25 YEARS of ATM Implementation Reporting in Europe

EUROCONTROL

LSSIP 2018 - GREECE

Local Single Sky ImPlementation

Level 1 - Implementation Overview

FOREWORD

The Local Single Sky ImPlementation (LSSIP) documents are the yearly expression of commitment of civil and military National Organisations (Regulators and National Supervisory Authorities), Air Navigation Service Providers and Airport Operators, towards the implementation of the European ATM Master Plan (Level 3). They provide an extensive view, for the benefit of the ATM community at large, of how all ECAC States as well as States having a Comprehensive Agreement with EUROCONTROL, and stakeholders concerned, are progressing in planning and deploying the mature elements of the European ATM Master Plan and European aviation policies.

The Master Plan Level 3 and LSSIP Implementation Planning and Reporting are well-established and mature mechanisms, with a long history dating back more than 25 years. They continue to provide a well-recognised stable platform for ATM implementation planning, monitoring and reporting, while continuously adapting to the changing environment.

The reliability and quality of data provided by national stakeholders allowed, for the fourth consecutive year, for the information in the LSSIP documents to constitute the sole source of information for the development of ICAO's Aviation System Block Upgrades (ASBUs) Implementation Monitoring Report in the ICAO EUR Region. The Agency undertakes this work, on behalf of ICAO, for all 55 ICAO/EUR States in accordance with the Global Air Navigation Plan (GANP). This ASBUs Implementation Monitoring Report is a formal companion document and integral part of the ICAO European Air Navigation Plan.

The Agency promotes efficient practices to avoid duplication of work by cooperating with the European Defence Agency (EDA) and collecting information on their behalf through the LSSIP process.

In this light, the Agency is also cooperating with the SESAR Deployment Manager and the European Aviation Safety Agency (EASA).

As always, I would like again to thank all the stakeholders for their substantial effort spent in contributing to the production of this LSSIP document. I see this as a proof of commitment to the principles of transparency and partnership, to the benefit of the entire ATM community!

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Director
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LSSIP Documents	http://www.eurocontrol.int/articles/lssip
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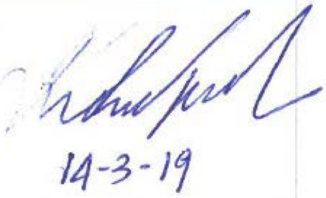
Master Plan Level 3 – Plan Edition 2018	http://www.eurocontrol.int/articles/european-atm-master-plan-level-3-implementation-plan
Master Plan Level 3 – Report Year 2018	http://www.eurocontrol.int/articles/european-atm-master-plan-level-3-implementation-report
European ATM Portal	https://www.eatmportal.eu and http://www.atmmasterplan.eu/
STATFOR Forecasts	http://www.eurocontrol.int/statfor
Acronyms and abbreviations	https://www.eurocontrol.int/sites/default/files/content/documents/official-documents/guidance/Glossaries.pdf
National AIP	http://www.hcaa.gr/en/aip/login
FAB Performance Plan	http://www.bluemed.aero/index.php

APPROVAL SHEET

The following authorities have approved all parts of the LSSIP Year 2018 document and their signatures confirm the correctness of the reported information and reflect their commitment to implement the actions laid down in the European ATM Master Plan Level 3 Implementation Plan – Edition 2018.

Stakeholder / Organisation	Name	Position	Signature
DIRECTORATE GENERAL OF AIR NAVIGATION SERVICES PROVIDER	C. ANDRIKOPOULOU	DIRECTOR GENERAL	 14-3-19
AIR NAVIGATION SERVICES REGULATORY AUTHORITY	G. GLIATI	DIRECTOR	 6-3-2019
HANSA	K. KARAGEORGIS	DIRECTOR	 12.03.2019
AIR NAVIGATION MANAGEMENT & DEVELOPMENT DIVISION (D21)/ NATIONAL FOCAL POINT	D. PAPANDREOU	DIRECTOR	 6/3/2019

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National ATM Context

ATM legislation in Greece, consists of ATM/ANS European Regulations as well as an extensive body of National legislation (Laws, Presidential Decrees and Ministerial Decisions).

The most recent addition to the ATM legislation is Law 4427/2016, aiming, on one hand to reorganise the functions of service provision, performed by HCAA (ATM/ANS and Airport) and on the other hand, to fully separate them from the Supervisory/Competent Authority/Regulatory functions, which by virtue of the same Law, are also reorganised. The latter, will be under a self-governing scheme and will constitute an autonomous entity, named Civil Aviation Authority, institutionally separated from the Service provision functions. Said Law has been recently amended by Law 4482/2017 (through articles 39 up to and including article 43). As foreseen by Law 4427/2016, Presidential Decrees (P.D.) 84 and 85/2018 were recently issued to define the details that will enable implementation of the Law and signify its application which is imminent. However, specific articles like the one referring to working hours of employees, were directly implemented before the issuance of the Presidential Decrees.

Consequently, as the new Law (with the aforementioned exception) has not been implemented yet, the data included in this report is based on the legislation of previous years.

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

The main stakeholders involved in ATM in Greece are the **Ministry of Infrastructure and Transport (MIaT)** and the **Ministry of National Defence (MND).**

The Hellenic Air Navigation Supervisory Authority (HANSA) is the NSA of Greece, operating under MIaT, functionally separated from service provision and responsible, inter alia, for certification of the service Provider(s) under its jurisdiction, their 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 MIaT. It is currently responsible for the operation of a number of civil Airports across the country (except Athinai/Eleftherios Venizelos and 14 regional airports whose operation has been undertaken by a private entity.

The Directorate General of Air Navigation Services Provision, operating under the Governor of HCAA, is responsible for the provision of ATS, AIS and CNS services for the two ACCs (Athina & Makedonia) as well as for all civil airports, including Athinai/Eleftherios Venizelos and the 14 recently privatised ones. The General Directorate (HCAA/ANS-HANSP) is the certified provider for the provision of the aforementioned services and the designated one for ATS provision in Greece.

A dedicated Division (D4) directly under the Governor of HCAA is responsible for regulatory aspects pertaining to ATM/ANS.

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

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.

In the frame of compliance with Regulation EC 216/2008 article 1.3, HAF has established a dedicated entity with the aim to oversee the ATM/ANS services provided to GAT in military airports.

Traffic and Capacity

Traffic in Greece increased by 12.6% during Summer 2018 (May to October), when compared to Summer 2017. The EUROCONTROL Seven-Year Forecast predicts an average annual increase between 2.0% and 5.3% during the planning cycle, with a baseline growth of 3.6%.

