical Specifications already been developed. Call for tender is underway.	**ESSIP:**ITY-AGVCS2 **OI-Steps:** - **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.

5.1 FAB Co-ordination

BLUE MED FAB is an established Functional Airspace Block (FAB) with an ongoing Implementation Phase undertaken through a solid Implementation Programme, involving four European Countries (Cyprus, Greece, Italy and Malta). The Implementation Programme is ongoing and is continuously updated upon direction of the BLUE MED Governing bodies. It is to be noted that Albania, Egypt, Tunisia, Lebanon and the Kingdom of Jordan took part with the status of Observer or Associated Partner in the BLUE MED FAB Definition Phase.

5.2 FAB Projects

Name / Code	Description - Scope	Schedule	Status	Link with ATM Master Plan / Other references	Expected Contribution to the Key Performance Areas *
HANSP (GR)					
HACAS-Hellenic AFTN/CIDIN AMHS System (HANSP 15)	Development of Technical Specifications, procurement, installation and commissioning of a new AFTN/CIDIN and AMHS system, in order to meet ICAO/AMHS requirements.	2015 - 2016	In Call for Tenders phase.	**ESSIP:**AOM21, COM10 **OI-Steps:** AOM-0401, AOM-0402 **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.
MLT/WAM for en-route procedures in N.E Aegean Sea (HANSP 20)	Procurement installation and commissioning of MLT/WAM for en-route procedures in N.E Aegean Sea.	2014 - 2015	Contract Signature phase.	**ESSIP:**AOM21, ITY-SPI **OI-Steps:** AOM-0401, AOM-0402 **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.

Name / Code	Description - Scope	Schedule	Status	Link with ATM Master Plan / Other references	Expected Contribution to the Key Performance Areas *
HANSP (GR)					
PALLAS Upgrade-3G (HANSP 06)	Upgrade of RADAR and Flight Plans Data Processing System (RDPS/FDPS) - PALLAS 3G. Added functionalities: new OLDI messages for Silent Radar Transfer, improved SSR-Code Management, ELM-S, ICAO FPL 2012, FRA FL 355+	2015 - 2016	Contract Signature underway.	**ESSIP:**AOM21, ATC02.2, ATC02.5, ATC12, ATC17, COM09, FCM01, FCM03, ITY-COTR, ITY-FMTP, ITY-SPI **OI-Steps:** AOM-0401, AOM-0402, CM-0201, CM-0201-A, CM-0202, CM-0203, CM-0801, DCB-0302, IS-0101, IS-0102 **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.
Telecommunication Stations (HANSP 19)	Upgrade of Telecommunication Stations.	2015 - 2016	In Call for Tenders phase	**ESSIP:**AOM21, COM11 **OI-Steps:** AOM-0401, AOM-0402 **Other:** -	**Capacity:** The implementation of the programme will contribute to improve all the KPAs. **Safety:** The implementation of the programme will contribute to improve all the KPAs. **Environment:** The implementation of the programme will contribute to improve all the KPAs. **Cost-Efficiency:** The implementation of the programme will contribute to improve all the KPAs.

5.3 Regional cooperation

5.3.1 Regional Cooperation Initiatives

Letters of Agreement (LOA) with the following ACCs of ANSPs of Adjacent States are in place:

- LoA Athens ACC - Brindisi ACC last update on 03/04/2014
- LoA Athens ACC - Roma ACC last update on 13/11/2014

5.3.2 Regional Projects

There are no regional projects for Greece (Status by End 2014) with other partners outside FAB Blue Med.

Conventions

Two colour codes are used for each ESSIP Objective 'box':

- one colour code is used to show the Objective **Scope** in the Objective ID cell, and
- another colour code is used to show the Objective **Progress** in the State and for each national stakeholder.

Obj. ID (*)	Obj. Title (By mm/yyyy of overall objective, inc non-State SloAs)	**Obj. Progress (**)**
State's high level progress statement		**State Impl. Date**
REG (By:mm-yyyy)	REG high level progress statement	APO. Progress (**)
		APO Impl. Date
ASP (By:mm-yyyy)	ASP high level progress statement	ASP. Progress (**)
		ASP Impl. Date
MIL (By:mm-yyyy)	MIL high level progress statement	MIL. Progress (**)
		MIL Impl. Date
APO (By:mm-yyyy)	APO high level progress statement	APO. Progress (**)
		APO Impl. Date

(*) Objective Scope Code:
ECAC
EU+
Multi-N
APT

(**) Objective/Stakeholder Progress Code:			
Completed		No Plan	
Partly Completed		Not Applicable	
Planned		Missing Data	
Late			

6.1 ESSIP Objectives Implementation progress

AOM13.1	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018	**[IDP]**	**Planned**
Actions ongoing for GAT and OAT harmonization. Military operations that can be accommodated by similar rules have been identified and are handled accordingly.			**31/12/2016**
REG (By:12/2018)	European specification to be taken into consideration for national legislation revision. National legislation has not yet been revised.		Planned 31/12/2015
ASP (By:12/2018)	Actions ongoing for GAT and OAT harmonization.		Planned 31/12/2016
MIL (By:12/2018)	Actions ongoing for GAT and OAT harmonization.		Planned 31/12/2016

AOM19	**Implement Advanced Airspace Management** ***Timescales:*** Initial operational capability: 01/01/2011 Full operational capability: 31/12/2016	**[IDP]**	**Planned**
FUA mechanism established in civil-military agreement, according to EC 2150/2005.			**31/12/2015**
ASP (By:12/2016)	FUA concept application is progressing according to the civil-military agreement. Relative actions for implementation will be defined.		Planned 31/12/2015

AOM21	**Implementation of Free Route Airspace** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/12/2017	**[IDP]**	**Planned**
Actions in progress in order to identify local FRA. ATFCM procedures, LoAs, RAD will be upadated accordingly. ATCO training will be conducted after the finalisation of pending actions.			**31/12/2017**
ASP (By:12/2017)	Actions in progress in order to identify local FRA. ATFCM procedures, LoAs, RAD will be upadated accordingly. ATCO training will be conducted after the finalisation of pending actions.	HACAS- Hellenic AFTN/CIDIN AMHS System / MLT/WAM for en-route procedures in N.E Aegean Sea / PALLAS Upgrade-3G / PBN procedures design Tool. / Telecommunication Stations	Planned 31/12/2017

AOP03	**Improve runway safety by preventing runway incursions** ***Timescales:*** Initial operational capability: 01/04/2003 Full operational capability: 31/12/2013	**[IDP]**	**Late**
Local Runway Safety Teams have been enacted, appointed and are functional at 15 of the 18 controlled aerodromes.			**31/12/2015**
REG (By:12/2013)	Local Runway Safety Teams have been enacted, appointed and are functional at 15 of the 18 controlled aerodromes		Completed 31/12/2008
ASP (By:12/2013)	Local Runway Safety Teams have been enacted, appointed and are functional at 15 of the 18 controlled aerodromes. New markings and signs to enhance RWY incursion prevention have been implemented (July 2013) additionally to the existing ones. EAPPRI recommendations have been presented to ATCOs at LGAV as part of the annual refresh course training		Late 31/12/2015
APO (By:12/2013)	Local Runway Safety Teams have been enacted, appointed and are functional at 15 of the 18 controlled aerodromes		Late 31/12/2015

AOP04.1	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2011		**Late**
LGAV - ATHINAI / Eleftherios Venizelos			
Currently LGAV operates a SMGCS with use of SMR. For Level 1 capabilities a new system with Multilateration is required. The system specifications have been elaborated and procurement is pending.			**31/12/2015**
REG (By:12/2010)	Currently LGAV operates a SMGCS with use of SMR. For Level 1 capabilities a new system with Multilateration is required. The system specifications have been elaborated and procurement is pending.		Late 31/12/2015
ASP (By:12/2011)	Currently LGAV operates a SMGCS with use of SMR. For Level 1 capabilities a new system with Multilateration is required. The system specifications have been elaborated and procurement is pending.	MLT Athinai (LGAV)	Late 31/12/2015
APO (By:12/2010)	Currently LGAV operates a SMGCS with use of SMR. For Level 1 capabilities a new system with Multilateration is required. The system specifications have been elaborated and procurement is pending.		Late 31/12/2015