For Athens ACC, the average en-route delay per flight increased from 0.26 minutes per flight in summer 2017 to 0.81 minutes per flight in summer 2018. 61% of delays were due to ATC capacity, 35% due to ATC Staffing, 2% due to Weather, 1% due to Industrial Action and 1% due to Equipment.

For Makedonia ACC, the average en-route delay increased from 0.21 minutes per flight in Summer 2017 to 0.39 minutes per flight in Summer 2018. 80% of delays were due to ATC staffing, 11% due to Weather, 5% due ATC capacity and 3% due to Equipment.

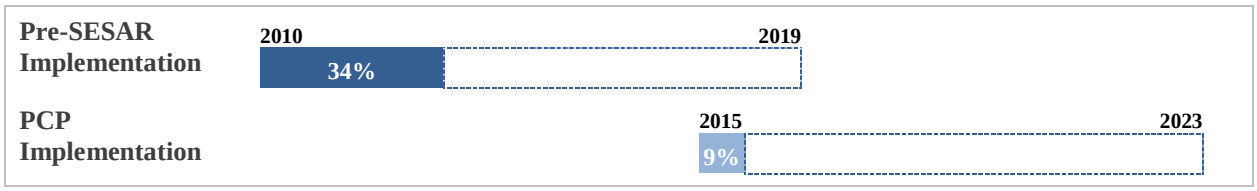
A new approach to allow timely development and implementation of operational plans, for both ACCs, including staff availability/recruitment started in 2016 and is expected to be finalized in due time to deliver the foreseen benefits.

Average yearly delays for Athens ACC and Makedonia ACC are foreseen to remain close to the reference values depending on the actual implementation of the planned measures.

Progress per SESAR Phase

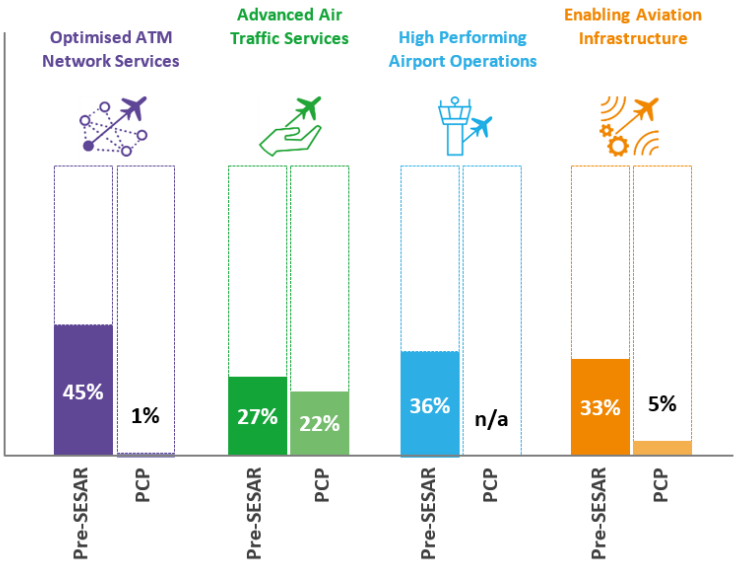
The figure below shows the progress made so far in the implementation of the SESAR baseline and the PCP elements. The percentage is calculated as an average of the relevant objectives as shown in Chapter 6.1 (PCP objectives are marked as such, the rest are considered SESAR baseline); note that two objectives – AOM19.1 and FCM05 – are considered as both part of the SESAR baseline and PCP so their progress contributes to the percentage of both phases.

The objectives declared 'Achieved' in previous editions (up to, and including, ATM MP L3 Edition 2011-2017) are also taken into account for as long as they were linked to the Level 2 of the ATM Master Plan and implemented by the State.



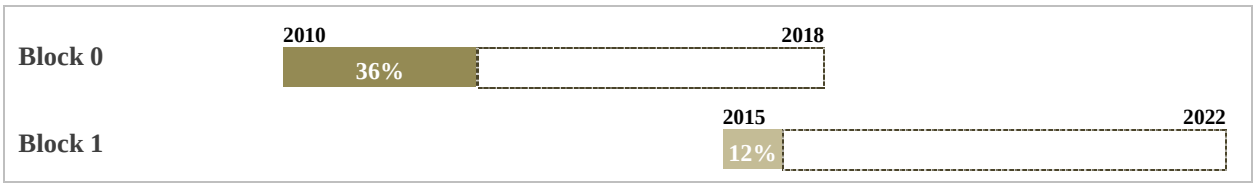
Progress per SESAR Key Feature and Phase

The figure below shows the progress made so far, per SESAR Key Feature, in the implementation of the SESAR baseline and the PCP elements. The percentages are calculated as an average, per Key Feature, of the same objectives as in the previous paragraph.



ICAO ASBUs Progress Implementation

The figure below shows the progress made so far in the implementation of the ICAO ASBUs Blocks 0 and 1. The overall percentage is calculated as an average of the relevant Objectives contributing to each of the relevant ASBUs; this is a summary of the table explained in Chapter 6.1.



ATM Deployment Outlook

- **State objectives**

Deployed in 2017-2018:	- **Direct Routing** [AOM21.1] 100% progress

By 12/2019	By 12/2020	By 12/2021	2022+
- **TCAS II v7.1** [ATC16] 93% progress - **Runway excursions** [SAF11] 85% progress - **Mandatory Coordination & Transfer** [ITY-COTR] 83% progress - **FMTP** [ITY-FMTP] 70% progress - **AMHS** [COM10] 59% progress - **Aeronautical Information** [ITY-ADQ] 23% progress - **OAT and GAT handling** [AOM13.1] 23% progress - **eTOD** [INF07] 3% progress	- **8,33 kHz below FL195** [ITY-AGVCS2] 18% progress - **Voice over IP** [COM11] 13% progress - **Surveillance Performance & Interoperability** [ITY-SPI] 13% progress - **Data Link** [ITY-AGDL] 11% progress - **Enhanced STCA for TMAs** [ATC02.9] 5% progress - **Ground-Based Safety Nets** [ATC02.8] 5% progress - **ASM Tools** [AOM19.1] 3% progress - **STCA En-Route** [ATC02.2] 3% progress - **Coordination and transfer** [ATC17] 2% progress - **Aircraft Identification** [ITY-ACID] 0% progress - **Multi Sector Planning En-route** [ATC18] 0% progress	- **MTCD & CORA** [ATC12.1] 7% progress - **Extended Flight Plan** [FCM08] 5% progress - **Traffic Complexity** [FCM06] 3% progress - **Free Route Airspace** [AOM21.2] 2% progress - **ASM/ATFCM process** [AOM19.3] 0% progress - **Pre-defined Airspace Configurations** [AOM19.4] 0% progress - **STAM Phase 2** [FCM04.2] 0% progress - **Real-Time Airspace Data** [AOM19.2] 0% progress	- **RNAV 1 for TMA Operations** [NAV03.1] 32% progress - **APV Procedures** [NAV10] 21% progress - **NewPENS** [COM12] 7% progress - **AMAN to further en-route** [ATC15.2] 2% progress - **RNP 1 for TMA Operations** [NAV03.2] 0% progress - **SWIM Yellow TI Profile** [INF08.1] 0% progress

- **Airport objectives - LGTS - Thessaloniki/Makedonia Airport**

Deployed in 2017-2018: /

By 12/2019	By 12/2020	By 12/2021	2022+
- **A-SMGCS RMCA (former Level 2)** [AOP04.2] 78% progress - **A-SMGCS Surveillance (former Level 1)** [AOP04.1] 34% progress			

- **Airport objectives - LGAV – Athinai/Eleftherios Venizelos**

Deployed in 2017-2018: /

By 12/2019	By 12/2020	By 12/2021	2022+
- Collaborative Env. Mgt. [ENV02] 40% progress **- Airport CDM** [AOP05] 0% progress	**- A-SMGCS RMCA (former Level 2)** [AOP04.2] 0% progress **- A-SMGCS Surveillance (former Level 1)** [AOP04.1] 0% progress		

- **Airport objectives - LGIR - Iraklion/Nikos Kazantzakis**

Deployed in 2017-2018: /

By 12/2019	By 12/2020	By 12/2021	2022+
- Airport CDM [AOP05] 0% progress			

- **Airport objectives - LGRP - Rodos/Diagoras Airport**

Deployed in 2017-2018: /

By 12/2019	By 12/2020	By 12/2021	2022+
- Airport CDM [AOP05] 0% progress			

Introduction

The Local Single Sky ImPlementation (LSSIP) documents, as an integral part of the Master Plan (MP) Level 3 (L3)/LSSIP mechanism, constitute a short/medium term implementation plan containing ECAC States' actions to achieve the Implementation Objectives as set out by the MP Level 3 and to improve the performance of their national ATM System. This LSSIP document describes the situation in the State at the end of December 2018, together with plans for the next years.

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

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;

Chapter 3 provides a set of conclusions extracted from the MP L3 Implementation Report 2018, which are relevant to the State/stakeholders concerned. The State reports how they have handled those conclusions and the actions taken during the year to address the concerns expressed by those conclusions;

Chapter 4 provides the main Implementation Projects (at national, FAB and regional level) which contribute directly to the implementation of the MP Operational Improvements and/or Enablers and Implementation Objectives. Level 1 document covers high level list of the projects showing the applicable links. All other details like description, timescale, progress made and expected contribution to the ATM Key Performance Areas provided by the State per each project are available in Level 2 document;

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

Chapter 6 contains aggregated information at State level covering the overall level of implementation, implementation per SESAR Key Feature and implementation of ICAO ASBUs. In addition the high-level information on progress and plans of each Implementation Objective is presented. The information for each Implementation 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.

Level 1 document 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 Implementation 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 European ATM Master Plan L3 Implementation Plan Edition 2018. In addition it covers detailed description of the Implementation Projects for the State as extracted from the LSSIP Data Base.

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. National ATM Environment

1.1. Geographical Scope

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
ESA	✓	2005
ICAO	✓	1944
NATO	✓	1952
ITU	✓	1866

Geographical description of the FIR(s)

The geographical scope of this document addresses ATHINAI FIR/HELLAS UIR as described in AIP Greece ENR 1.1:

The Area of responsibility is ATHINAI FIR/ HELLAS UIR, which is the volume of airspace confined by: 3605N 03000E, 3330N 03000E, 3400N 02710E, 3400N 02410E, 342000N 02355E, 3630N 01900E, 4025N 01900E, then along the seaward end of the Greek-Albanian frontier, and the lines determining the Northern and Eastern frontier of Greece, and the Western frontier of Turkey. (Note: Air traffic services are provided for the entire territory, including territorial waters (territorial waters extend up to 10NM from the coast) of Greece, as well as in the airspace over the adjacent international waters encompassed by ATHINAI FIR/HELLAS UIR.)

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, Cairo FIR and Tripoli FIR.