AOP04.1	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1** ***Timescales:*** - not applicable -		**Not Applicable**
LGIR - IRAKLION / Nikos Kazantzakis **(Outside Applicability Area)**			
LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.			**-**
REG (By:12/2010)	LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.		Not Applicable -
ASP (By:12/2011)	LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.	MLT Athinai (LGAV)	Not Applicable -
APO (By:12/2010)	LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.		Not Applicable -

AOP04.1	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1** ***Timescales:*** - not applicable -		**Not Applicable**
LGKR - KERKIRA / Ioannis Kapodistrias **(Outside Applicability Area)**			
LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.			**-**
REG (By:12/2010)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.		Not Applicable -
ASP (By:12/2011)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	MLT Athinai (LGAV)	Not Applicable -
APO (By:12/2010)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.		Not Applicable -

AOP04.1	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1** ***Timescales:*** - not applicable -		**Not Applicable**
LGRP - RODOS / Diagoras **(Outside Applicability Area)**			
LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.			**-**
REG (By:12/2010)	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.		Not Applicable -
ASP (By:12/2011)	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.	MLT Athinai (LGAV)	Not Applicable -
APO (By:12/2010)	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.		Not Applicable -

AOP04.1	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2011		**Late**
LGTS - THESSALONIKI / Makedonia			
Installation and acceptance of SMR, MLAT and ASMGS (Level 1, 2) completed. **System is under operational and technical evaluation in order to be put it into service.**			**30/06/2015**
REG (By:12/2010)	Actions are in progress.		Late 30/06/2015
ASP (By:12/2011)	Installation and acceptance of SMR, MLAT and ASMGS (Level 1, 2) completerd. System is under operational and technical evaluation in order to put it into service.	MLT Athinai (LGAV)	Late 30/06/2015
APO (By:12/2010)	Actions are in progress.		Late 30/06/2015

AOP04.2	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2017		**Planned**
LGAV - ATHINAI / Eleftherios Venizelos			
Currently LGAV operates a SMGCS with use of SMR. For Level 2 capabilities a new system with Multilateration is required. The system specifications have been elaborated and procurement is pending.			**31/12/2015**
ASP (By:12/2017)	Currently LGAV operates a SMGCS with use of SMR. For Level 2 capabilities a new system with Multilateration is required. The system specifications have been elaborated and procurement is pending.	MLT Athinai (LGAV)	Planned 31/12/2015
APO (By:12/2017)	Currently LGAV operates a SMGCS with use of SMR. For Level 2 capabilities a new system with Multilateration is required. The system specifications have been elaborated and procurement is pending.		Planned 31/12/2015

AOP04.2	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2** ***Timescales:*** - not applicable -		**Not Applicable**
LGIR - IRAKLION / Nikos Kazantzakis **(Outside Applicability Area)**			
LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2017)	LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.	MLT Athinai (LGAV)	Not Applicable -
APO (By:12/2017)	LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.		Not Applicable -

AOP04.2	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2** ***Timescales:*** - not applicable -		**Not Applicable**
LGKR - KERKIRA / Ioannis Kapodistrias **(Outside Applicability Area)**			
LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2017)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	MLT Athinai (LGAV)	Not Applicable -
APO (By:12/2017)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.		Not Applicable -

AOP04.2	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2** ***Timescales:*** - not applicable -		**Not Applicable**
LGRP - RODOS / Diagoras **(Outside Applicability Area)**			
LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2017)	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.	MLT Athinai (LGAV)	Not Applicable -
APO (By:12/2017)	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.		Not Applicable -

AOP04.2	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2017		**Partly Completed**
LGTS - THESSALONIKI / Makedonia			
Installation of SMR, MLAT,and ASMGS (Level 1, 2) completed. System is under operational and technical evaluation in order to put it into service			**30/06/2015**
ASP (By:12/2017)	Installation of SMR, MLAT,and ASMGS (Level 1, 2) completed. System is under operational and technical evaluation in order to put it into service	MLT Athinai (LGAV)	Partly Completed 30/06/2015
APO (By:12/2017)	Actions are in progress.		Partly Completed 30/06/2015

AOP05	**Implement Airport Collaborative Decision Making (CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/01/2016	**[IDP]**	**Partly Completed**
LGAV - ATHINAI / Eleftherios Venizelos			
CDM software platform has been implemented. Full operational exploitation will be achieved in conjunction with DMAN development. Plan for DMAN platform is being elaborated. Manuals and guidelines to be drafted accordingly.			**31/01/2016**
ASP (By:01/2016)	CDM software platform has been implemented. Full operational exploitation will be achieved in conjunction with DMAN development. Plan for DMAN platform is being elaborated. Manuals and guidelines to be drafted accordingly.		Partly Completed 31/01/2016
APO (By:01/2016)	CDM system has been implemented. Full operational exploitation will be achieved in conjunction with DMAN development. New DMAN software is under common development by ATC and AOP. Trials ongoing. Manuals and guidelines to be drafted accordingly.		Partly Completed 31/01/2016

AOP05	**Implement Airport Collaborative Decision Making (CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/01/2016	**[IDP]**	**Planned**
LGIR - IRAKLION / Nikos Kazantzakis			
CDM tool is installed and operated in test mode without TSAT extraction.			**31/01/2016**
ASP (By:01/2016)	CDM tool is installed and operated in test mode without TSAT extraction.		Planned 31/01/2016
APO (By:01/2016)	CDM tool is installed and operated in test mode without TSAT extraction.		Planned 31/01/2016

AOP05	**Implement Airport Collaborative Decision Making (CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/01/2016	[IDP]	Not Applicable
LGKR - KERKIRA / Ioannis Kapodistrias			
LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.			-
ASP (By:01/2016)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:01/2016)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.		Not Applicable -

AOP05	**Implement Airport Collaborative Decision Making (CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/01/2016	[IDP]	Planned
LGRP - RODOS / Diagoras			
CDM tool is installed and operated in test mode without TSAT extraction.			**31/01/2016**
ASP (By:01/2016)	CDM tool is installed and operated in test mode without TSAT extraction.		Planned 31/01/2016
APO (By:01/2016)	CDM tool is installed and operated in test mode without TSAT extraction.		Planned 31/01/2016

AOP05	**Implement Airport Collaborative Decision Making (CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/01/2016	[IDP]	Not Applicable
LGTS - THESSALONIKI / Makedonia			
LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.			-
ASP (By:01/2016)	LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:01/2016)	LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.		Not Applicable -

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013		Late
The STCA level 1 is implemented and operational. Implementation of level 2 is foreseen with the installation of a new system following the upcoming PALLAS 3G.			**31/12/2020**
ASP (By:01/2013)	The STCA level 1 is implemented and operational. Implementation of level 2 is foreseen with the installation of a new system following the upcoming PALLAS 3G.	New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G	Late 31/12/2020

ATC02.5	**Implement ground based safety nets - Area Proximity Warning - level 2** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016		**Planned**
The APW algorithm is implemented and operational. The finalized specifications for L2 produced by EUROCONTROL are under consideration. APW level 2 is foreseen for the next upgrade following the upcoming PALLAS 3G.			**31/12/2016**
ASP (By:12/2016)	The APW algorithm is implemented and operational. The finalized specifications for L2 produced by EUROCONTROL are under consideration. APW level 2 is foreseen for the next upgrade following the upcoming PALLAS 3G.	New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G	Planned 31/12/2016

ATC02.6	**Implement ground based safety nets - Minimum Safe Altitude Warning - level 2** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**Not Applicable**
Greece is not in the Applicability Area of this Objective.			**-**
ASP (By:12/2016)	Greece is not in the Applicability Area of this Objective.		Not Applicable -

ATC02.7	**Implement ground based safety nets - Approach Path Monitor - level 2** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**Not Applicable**
Greece is not in the Applicability Area of this Objective.			**-**
ASP (By:12/2016)	Greece is not in the Applicability Area of this Objective.		Not Applicable -

ATC07.1	**Implement arrival management tools** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**Not Applicable**
Greece is not in the Applicability Area for this Objective.			**-**
ASP (By:12/2015)	Greece is not in the Applicability Area for this Objective.		Not Applicable -

ATC12	**Implement automated support for conflict detection and conformance monitoring** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/12/2016		**Planned**
MTCD is planned following the PALLAS 3G platform upgrade.			**31/12/2016**
ASP (By:12/2016)	MTCD is planned following the PALLAS 3G platform upgrade.	New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G	Planned 31/12/2016