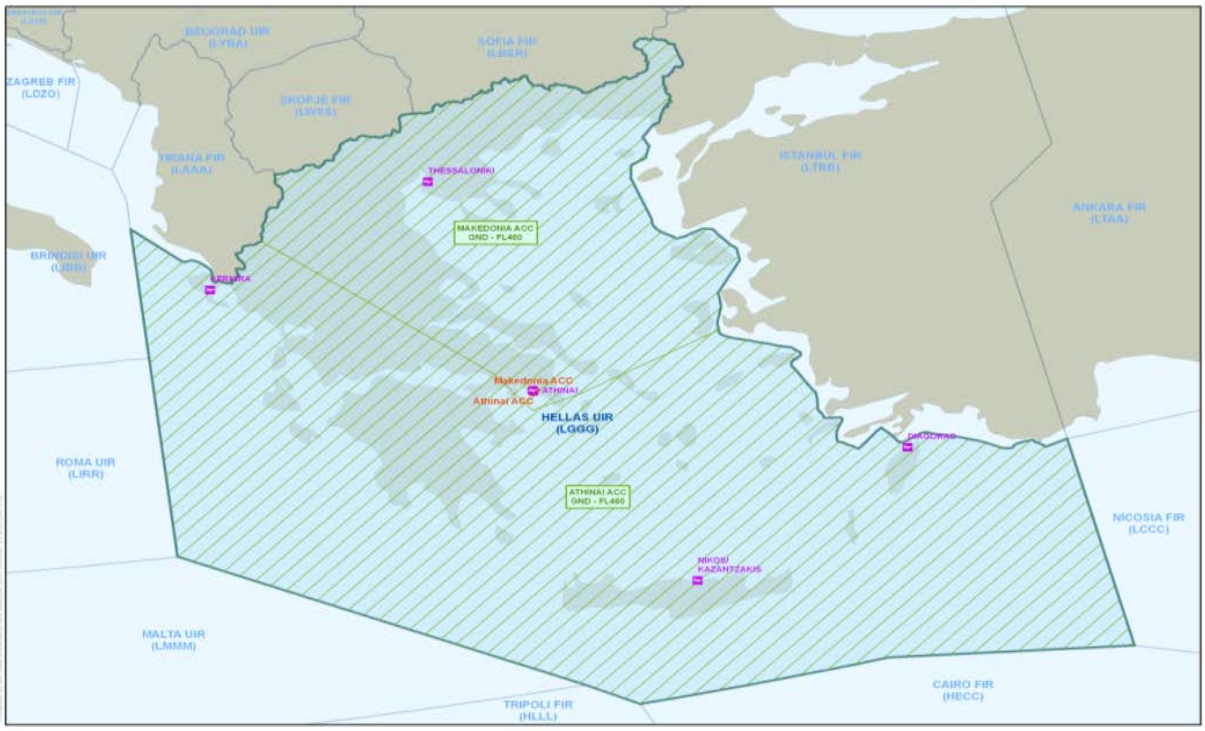


Figure 1 – Athinai FIR/Hellas UIR

Airspace Classification and Organisation

The airspace within ATHINAI 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	1-Airspace out of the areas of Airways, TMAs, MTMAs, CTRs, MCTRs and ATZs is classified as class G. 2-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. 3-The airspace of CTRs and ATZs of controlled aerodromes is classified as class D. 4-The airspace within Airways, is classified as class E. 5-The airspace of TMAs is classified as class E, with the additional requirement of a continuous two-way radio communication for all flights..

Figure 2 – The ATHINAI FIR/HELLAS UIR Airspace classification chart.

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 Konstantakopoulos (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	MITILINI/ Odysseas Elytis (LGMT)
ALMIROS APP		1	ATHINAI FIR	ALMIROS/Nea Anchialos (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. National Stakeholders

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

- Ministry of Infrastructure and Transport (MIaT)
- Ministry of Defence (MND)
- Hellenic Air Force (HAF)
- Hellenic Military Air Navigation Services Oversight Division (H-MANSOD)
- Hellenic Air Force – Search and Rescue Service (HAF/SAR)
- Air Accident Investigation and Aviation Safety Board (AAIASB)
- Hellenic Air Navigation Supervisory Authority (HANSA) – National Supervisory Authority
- Hellenic National Meteorological Service (HNMS) – Meteorological Service Provider
- Hellenic Civil Aviation Authority (HCAA) – Civil Aviation Regulator
- Hellenic Civil Aviation Authority - Air Navigation Services Provider (HCAA/ANS) – Air Navigation Services Provider
- Hellenic Civil Aviation Authority – Regional Services (HCAA/REGS) – Airports Operator
- Hellenic Civil Aviation Authority – Directorate General of Air Transport
- Hellenic Civil Aviation Authority – Directorate General of Administrative Support
- Hellenic Civil Aviation Authority (HCAA) – Civil Aviation Training Centre

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

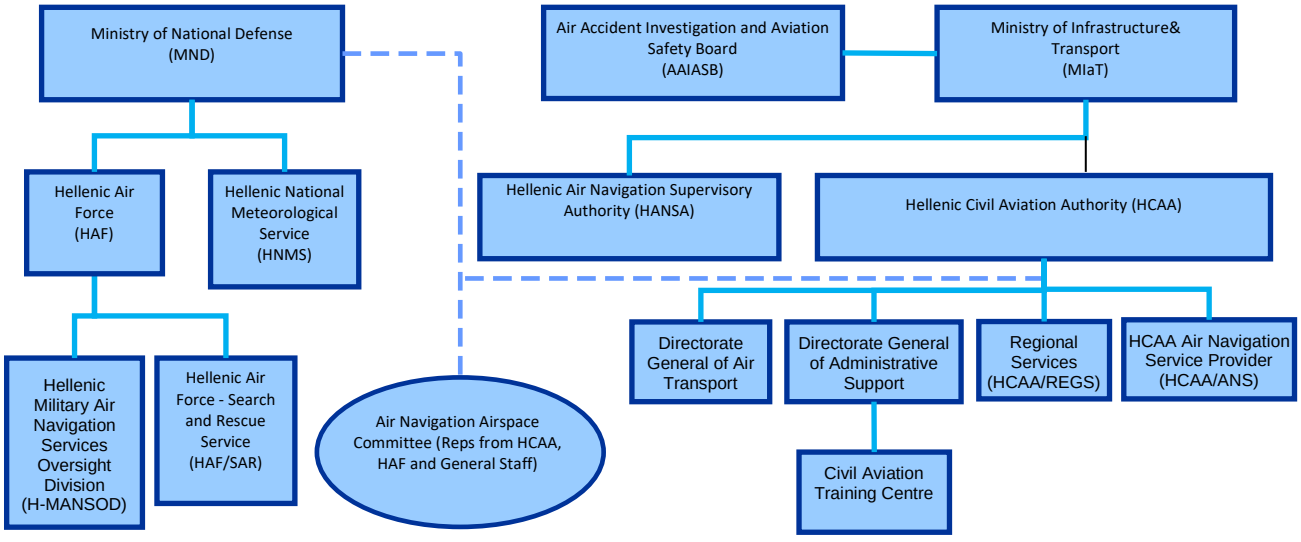


FIGURE 3 – The main National Stakeholders involved in ATM in Greece

Civil Regulator(s)

General Information

Civil aviation in Greece is under the responsibility of the Ministry of Infrastructure & Transport, 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 functions foreseen by European Regulations including certification and oversight of Air Navigation Service Providers and ATCO Training Organisations. The responsibility for designation of ATS providers lies with the Minister of Infrastructure & Transport.