ATC15	**Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**[IDP]**	**Not Applicable**
Greece is not in the Applicability Area of this Objective.			-
ASP (By:12/2017)	Greece is not in the Applicability Area of this Objective.		Not Applicable -

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015		**Planned**
All aircraft in the Greek State of registry will be compliant with EC regulation 1332/2011until 12/2015. Training plan and package has been developed and desseminated. All concerned personnel will be trained until 12/2015.			**31/12/2015**
REG (By:12/2015)	Evidence on the status of compliance with regulatory provisions for ACAS II (TCAS 7.1) for aircraft and aircraft operators in the Greek State of Registry will be provided to HANSA by HCAA/Flight Standards Division. Airworthiness certification for ACAS II (TCAS 7.1) aircraft in the Greek State of Registry has been provided. Operational approval to aircraft operators having submitted an application has been delivered.		Planned 31/12/2015
ASP (By:03/2012)	Training plan and package has been developed and desseminated. All concerned personnel have been trained.		Completed 31/03/2012
MIL (By:12/2015)	All aircraft will be compliant with EC regulation 1332/2011until 12/2015. Training plan and package has been developed and desseminated. All concerned personnel will be trained until 12/2015.		Late 31/12/2015

ATC17	**Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2018	**[IDP]**	**Planned**
A number of SLOAs have been intergrated in the PALLAS 3G platform upgrade and the rest are planned for the next upgrade. The proposed changes will be communicated to HANSA after signining the contract of PALLAS 3G platform upgrade			**31/12/2018**
ASP (By:12/2018)	A number of SLOAs have been intergrated in the PALLAS 3G platform upgrade and the rest are planned for the next upgrade.	New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G	Planned 31/12/2018

COM09	**Migrate ground international or regional X.25 data networks or services to the Internet Protocol (IP)** ***Timescales:*** Initial operational capability: 01/01/2006 Full operational capability: 31/12/2014	**[IDP]**	**Late**
National ANSPs notified accordingly. The Commission has been informed of activation of transitional arrangements. Main Flight Data Processing System (FDPS) has been upgraded and supports the FMTP. HCAA has already installed and commissioned a Wide Area Networking infrastructure, based on IPv4. Migration to IPv6 for International and / or Regional networks and services will be achieved through PENS project. HCAA plans to initiate participation in PENS (CPA signature, etc.) up to the first quarter of 2015. Equipment for MIL ATS units accommodating GAT will be provided and commissioned by HCAA/ANS when/if required.			**31/12/2015**
ASP (By:12/2014)	Main Flight Data Processing System (FDPS) has been upgraded and supports the FMTP. HCAA has already installed and commissioned a Wide Area Networking infrastructure, based on IPv4. Migration to IPv6 for International and / or Regional networks and services will be achieved through PENS project. HCAA plans to initiate participation in PENS (CPA signature, etc.) up to the first quarter of 2015. For the military, HAF is a user of HCAA/ANS WAN network and will follow the implemantion plan of HCAA/ANS.	New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G	Late 31/12/2015

COM10	**Migrate from AFTN to AMHS** ***Timescales:*** Initial operational capability: 01/12/2011 Full operational capability: 31/12/2014		**Late**
Replacement and upgrade of the aged AFTN/CIDIN system to support AMHS is planned. The associated project is in progress. Developement, installation, testing and initial operations are planned for 2015-2016.			**31/12/2016**
ASP (By:12/2014)	Replacement and upgrade of the aged AFTN/CIDIN system to support AMHS is planned. The associated project is in progress. Developement, installation, testing and initial operations are planned for 2015-2016. For the military, HAF is a user of HCAA/ANS AFTN network and will follow the implementation plan of HCAA/ANS.	HACAS- Hellenic AFTN/CIDIN AMHS System	Late 31/12/2016

COM11	**Implementation of Voice over Internet Protocol (VoIP) in ATM** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2020		**Planned**
Replacement and upgrade of the aged VCS also to support VoIP is planned. The associated call for tender is foreseen for 2015.			**31/12/2016**
ASP (By:12/2020)	Replacement and upgrade of the aged VCS also to support VoIP is planned. The associated call for tender is foreseen for 2015.	ACCs main VCS/RCS / Five (5) Airport VCS/RCS / MLT/WAM and VCS systems for Andravida (LGAD) / MLT/WAM and VCS systems for Chania (LGSA) / Telecommunication Stations	Planned 31/12/2016

ENV01	**Implement Continuous Descent Operations (CDO) techniques for environmental improvements** ***Timescales:*** - not applicable -	**[IDP]**	**Not Applicable**
LGAV - ATHINAI / Eleftherios Venizelos **(Outside Applicability Area)**			
LGAV Athinai / Eleftherios Venizelos Airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2013)	LGAV Athinai / Eleftherios Venizelos Airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:12/2013)	LGAV Athinai / Eleftherios Venizelos Airport is not in the Applicability area of this Objective.		Not Applicable -

ENV01	**Implement Continuous Descent Operations (CDO) techniques for environmental improvements** ***Timescales:*** - not applicable -	**[IDP]**	**Not Applicable**
LGIR - IRAKLION / Nikos Kazantzakis **(Outside Applicability Area)**			
LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2013)	LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:12/2013)	LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.		Not Applicable -

ENV01	**Implement Continuous Descent Operations (CDO) techniques for environmental improvements** ***Timescales:*** - not applicable -	**[IDP]**	**Not Applicable**
LGKR - KERKIRA / Ioannis Kapodistrias **(Outside Applicability Area)**			
LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2013)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:12/2013)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.		Not Applicable -

ENV01	**Implement Continuous Descent Operations (CDO) techniques for environmental improvements** ***Timescales:*** - not applicable -	**[IDP]**	**Not Applicable**
LGRP - RODOS / Diagoras **(Outside Applicability Area)**			
LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2013)	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:12/2013)	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.		Not Applicable -

ENV01	**Implement Continuous Descent Operations (CDO) techniques for environmental improvements** ***Timescales:*** - not applicable -	**[IDP]**	**Not Applicable**
LGTS - THESSALONIKI / Makedonia **(Outside Applicability Area)**			
LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2013)	LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:12/2013)	LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.		Not Applicable -

ENV02	**Implement Collaborative Environmental Management (CEM) at Airports** ***Timescales:*** Initial operational capability: 01/09/2004 Full operational capability: 31/12/2016		**Partly Completed**
LGAV - ATHINAI / Eleftherios Venizelos			
APO, ANSPs and Users collaborate for the minimisation of noise and emissions resulting from aircraft operations at the terminal airspace and ground. Noise abatement procedures have been established with the participation of the Environmental Dpt. of HCAA (PROPE). Formal partnership arrangements are pending.			**31/12/2016**
ASP (By:12/2016)	APO, ANSPs and Users collaborate for the minimisation of noise and emissions resulting from aircraft operations at the terminal airspace and ground. Noise abatement procedures have been established with the participation of the Environmental Dpt. of HCAA (PROPE). Formal partnership arrangements are pending.		Partly Completed 31/12/2016
APO (By:12/2016)	APO, ANSPs and Users collaborate for the minimisation of noise and emissions resulting from aircraft operations at the terminal airspace and ground. Noise abatement procedures have been established with the participation of the Environmental Dpt. of HCAA (PROPE). Formal partnership arrangements are pending.		Partly Completed 31/12/2016

ENV02	**Implement Collaborative Environmental Management (CEM) at Airports** ***Timescales:*** - not applicable -		**Not Applicable**
LGIR - IRAKLION / Nikos Kazantzakis **(Outside Applicability Area)**			
LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2016)	LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:12/2016)	LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.		Not Applicable -

ENV02	**Implement Collaborative Environmental Management (CEM) at Airports** ***Timescales:*** - not applicable -		**Not Applicable**
LGKR - KERKIRA / Ioannis Kapodistrias **(Outside Applicability Area)**			
LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2016)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:12/2016)	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.		Not Applicable -

ENV02	**Implement Collaborative Environmental Management (CEM) at Airports** ***Timescales:*** - not applicable -		**Not Applicable**
LGRP - RODOS / Diagoras **(Outside Applicability Area)**			
LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2016)	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:12/2016)	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.		Not Applicable -

ENV02	**Implement Collaborative Environmental Management (CEM) at Airports** ***Timescales:*** - not applicable -		**Not Applicable**
LGTS - THESSALONIKI / Makedonia **(Outside Applicability Area)**			
LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.			**-**
ASP (By:12/2016)	LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.		Not Applicable -
APO (By:12/2016)	LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.		Not Applicable -

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006		**Completed**
Actions are ongoing. Automatic presentation of the CFMU data has been implemented at five principal airports ATC Units (Athens, Thessaloniki, Iraklion, Rodos, and Kerkira). Hard copies of CFMU data are provided at the remaining ATC Units. Standard correlated data has been provided to the ETFMS. The existing FDP system does not have the capability to supply CFMU with Departure Planning Information (DPI). First System Activation (FSA) message: FSA support is implemented (FDP upgrade) The implementation of DPI will be considered when a new FDP system will replace the existing one. This issue is under review.			**31/12/2010**
ASP (By:07/2014)	Actions are ongoing. Automatic presentation of the CFMU data has been implemented at five principal airports ATC Units (Athens, Thessaloniki, Iraklion, Rodos, and Kerkira). Hard copies of CFMU data are provided at the remaining ATC Units. Standard correlated data has been provided to the ETFMS. The existing FDP system does not have the capability to supply CFMU with Departure Planning Information (DPI). First System Activation (FSA) message: FSA support is implemented (FDP upgrade) The implementation of DPI will be considered when a new FDP system will replace the existing one. This issue is under review. For the military, HAF is a user of HCAA/ANS tactical flow management services.	New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G	Completed 31/12/2010

FCM03	**Implement collaborative flight planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 31/12/2015	**[IDP]**	**Partly Completed**
The flight plan message processing in ICAO format and the automatic process FPLs derived from RPLs have fully been implemented. Processing in ADEXP format has been implemented. AFP (Flight Plan Proposal) data are also provided to CFMU. The implementation of IFPLID will be considered when a new FDP system replaces the existing one. HCAA/ANS considers that this Objective is Completed for ASP.			**31/12/2015**
ASP (By:12/2015)	The flight plan message processing in ICAO format and the automatic process FPLs derived from RPLs have fully been implemented. Processing in ADEXP format has been implemented. AFP (Flight Plan Proposal) data are also provided to CFMU. The implementation of IFPLID will be considered when a new FDP system replaces the existing one. HCAA/ANS considers that this Objective is Completed for ASP.	New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G	Partly Completed 31/12/2015

FCM04	**Implementation of Short Term ATFCM Measures - phase 1** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**[IDP]**	**Not Applicable**
Greece is not in the Applicability Area of this Objective			**-**
ASP (By:12/2015)	Greece is not in the Applicability Area of this Objective		Not Applicable -

FCM05	**Implementation of interactive rolling NOP** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/12/2016	**[IDP]**	**No Plan**
No Plan at the Moment, but the Objective is under consideration and review			**-**
ASP (By:12/2016)	No Plan at the Moment, but the Objective is under consideration and review		No Plan -
APO (By:12/2016)	No Plan at the Moment, but the Objective is under consideration and review		No Plan -

INF04	**Implement integrated briefing** ***Timescales:*** Initial operational capability: 01/07/2002 Full operational capability: 31/12/2012		**Late**
Integrated Briefing will be implemented by the future materialization of an automated AIS system, fully compliant and harmonized with EC.Reg 73/2010. An upgrade of HCAA/ANS AIS System (PEGASUS) is under evaluation. Migration to EAD is under consideration.			**31/07/2017**
ASP (By:12/2012)	Integrated Briefing will be implemented by the future materialization of an automated AIS system, fully compliant and harmonized with EC.Reg 73/2010. An upgrade of HCAA/ANS AIS System (PEGASUS) is under evaluation. Migration to EAD is under consideration.	AIS	Late 31/07/2017

INF07	**Electronic Terrain and Obstacle Data (TOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018		**No Plan**
No Plan at the Moment, but the Objective is under consideration and review			**-**
REG (By:05/2018)	No Plan at the Moment, but the Objective is under consideration and review		No Plan -
ASP (By:05/2018)	No Plan at the Moment, but the Objective is under consideration and review		No Plan -
APO (By:05/2018)	No Plan at the Moment, but the Objective is under consideration and review		No Plan -

ITY-ACID	**Aircraft identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020 Possible deferred compliance, only for services provided by military units or under military supervision, subject to conditions:: 02/01/2025		**Planned**
Actions in progress in order to implement EU Regulation 1206/2011			**02/01/2020**
ASP (By:01/2020)	Actions in progress in order to implement EU Regulation 1206/2011		Planned 02/01/2020

ITY-ADQ	**Ensure quality of aeronautical data and aeronautical information** ***Timescales:*** Entry into force of the regulation: 16/02/2010 Article 5(4)(a), Article 5(4)(b) and Article 6 to 13 to be implemented by: 30/06/2013 Article 4, Article5(1) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2014 All data requirements implemented by: 30/06/2017		**Planned**
Formal arrangement among all parties (HCAA/ANS, HAF, HNMS) has been established and signed. Amendment of procedures for quality and integrity of aeronautical data according to EC 73/2010 are ensured by the establishment of two Permanent Orders (POs). Actions ongoing for the fullfillment of the rest SloAs Verification of compliance by HANSA is pending upon the submission of relevant documentation.			**30/06/2017**
REG (By:06/2017)	Formal arrangement among all parties (HCAA/ANS, HAF, HNMS) has been established and signed. Verification of compliance is pending upon the submission of relevant documentation.		Planned 30/06/2017
ASP (By:06/2017)	Formal arrangement among all parties (HCAA/ANS, HAF, HNMS) has been established and signed. Amendment of procedures for quality and integrity of aeronautical data according to EC 73/2010 are ensured by the establishment of two Permanent Orders (POs). Actions ongoing for the fullfillment of the rest SloAs. For the military, HAF abides with HCAA/ANS POs and follows compliance with EC 73/2010.	AIS	Planned 30/06/2017
APO (By:06/2017)	Formal arrangement among all parties (HCAA/ANS, HAF, HNMS) has been established and signed. Amendment of procedures for quality and integrity of aeronautical data according to EC 73/2010 are ensured by the establishment of two Permanent Orders (POs). Actions ongoing for the fullfillment of the rest SloAs		Planned 30/06/2017

ITY-AGDL	**Initial ATC air-ground data link services above FL-285** ***Timescales:*** Entry into force of regulation: 06/02/2009 New aircraft capability: 31/12/2010 ATS unit operational capability - Regulation (EC) 29/2009, Annex I, Part B (except Croatia): 04/02/2015 Retrofit aircraft capability: 04/02/2015	**[IDP]**	**No Plan**
Greece is an EU member; therefore Regulation (EC) 29/2009 is of direct application. Plans for implementation under development.			**28/02/2015**
REG (By:02/2016)	The implementation of ITY-AGDL for HCAA/ANS is expected by 02/2015.		No Plan 28/02/2015
ASP (By:02/2016)	Greece is an EU member; therefore Regulation (EC) 29/2009 is of direct application. Plans for implementation under development.		No Plan 28/02/2015
MIL (By:01/2014)	Exemption will be requested for HAF transport-type State aircraft.		Not Applicable -

ITY-AGVCS2	**Implement air-ground voice channel spacing requirements below FL195** ***Timescales:*** Entry into force: 07/12/2012 New and upgraded radio equipment: 17/11/2013 New or upgraded radios on State aircraft: 01/01/2014 Interim target for freq. conversions: 31/12/2014 All radio equipment: 31/12/2017 All frequencies converted: 31/12/2018 State aircraft equipped, except those notified to EC: 31/12/2018 State aircraft equipped, except those exempted [Art 9(11)]: 31/12/2020		**Planned**
The AIC A7/16-11-2014 has been issued to inform national operators for their obligation regarding aircraft radio equipment, according to EU Regulation 1079/2012. **HCAA is planning the procurement of 8.33 kHz transceivers in order to replace the 25 kHz transceivers.**			**31/12/2018**
REG (By:12/2018)	The AIC A7/16-11-2014 has been issued to inform national operators for their obligation regarding aircraft radio equipment, according to EU Regulation 1079/2012.		Planned 31/12/2018
ASP (By:12/2018)	HCAA is planning the procurement of 8.33 kHz transceivers in order to replace the 25 kHz transceivers.	350 VHF Transceivers / 40 UHF transceivers	Planned 31/12/2018
MIL (By:12/2020)	HAF follows HCAA's plan for implementation of EC Regulation.		Planned 31/12/2018
APO (By:12/2018)	HCAA is planning the procurement of 8.33 kHz transceivers in order to replace the 25 kHz transceivers.		Planned 31/12/2018