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	Ministry of Infrastructure & Transport (MIaT)	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 4146/2013 (Article 68) amending P.D. 103/2010 as well as Law 3913/2011; Law 4427/2016, which replaces 3913/2011, has been passed and recently updated, but not yet entered into force, except for few specific articles (i.e. those referring to working hours of personnel); Presidential decrees No 84/2018 & 85/2018 have been promulgated in order to realise the implementation of the new Law 4427/2016; Law 3272/2004 on the Authority of the Governor of the HCAA to adopt ICAO Annexes (and amendments there to) and transpose them into national legislation; Law 3446/2006 on the establishment of HANSA; Presidential Decree 150/2007 on the organization, staffing and responsibilities of HANSA; Presidential Decree 103/2010 laying down the operating rules of HANSA; Presidential Decree 143/2017 on EUROCONTROL specifications for harmonizing OAT under IFR within controlled airspace of ECAC Area (EUROAT);

Activity in ATM:	Organisation responsible	Legal Basis
Safety Oversight	HANSA	Regulation (EU) No 2018/1139 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and amending Regulations (EC) 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) 376/2014 and Directives 2014/30/EU, and 2014/53/EU and repealing the Regulations (EC) 552/2004 and (EC) No 216/2008 and of the Council & Council Regulation (EEC) No 3922/91; Regulation EU 1035/2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010; Regulation EU 1034/2011 on safety oversight in air traffic management and air navigation services and amending Regulation (EU) No 691/2010; Implementing rules of the Basic Regulation relevant to ATM/ANS; Presidential Decree 103/2010 laying down the operating rules of HANSA; Law 4146/2013 (Article 68.10) dealing with financial issues, amending P.D. 103/2010;
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 EU 1035/2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) 482/2008 and (EU) No 691/2010; Regulation EC No 2018/1139 (the Basic Regulation) on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and amending Regulations (EC) 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) 376/2014 and Directives 2014/30/EU, and 2014/53/EU and repealing the Regulations (EC) 552/2004 and (EU) No 216/2008 and of the Council & Council Regulation (EEC) No 3922/91; Regulation EU 2015/340 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 EU 255/2010 laying down common rules on air traffic flow management; Internal Procedures of HANSA in accordance with Presidential Decree 103/2010 which lays down its operating rules;
Airspace	Ministry of Infrastructure and Transport (MIaT), Ministry of Foreign Affairs & HCAA	
Economic	HCAA	
Environment	HCAA, Ministry of the Environment and Energy	
Security	HCAA HANSA	Regulation (EU) 2018/1139; Annex I to Regulation EU 1035/2011 laying down common requirements for the provision of air navigation services and amending Regulations EC 482/2008 and EU 691/2010;
Accident investigation	Air Accident Investigation and Aviation Safety Board (AAIASB)	

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, functionally separated from the Air Navigation Service Provider HCAA/ANS. HANSA is under the responsibility and supervision of the Ministry of Infrastructure and Transport.

HANSA is responsible for the certification of Air Navigation Service Providers (HCAA/ANS & HNMS-MET Provider for ANS) and ATCO Training Organisations, as well as the Licensing of Student Air Traffic Controllers and Air Traffic Controllers. HANSA is also responsible for safety oversight, inspections, surveys and verification of ongoing compliance of all mentioned above with European Regulations.

Presidential Decree 150/2007 covers the organisational issues, staffing and responsibilities of HANSA, while Presidential Decree 103/2010 lays down its operating rules.

Furthermore, Law 4146/2013, through article 68.10, amends P.D. 103/2010 by specifying financial aspects related particularly to the budget of HANSA.

Annual Report published:	Y	In accordance with article 15 of Regulation EU 1034/2011, HANSA reports annually on safety oversight actions pursuant to that Regulation. This report is submitted to the Ministry of Infrastructure and Transport , to Governor of HCAA as well as to the Commission, as per article 6 of P.D. 103/2010. The report in question can be used by the State in order to establish and submit its annual report to the Commission as required by Article 12 of Regulation EC 549/2004. The annual report for 2018 has already been issued and refers to all HANSA activities that took place during that previous year. Said report contains detailed information on HANSA'S legal structure, organisations under its supervision, on-going oversight activities and management of changes, updating of its internal procedures or establishment of new ones etc. It also includes the cooperation of HANSA with military authorities, the AAIASB and States of BLUE MED-FAB, while it makes reference to actions for Performance Plan monitoring and activities related to RP2 Performance Plan. It is also refers to training of HANSA personnel during that year, to assessment of its personnel, to goals that have to be accomplished, etc. NAME OF REPORT (in Greek): ΕΚΘΕΣΗ ΠΕΠΡΑΓΜΕΝΩΝ 2018

HANSA has recently been relocated the following address:

Hellenic Air Navigation Supervisory Authority (HANSA)

Leontos 4

16452 Argiroupoli

Greece

The Organisation chart of HANSA is shown in Annexes.

Air Navigation Service Providers

HCAA/ANSP

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

HCAA/ANS 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 Services Provider 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 HCAA/ANS 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 Law 3913/2011;
- Law 4427/2016 and P.D. 85/2018, which repeal P.D.56/89 and Law 3913/2011, which has not yet entered into force except for few specific articles (i.e. those referring to working hours of personnel).

The following Table lists information about HCAA/ANS:

Governance:	Government Entity	**Ownership:**	Government department under the authority of the Ministry of Infrastructure & Transport
Services provided	**Y / N**	**Comment**	
ATC en-route	Y		
ATC approach	Y		
ATC Aerodrome(s)	Y		
FIS	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 and HCAA/ANS as T.O	
Others	Y	ATFM, ASM	
Additional information:	N/A		
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 Annexes.

HNMS/MET (Hellenic National Meteorological Service)

The meteorological service for civil aviation is provided by the "Hellenic National Meteorological Service", (HNMS/MET), which is under the auspices of the Ministry of Defence. HNMS/MET, has been recertified by HANSA on 07 of July 2017, as MET-ANS Provider and designated as such by the State, pursuant to 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 Presidential Decree 161/1997.

HNMS/MET web address is: http://www.hnms.gr/emy/en/index_html

ATC systems in use

Main ANSP part of any technology alliance[1]	N	

FDPS

Specify the manufacturer of the ATC system currently in use:	THALES ATM
Upgrade[2] of the ATC system is performed or planned?	2018
Replacement of the ATC system by the new one is planned?	2021
ATC Unit	ATHINAI – MAKEDONIA ACCs

SDPS

Specify the manufacturer of the ATC system currently in use:	THALES ATM
Upgrade of the ATC system is performed or planned?	2018
Replacement of the ATC system by the new one is planned?	2021
ATC Unit	ATHINAI – MAKEDONIA ACCs

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]Technology alliance is an alliance with another service provider for joint procurement of technology from a particular supplier (e.g. COOPANS alliance)

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

Airports

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, 37 are owned and operated by the State (HCAA, Ministry of Defence), 4 are owned by municipalities and operated by the State (HCAA) . Athinai/Eleftherios Venizelos airport is owned and operated by a Public-Private Partnership Company. Fourteen regional airports are operated by Fraport Greece, which is responsible for maintaining, operating, managing, upgrading and developing these regional airports in Greece over a period of 40 years based on a concession agreement.