ITY-COTR	**Implementation of ground-ground automated co-ordination processes** ***Timescales:*** Entry into force of regulation: 27/07/2006 For putting into service of EATMN systems in respect of notification and initial coordination processes: 27/07/2006 For putting into service of EATMN systems in respect of Revision of Coordination, Abrogation of Coordination, Basic Flight Data and Change to Basic Flight Data: 01/01/2009 To all EATMN systems in operation by 12/2012 : 31/12/2012 Systems serving ACCs providing services above FL 285 in the airspace in Annex I, Part B of Regulation (EC) 29/2009 (except Croatia): 04/02/2015		**Late**
Upgrade of the existing FDP has been implemented according to the EC 1032/2006. Implemented for Athinai/ Makedonia ACCs, Athinai APP and LGAV TWR.			**31/12/2016**
ASP (By:02/2016)	Upgrade of the existing FDP has been implemented according to the EC 1032/2006. Implemented for Athinai/ Makedonia ACCs, Athinai APP and LGAV TWR.	New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G	Late 31/12/2016
MIL (By:12/2012)	HAF is not providing the required service.		Not Applicable -

ITY-FMTP	**Apply a common flight message transfer protocol (FMTP)** ***Timescales:*** Entry into force of regulation: 28/06/2007 All EATMN systems put into service after 01/01/09: 01/01/2009 All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014	**[IDP]**	**Late**
HCAA started its implementation. Main FDP system has been upgraded to support FMTP according to EC633/07. Full implementation of FMTP in accordance with EC regulation is planned for the forthcoming years. Related co-ordination with adjacent ANSPs is pending.A safety assessment development is ongoing.			**31/12/2016**
ASP (By:12/2014)	HCAA started its implementation. Main FDP system has been upgraded to support FMTP according to EC633/07. Full implementation of FMTP in accordance with EC regulation is planned for the forthcoming years. Related co-ordination with adjacent ANSPs is pending. A safety assessment development is ongoing.	New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G	Late 31/12/2016
MIL (By:12/2014)	HAF is not providing such a service but is using HCAA/ANS sytems and services		Not Applicable -

ITY-SPI	**Surveillance performance and interoperability** ***Timescales:*** Entry intro force of regulation: 13/12/2011 ATS unit operational capability: 12/12/2013 New aircraft capability: 08/06/2016 ELS in transport-type State aircraft : 07/12/2017 EHS and ADS-B Out in transport-type State aircraft : 07/06/2020 Ensure training of MIL personnel: 07/06/2020 Retrofit aircraft capability: 07/06/2020		**Late**
Actions in progress for the implementation of the objective with the forthcoming PALLAS 3G upgrade.			**31/12/2016**
REG (By:02/2015)	Safety oversight will be conducted after the submission of the relevant documentation.		Late 31/12/2016
ASP (By:02/2015)	Actions in progress for the implementation of the objective with the forthcoming PALLAS 3G upgrade.	Elementary Mode S Sensor (MSSR/EMS) at Himittos Mountain / Installation of MTL/WAM & ADS - B system for ATHINAI UIR/FIR / MLT Athinai (LGAV) / MLT/WAM for en-route procedures in N.E Aegean Sea / MLT/WAM and VCS systems for Andravida (LGAD) / MLT/WAM and VCS systems for Chania (LGSA) / New SDPS, FDPS& ODS (PALLAS) / PALLAS Upgrade-3G / Replacement of 4 En-route Secondary Surveilance RADAR / Replacement of 4 RADAR (PSR/EMS) systems	Late 31/12/2016
MIL (By:06/2020)	An Implementation Plan has not yet been developed.		No Plan -

NAV03	**Implementation of P-RNAV** ***Timescales:*** Initial operational capability: 01/01/2001 Full operational capability: 31/12/2012		**Late**
To date HCAA has still to implement P-RNAV procedures in its airspace. In the future P-RNAV SIDs and STARs will be implemented in high-traffic density TMAs of Greece such as ATHINAI / Eleftherios Venizelos (LGAV), THESSALONIKI / Makedonia (LGTS), RODOS / Diagoras (LGRP), KERKIRA / Ioannis Kapodistrias (LGKR), IRAKLION / Nikos Kazantzakis (LGIR) as a main navigation solution. Installation of additional DMEs may be required in order to provide DME/DME and GNSS procedures on the above TMAs.			**31/12/2015**
ASP (By:12/2012)	To date HCAA has still to implement P-RNAV procedures in its airspace. In the future P-RNAV SIDs and STARs will be implemented in high-traffic density TMAs of Greece such as ATHINAI / Eleftherios Venizelos (LGAV), THESSALONIKI / Makedonia (LGTS), RODOS / Diagoras (LGRP), KERKIRA / Ioannis Kapodistrias (LGKR), IRAKLION / Nikos Kazantzakis (LGIR) as a main navigation solution. Installation of additional DMEs may be required in order to provide DME/DME and GNSS procedures on the above TMAs.	ILS - VOR- DME Replacement / PBN procedures design Tool.	Late 31/12/2015

NAV10	**Implement APV procedures** ***Timescales:*** Initial operational capability: 01/06/2011 Full operational capability: 31/12/2016	**[IDP]**	**Planned**
HCAA intends to implement APV/ Baro and APV/SBAS procedures. APV EGNOS and APV/Baro have been selected as the most suitable and cost effective solution in order to provide vertical guidance for airports on Greek islands where instrumental navigation is poor. Selected airports are KERKIRA / Ioannis Kapodistrias (LGKR), IRAKLION / Nikos Kazantzakis (LGIR), SANTORINI (LGSR), MIKONOS (LGMK).			**31/12/2016**
REG (By:04/2016)	Application of EASA material to local national regulatory activities ongoing.		Planned 30/04/2016
ASP (By:12/2016)	HCAA intends to implement APV/ Baro and APV/SBAS procedures. APV EGNOS and APV/Baro have been selected as the most suitable and cost effective solution in order to provide vertical guidance for airports on Greek islands where instrumental navigation is poor. Selected airports are KERKIRA / Ioannis Kapodistrias (LGKR), IRAKLION / Nikos Kazantzakis (LGIR), SANTORINI (LGSR), MIKONOS (LGMK).		Planned 31/12/2016