Airports included in the concession are: Aktion (LGPZ), Kavala (LGKV), Thessaloniki (LGTS), Kerkira/Corfu (LGKR), Chania (LGSA), Kefallonia(LGKF), Kos (LGKO), Mitilini (LGMT), Mikonos (LGMK), Rodos (LGRP), Samos (LGSM), Santorini (LGSR), Skiathos (LGSK) and Zakinthos (LGZA).

The operational transfer of these airports to Fraport Greece took place on April 11th, 2017. HCAA/ANS and MET retain the responsibility of provision of corresponding ATM/ANS/MET services at these 14 Airports

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

Airport(s) covered by the LSSIP

Referring to the List of Airports in the European ATM Master Plan Level 3 Implementation Plan Edition 2018 – Annex 2, it is up to the individual State to decide which additional airports will be reported through LSSIP for those Objectives.

LSSIP Greece focuses on Athinai/Eleftherios Venizelos (LGAV), Iraklion/Nikos Kazantzakis (LGIR), Rodos/Diagoras (LGRP) and Thessaloniki/Makedonia (LGTS) International Airports.

Military Authorities

The Military Authorities involved in ATM in Greece are:

- The Hellenic Air Force (Ministry of Defence);
- The Hellenic Military Air Navigation Services Oversight Division dealing with inspections of military entities offering ANS services to GAT (H-MANSOD);
- The Search and Rescue (SAR) service.

The regulatory, service provision and user roles in ATM of these military authorities 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 of the units offering services to GAT, military authorities have established an entity dedicated to oversee the corresponding ATS units and assure that the ATM/ANS services provided by military to GAT are as reliable and safe as the corresponding ones 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 of HAF in ATM are detailed below.

The Organisation chart of HAF is shown in Annexes.

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 MIaT//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:		Other:	
MET	Y	MET	Y
CNS	Y	CNS	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.(National Gazette 528/28-2-2014 (Part 3)) The JMD covers the organisation, the staffing, the responsibilities and the operating procedures of H-MANSOD as well as and cooperation with HANSA. 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	Additional Information: N/A

Service Provision role

OAT			GAT	
Services Provided:			Services Provided:	
En-Route	N	HCAA	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: N/A			Additional Information: N/A	

Military ANSP providing GAT services SES certified?	N (Regulation (EC) 550/2004 article 7.5 & *Presidential Decree 103/2010*)	If YES, since:	N/A	Duration of the Certificate:	N/A
Certificate issued by:	N/A		If NO, is this fact reported to the EC in accordance with SES regulations?		Y
Additional Information:					

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

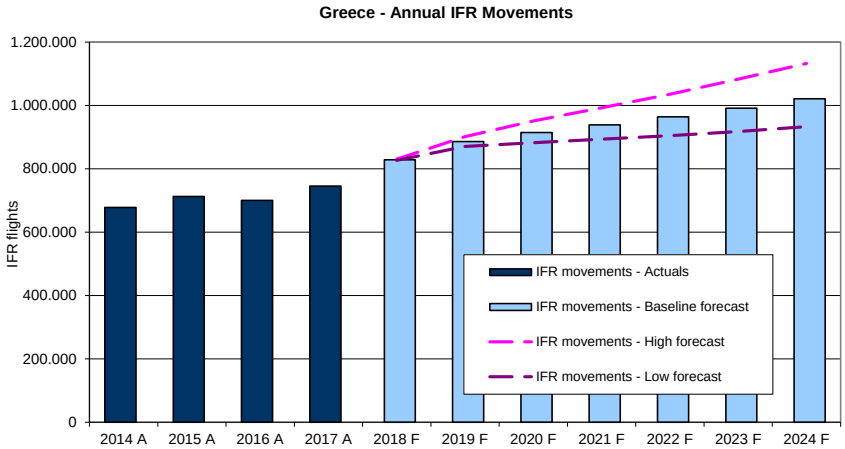
If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:								
No special arrangements				Y	Exemption from Route Charges			Y
Exemption from flow and capacity (ATFCM) measures				N	Provision of ATC in UHF			Y
CNS exemptions:	RVSM	Y	8.33	Y	Mode S	Y	ACAS	Y
Others:	N/A							

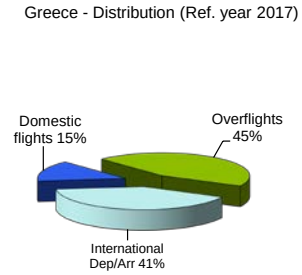
Flexible Use of Airspace (FUA)

Military in <State> 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. Traffic and Capacity

2.1. Evolution of traffic in Greece





A = Actual
F = Forecast

EUROCONTROL Seven-Year Forecast (September 2018)											
IFR flights yearly growth		**2015 A**	**2016 A**	**2017 A**	**2018 F**	**2019 F**	**2020 F**	**2021 F**	**2022 F**	**2023 F**	**2024 F**
Greece	H				11.4%	8.6%	5.6%	4.3%	4.3%	4.6%	4.6%
	B	5.1%	-1.7%	6.5%	11.1%	6.9%	3.2%	2.7%	2.7%	2.9%	3.0%
	L				10.9%	5.3%	1.3%	1.3%	1.3%	1.5%	1.7%
ECAC	B	1.6%	2.8%	4.0%	3.7%	3.0%	2.6%	2.1%	1.9%	2.0%	2.1%

2018

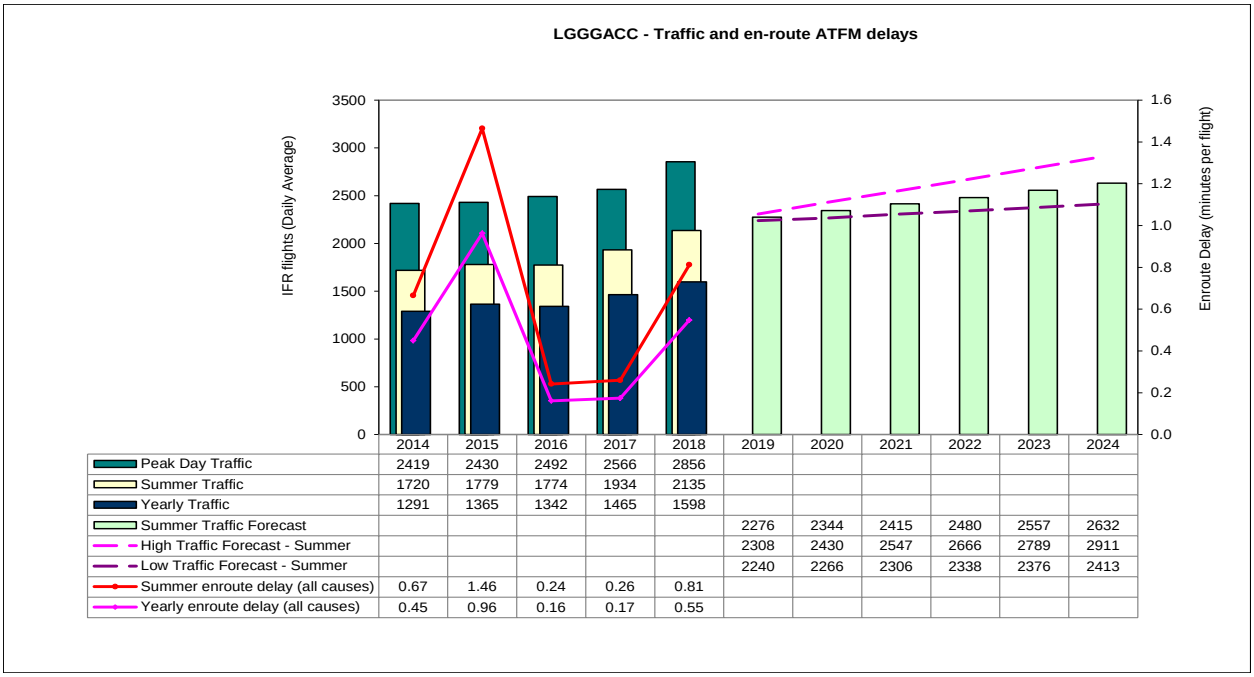
Traffic in Greece **increased by 12.6%** during Summer 2018 (May to October), when compared to Summer 2017.

2019-2024

The EUROCONTROL Seven-Year Forecast predicts an average annual increase between 2.0% and 5.3% during the planning cycle, with a baseline growth of 3.6%.

2.2. ACC ATHINAI

Traffic and en-route ATFM delays 2014-2024



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Peak Day Traffic	2419	2430	2492	2566	2856						
Summer Traffic	1720	1779	1774	1934	2135						
Yearly Traffic	1291	1365	1342	1465	1598						
Summer Traffic Forecast						2276	2344	2415	2480	2557	2632
High Traffic Forecast - Summer						2308	2430	2547	2666	2789	2911
Low Traffic Forecast - Summer						2240	2266	2306	2338	2376	2413
Summer enroute delay (all causes)	0.67	1.46	0.24	0.26	0.81						
Yearly enroute delay (all causes)	0.45	0.96	0.16	0.17	0.55						

Performance summer 2018

Traffic Evolution	2018 Capacity Baseline	En-route Delay (min/flight) - Summer		Capacity gap
		Ref value	Actual	
+10.4 %	140 (+4%)	0.27	0.81	Yes

The average en-route delay per flight increased from 0.26 minutes per flight in Summer 2017 to 0.81 minutes per flight in Summer 2018.

61% of delays were due to ATC capacity, 35% due to ATC Staffing, 2% due to Weather, 1% due to Industrial Action and 1% due to Equipment.

Capacity Plan +5%	Achieved	Comments
Stepped implementation of FRA	Yes	
Improved civil/military coordination	Yes	
Stepped Implementation of LARA	Yes	
PBN/SBAS procedures (Thessaloniki, Kos, Ioannina, Mytilini, Santorini, Mikonos)	Yes	
Improved ATFCM, including STAM	Yes	
Improved ATS route network and airspace management	Yes	
Lower airspace reorganisation/resectorisation project	Ongoing	Full Implementation foreseen in 2020
33 additional ATCOs (25 en-route+8 airport) + subsequent recruitment	Yes	
ATM system upgrade	Yes	Implemented in March 2018
7 additional OLDI messages for silent radar transfers	Ongoing	Implementation winter 2018/19
Mode S (NE part of Greece)	Yes	
Maximum configuration: 7/8 sectors	Yes	8 sectors open for short periods during peak traffic

Summer 2018 performance assessment

The ACC capacity baseline was measured with ACCESS/Reverse CASA at 140, 4% higher than 2017. During the measured period, the average peak 1 hour demand was 150 and the average peak 3 hour demand was 136.

Planning Period 2019-2024

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.

Following the inputs provided by the European Commission at the ad-hoc NMB on 25 October 2018, en-route delay reference values and capacity requirement profiles have been calculated for RP3 (2020-2024) based on the proposal made by the PRB to the European Commission.

NETWORK	En-route ATFM delay breakdown RP2 Reference Values	En-route ATFM delay breakdown PRB proposal RP3 Reference Values				
	2019	2020	2021	2022	2023	2024
Annual	0.5	0.8	0.7	0.6	0.5	0.5

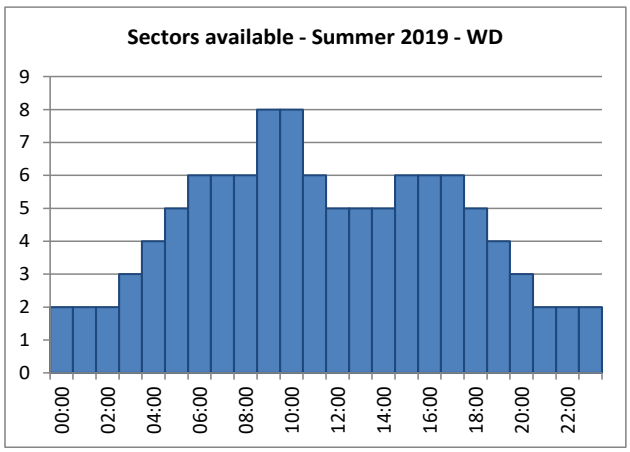
Final en-route delay reference values and capacity requirement profiles will be provided after the final decision on RP3 targets.