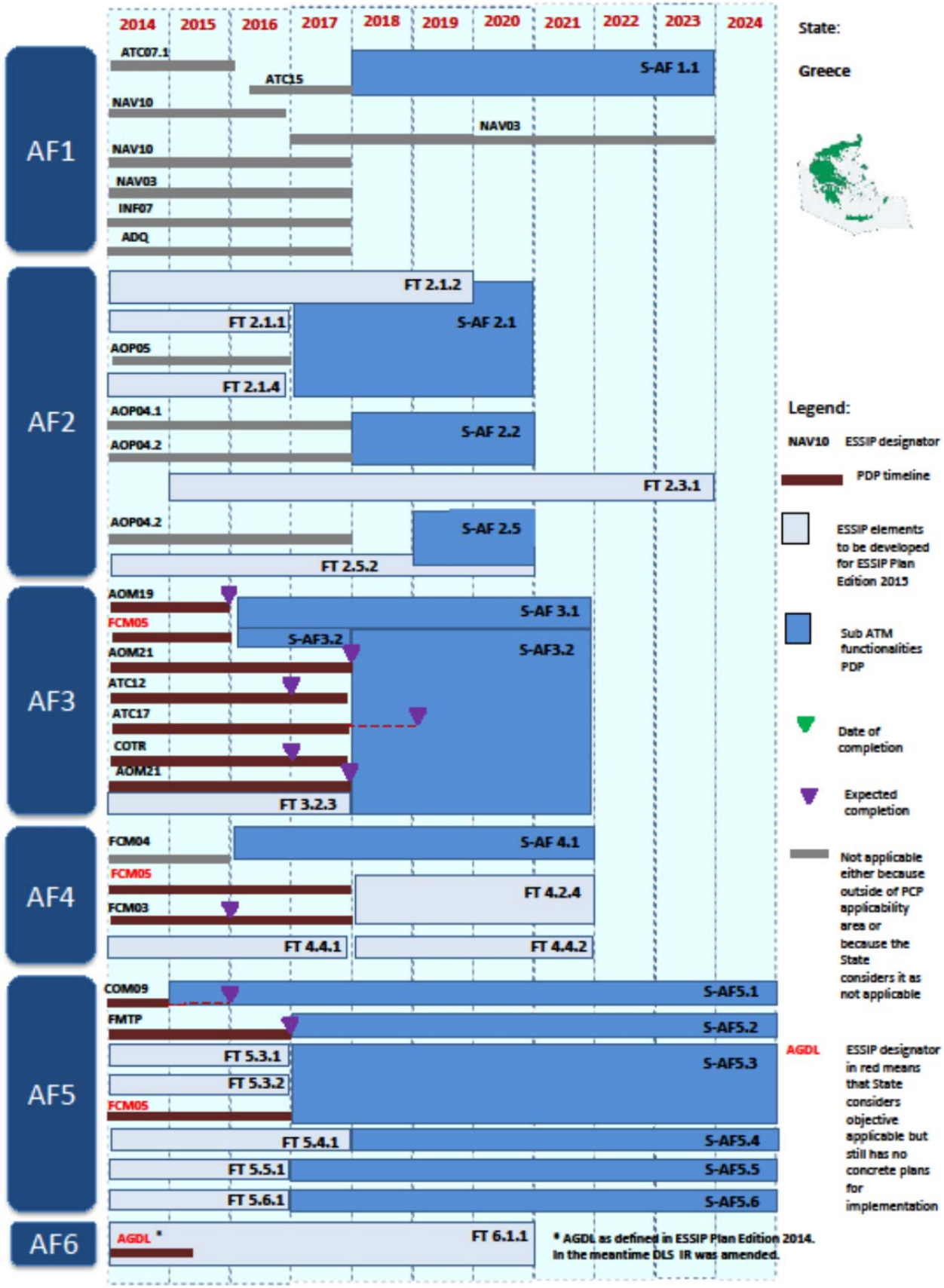
SAF10	**Implement measures to reduce the risk to aircraft operations caused by airspace infringements** ***Timescales:*** Initial operational capability: 01/06/2008 Full operational capability: 31/12/2011		**Late**
Implementation of applicable parts of European action plan is ongoing.			**31/12/2015**
REG (By:12/2011)	Work is ongoing to implement applicable measures from action plan.		Late 31/12/2015
ASP (By:12/2011)	DAIW is in place. Coordination procedures implemented between the appropriate Authorities to reduce risk of Airspace infringement. Refresh courses are planed annually related to Airspace Infringement Risk Reduction.		Completed 31/12/2011
MIL (By:12/2011)	Work is ongoing to implement applicable measures from action plan.		Late 31/12/2015

SAF11	**Improve runway safety by preventing runway excursions** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018		**Planned**
The coordination among ANSP, APOs and runway Safety Teams in ongoing and has to be further developed. DATIS is in place for the majority of Greek Airports.			**31/01/2018**
REG (By:01/2018)	The Implementation Plan is under developement.		Planned 31/01/2018
ASP (By:12/2014)	The coordination among ANSP, APOs and runway Safety Teams in ongoing and has to be further developed. DATIS is in place for the majority of Greek Airports.		Late 31/12/2015
APO (By:12/2014)	The coordination among ANSP, APOs and runway Safety Teams in ongoing and has to be further developed.		Late 31/12/2015

SRC-RLMK	Implement the EUROCONTROL Safety Regulatory Requirements (ESARRs) (Outside Applicability Area) Timescales: - not applicable -		Not Applicable
Greece is not in the Applicability Area of this Objective.			**-**
REG (By:12/2010)	Greece is not in the Applicability Area of this Objective.		Not Applicable -

SRC-SLRD	**Safety Levels and Resolution of Deficiencies** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**Not Applicable**
Greece is not in the Applicability Area of this Objective.			**-**
REG (By:12/2010)	Greece is not in the Applicability Area of this Objective.		Not Applicable -

6.2 Alignment of PCP with ESSIP Objectives and related progress



Note that the above picture is based on the Preliminary Deployment Programme V0, published in December 2014 by the Deployment Manager. The full Deployment Programme is foreseen by end June 2015.

Annexes

Annex A – Specialists involved in the LSSIP Process

LSSIP Co-ordination

LSSIP Focal Point for GREECE	HANSP	Despoina PAPANDREOU
LSSIP Focal Point for ANSP	HANSP	Despoina PAPANDREOU
LSSIP Focal Point for NSA	HANSA	Konstantinos SIMAIAKIS
LSSIP Focal Point for MIL	HELLENIC AIR FORCE GENERAL STAFF	Spyridon MARKOY
LSSIP Contact Person for GREECE	EUROCONTROL	Bernd HILL

ESSIP Objective Implementation

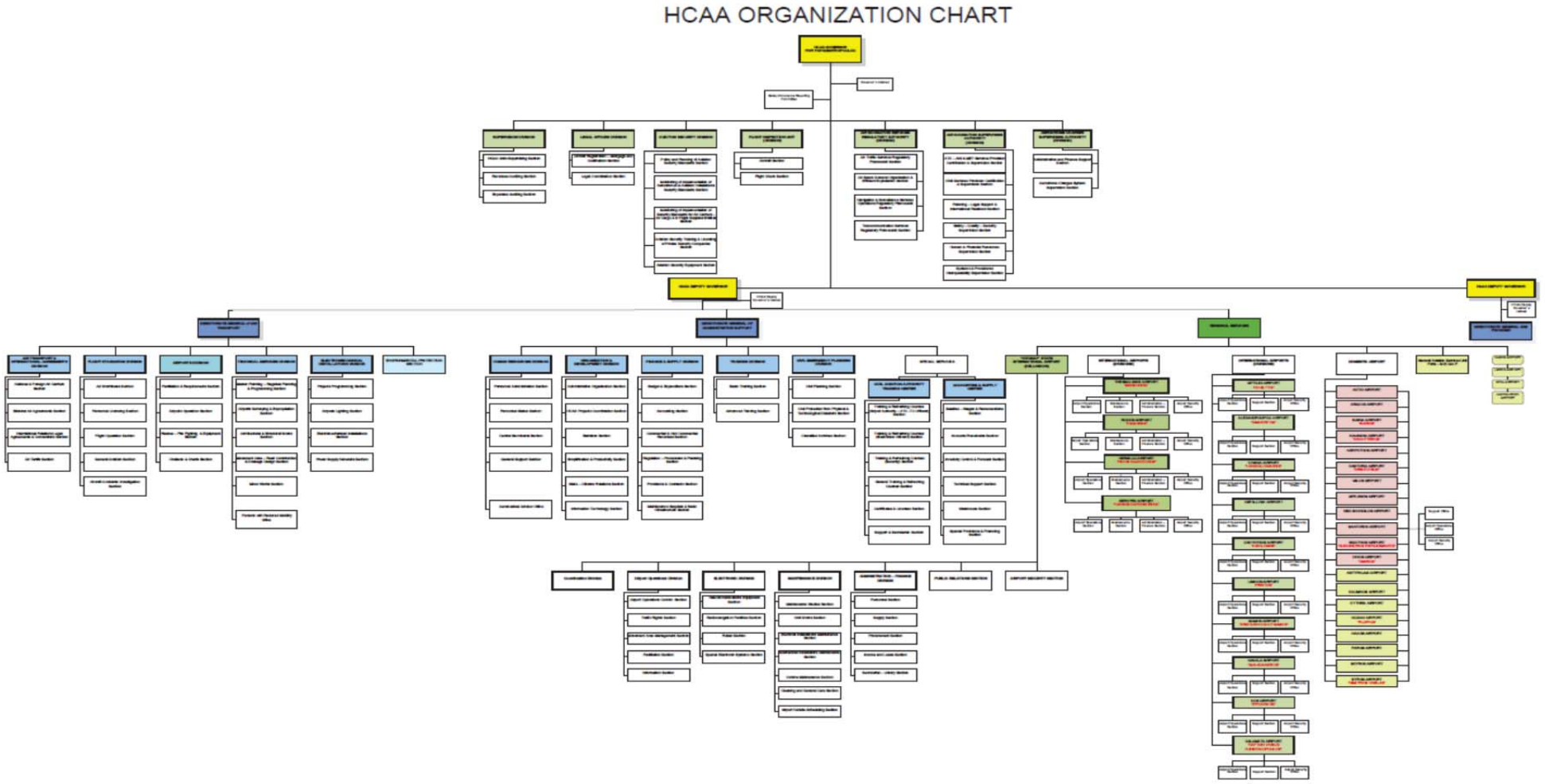
ESSIP Objective	EUROCONTROL Objective Owners	EUROCONTROL PEPR Objective Coordinator	National Stakeholder Specialist(s)
AOM13.1	R. BUCUROIU, O. MROWICKI, C. LUCCIOLI (E. REUBER till 02/2015)	A. DYBOWSKA	Ioannis PSYCHOGIOS Nikitas STRATAKOS
AOM19	G. ACAMPORA, O. MROWICKI	A. DYBOWSKA	Ioannis PSYCHOGIOS Nikitas STRATAKOS
AOM21	R. BUCUROIU	A. DYBOWSKA	Anastasios EFTHIMIATOS
AOP03	T. LICU	P. VRANJKOVIC	Vasilios DIMITROPOYLOS Anastasia KARAGIANNAKOY Giannis STAVLAS
AOP04.1	P. ADAMSON	P. VRANJKOVIC	Vasilios DIMITROPOYLOS Anastasia KARAGIANNAKOY Giannis STAVLAS Anastasios EFTHIMIATOS Giannis GINAKOS
AOP04.2	P. ADAMSON	P. VRANJKOVIC	Vasilios DIMITROPOYLOS Anastasia KARAGIANNAKOY Giannis STAVLAS Anastasios EFTHIMIATOS Giannis GINAKOS
AOP05	P. ADAMSON	P. VRANJKOVIC	Vasilios DIMITROPOYLOS Anastasia KARAGIANNAKOY Giannis STAVLAS Nikitas STRATAKOS
ATC02.2	B. BAKKER, S. DROZDOWSKI	I. FEIJT	Christos DRAVILAS Ilias ROGARIS
ATC02.5	B. BAKKER, S. DROZDOWSKI	I. FEIJT	Christos DRAVILAS Ilias ROGARIS
ATC02.6	B. BAKKER, S. DROZDOWSKI	I. FEIJT	Christos DRAVILAS Ilias ROGARIS
ATC02.7	B. BAKKER, S. DROZDOWSKI	I. FEIJT	Christos DRAVILAS Ilias ROGARIS
ATC07.1	P. CONROY, P. TERZIOSKI	L. DELL'ORTO	Christos DRAVILAS Ilias ROGARIS

ESSIP Objective	EUROCONTROL Objective Owners	EUROCONTROL PEPR Objective Coordinator	National Stakeholder Specialist(s)
ATC12	P. TERZIOSKI	L. DELL'ORTO	Christos DRAVILAS Ilias ROGARIS
ATC15	P. CONROY, P. TERZIOSKI	L. DELL'ORTO	Christos DRAVILAS Nikitas STRATAKOS
ATC16	S. DROZDOWSKI	L. DELL'ORTO	Stasinos ALEVIZOPOULOS Maria BATALIA
ATC17	S. MORTON	L. DELL'ORTO	Christos DRAVILAS Nikitas STRATAKOS
COM09	L. POPESCU	O. ALFARO	Sotiris THANOS Panagiotis KOUKOULAS Dimitrios TSOULFAS Sigouras KARVOUNIS
COM10	Y. EYUBOGLU	A. KOKONA	Dimitrios TSOULFAS Sigouras KARVOUNIS Panagiotis KOUKOULAS
COM11	L. POPESCU	A. KOKONA	Panagiotis KOUKOULAS
ENV01	C. FABER	B. HILL	Vasilios DIMITROPOYLOS Anastasia KARAGIANNAKOY Giannis STAVLAS
ENV02	S. MAHONY, A. WATT	B. HILL	Vasilios DIMITROPOYLOS Anastasia KARAGIANNAKOY Giannis STAVLAS
FCM01	H. KOOLEN	O. CIOARA	Christos DRAVILAS Ioannis PSYCHOGIOS Nikitas STRATAKOS
FCM03	S. SMIDT	O. CIOARA	Ioannis PSYCHOGIOS Christos DRAVILAS Nikitas STRATAKOS
FCM04	M. RICHARD	O. CIOARA	Stella BEI Ioannis PSYCHOGIOS
FCM05	P. MATERN	O. CIOARA	George AGGELOU Ioannis PSYCHOGIOS
INF04	P. MATERN	A-P. FRANGOLHO	Katerina PAPADOPOYLOY Georgia GLIATI
INF07	A. PETROVSKY	A-P. FRANGOLHO	Katerina PAPADOPOYLOY
ITY-ACID	A. DESMOND-KENNEDY	O. CIOARA	Anastasios EFTHIMIATOS
ITY-ADQ	M. UNTERREINER	A-P. FRANGOLHO	Katerina PAPADOPOYLOY Georgia GLIATI Kyriakos MATIATOS
ITY-AGDL	S. DISSING	A. KOKONA	Christos DRAVILAS George AGGELOU
ITY-AGVCS2	J. POUZET	O. ALFARO	Panagiotis KOUKOULAS Dimitrios TSOULFAS Sigouras KARVOUNIS
ITY-COTR	S. MORTON	L. DELL'ORTO	Christos DRAVILAS Kyriakos MATIATOS

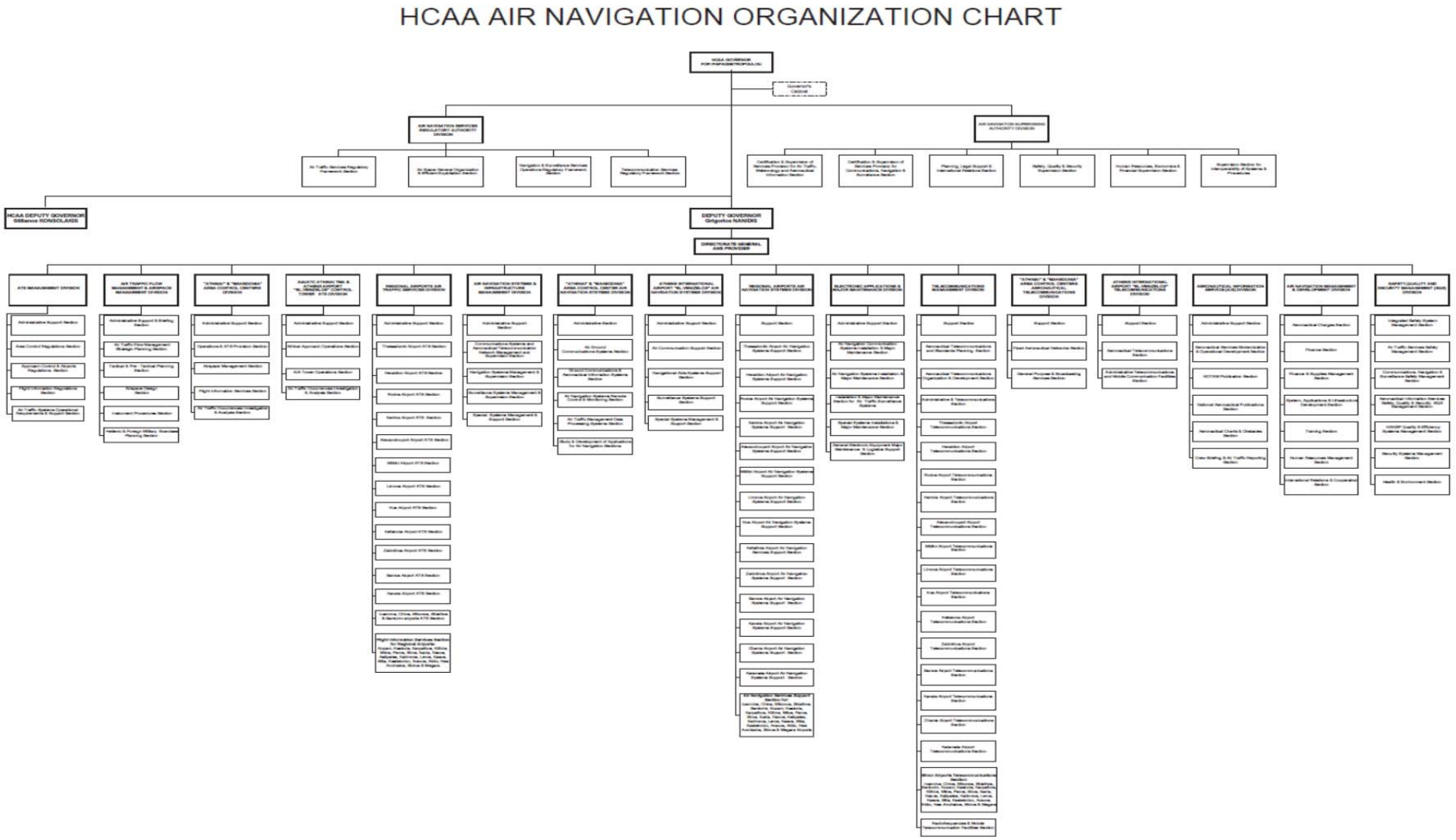
ESSIP Objective	EUROCONTROL Objective Owners	EUROCONTROL PEPR Objective Coordinator	National Stakeholder Specialist(s)
ITY-FMTP	L. POPESCU	O. ALFARO	Konstantinos SYROS Christos DRAVILAS
ITY-SPI	M. BORELY, R. STEWART	O. CIOARA	Christos DRAVILAS Kyriakos MATIATOS Anastasios EFTHIMIATOS
NAV03	F. PAVLICEVIC	A. KOKONA	Alexandros SAGRIS Kyriakos MATIATOS
NAV10	R. FARNWORTH	A. KOKONA	Alexandros SAGRIS Kyriakos MATIATOS
SAF10	T. LICU	I. FEIJT	Aggelos MALIKOUTIS
SAF11	S. LAWRENCE	I. FEIJT	Aggelos MALIKOUTIS
SRC-RLMK	M. DEBOECK	A. DYBOWSKA	N/A
SRC-SLRD	M. DEBOECK	A. DYBOWSKA	N/A

Annex B – National Stakeholders Organisation Charts

Organisation chart of HCAA

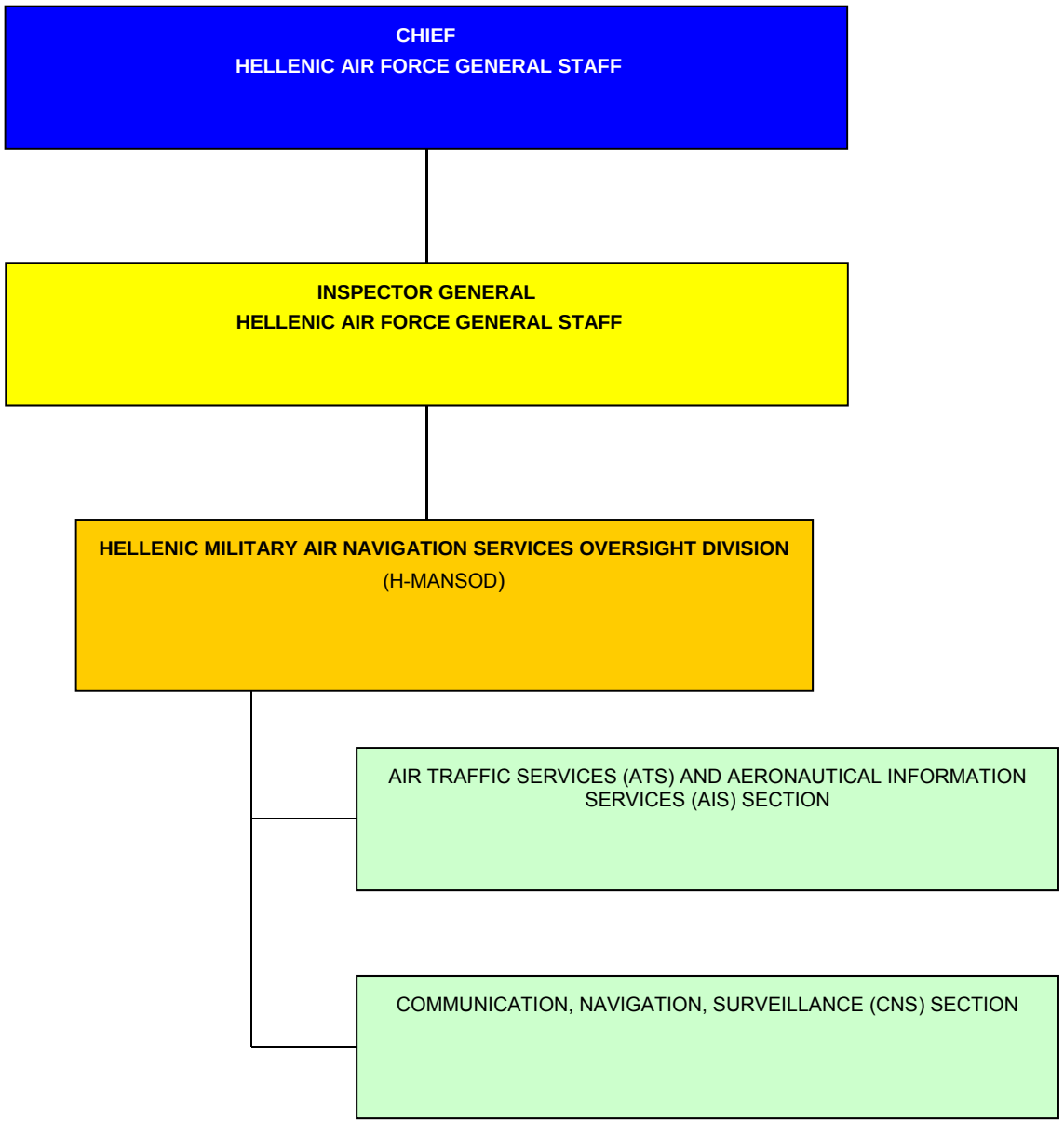


Organisation chart of HANSP



Organisation chart of HANSA

Organisation chart of HAF & H-MANSOD



Annex C – Glossary of Abbreviations

AAISB	Air Accident Investigation and Aviation Safety Board
ACAS	Airborne Collision Avoidance System
ACC	Area Control Center
ADEXP	ATS exchange presentation
ADS	Automatic Dependent Surveillance
AF	ATM Functionality
AIS	Aeronautical Information Service
AMAN	Arrival Management
ANS	Air navigation services
AOP	Airport operations
APP	Approach Control Service
ARN	Area Route Network
ASM	Airspace Management Service
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
ATS	Air Traffic Services
CNS/ATM	Communication Navigation Surveillance/Air Traffic Management
COM	Communication
EASA	European Aviation Safety Agency
EC	European Commission/Community
ECAC	European Civil Aviation Conference
EGNOS	European Geostationary Navigation Overlay Service
ETFMS	Enhanced Tactical Flow Management System
ENV	Environment
ESA	European Space Agency
EU	European Union
EUROCONTROL	European Organisation for the Safety of Air Navigation
FIR	Flight Information Region
FPL	Flight Plan
FUA	Flexible Use of Airspace
GNSS	Global Navigation Satellite System
GPS	Global positioning system
HAF	Hellenic Air Force
HANSA	Hellenic Air Navigation Supervisory Authority
HANSP	Hellenic Civil Aviation Authority – Air Navigation Services
HCAA	Hellenic Civil Aviation Authority
HNMS	Hellenic National Meteorological Service
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System
MET	Meteorology
MEIST	Ministry of Economy, Infrastructure, Shipping and Tourism
MND	Ministry of National Defence
MSAW	Minimum safe altitude warning
MTCD	Medium term conflict detection
NOTAM	Notice to Airmen

OLDI	On Line Data Interface
PCP	Pilot common Project
PDP	Preliminary Deployment Programme
RNAV	Area Navigation
RVR	Runway visual range
RVSM	Reduced Vertical Separation
R&D	Research and development
S-AF	Sub ATM Functionality
SESAR	Single European Sky ATM Research Programme
SBAS	Satellite based augmentation system
SLoA	Stakeholder Line of Action
SORC	Safety Occurrences Reporting Committee
SSR	Secondary surveillance radar
STATFOR	Specialist Panel on Air Traffic Statistics and Forecast
STCA	Short term conflict alert
TACT	Tactical Flow Management
TCAS	Traffic alert and collision avoidance system
TMA	Terminal Area
VDL	VHF data link
VHF	Very High Frequency
VOR	VHF Omnidirectional range