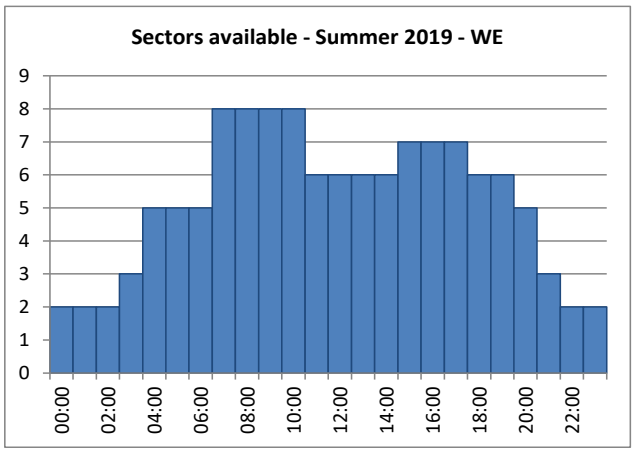
			RP2 Capacity Profiles		RP3 Indicative Capacity Profiles									
ACC	2018 baseline		Profiles (hourly movements and % increase over previous year)											
			2019		2020		2021		2022		2023		2024	
LGGG	140	H	167	19%	173	4%	180	4%	191	6%	200	5%	205	2%
		Ref.	165	18%	168	2%	173	3%	177	2%	182	3%	186	2%
		L	162	16%	163	1%	166	2%	168	1%	169	1%	170	1%
		Open	159	14%	161	1%	166	3%	171	3%	175	2%	178	2%
		C/R	164	17%	166	1%	172	4%	176	2%	180	2%	184	2%

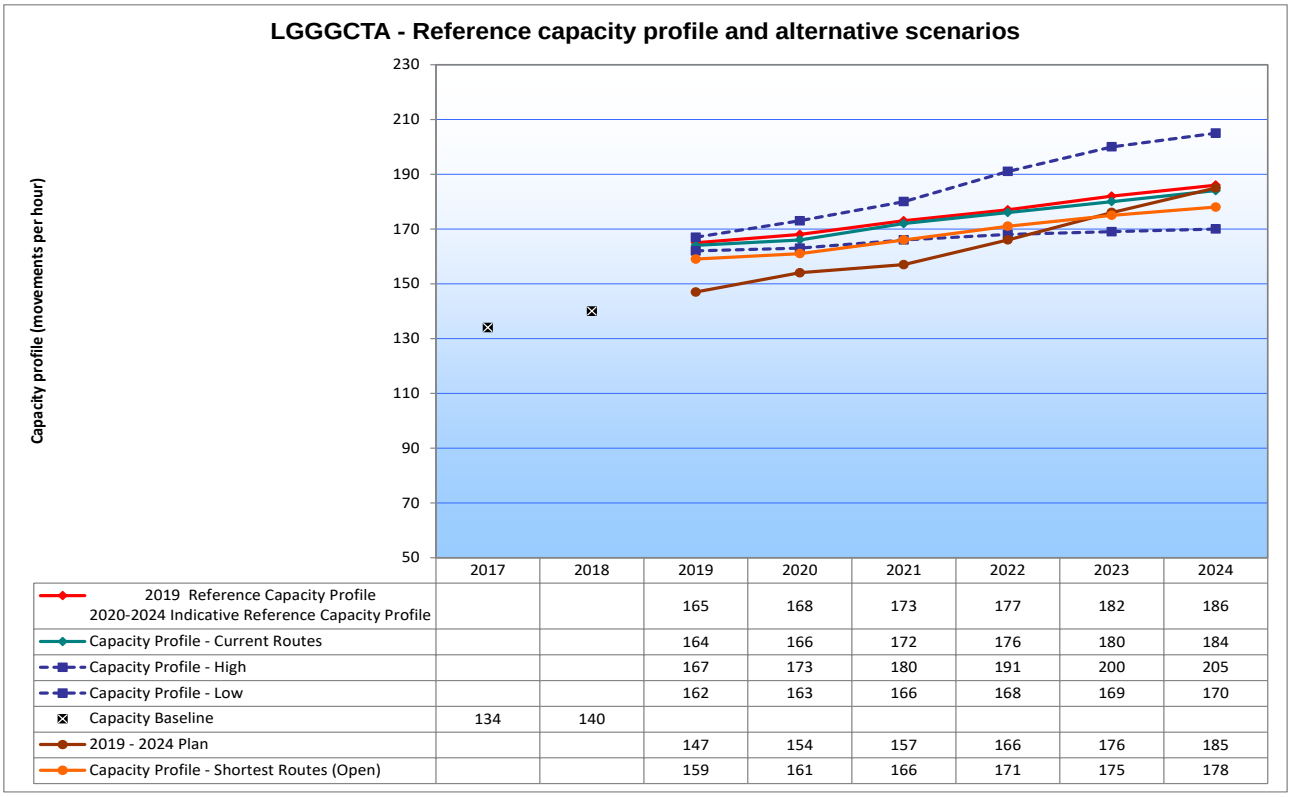
Summer Capacity Plan						
	2019	2020	2021	2022	2023	2024
Free Route Airspace	Stepped implementation of FRA as described in the ERNIP Part 2					
Airspace Management Advanced FUA	Improved civil/military coordination					
	Stepped Implementation of LARA					
Airport & TMA Network Integration	PBN/SBAS procedures (Thessaloniki, Kos, Ioannina, Mytilini, Santorini, Mikonos)					
		DMAN Integration Athens Airport				
Cooperative Traffic Management	Improved ATFCM, including STAM					
Airspace	Improved ATS route network and airspace management					
		Development and Implementation of full airspace reorganisation/resectorisation project (new elementary sectors allowing for flexible sector configurations)				
	Lower airspace reorganisation/resectorisation project					
Procedures						
Staffing	33 additional ATCOs (25 en-route+8 airport)	Approximately 80 additional controllers for ACC, APP and TWRs		Continuous recruitment policy proposed to ensure new ATCOs to respond to traffic demand and the new ATM system and sectorisation implementation		
Technical				New ATM System		
				New VCS		
Capacity			Sector Capacity Assessment for the new sectorisation			
Significant Events			Training for the new ATM system			
Max sectors	8	8/9	8/9	8/9	8/9	8/9
Planned Annual Capacity Increase	5%	5%	2%	6%	6%	5%
Reference profile Annual % Increase	18%	2%	3%	2%	3%	2%
Difference Capacity Plan v. Reference Profile	-10.9%	-8.3%	-9.2%	-6.2%	-3.3%	-0.5%
Annual Reference Value (min)	0.18	0.28	0.22	0.20	0.17	0.17
Summer reference value (min)	0.26	0.39	0.31	0.28	0.23	0.23
Additional information	The above number of sectors is feasible on conditions that: 1. A recruitment policy will be in place as a permanent solution 2. The new ATM system will be in place on time					

2020-2024: Indicative RP3 Reference Values

The charts below show an outline of available sector configuration for a typical weekday and weekend day for summer 2019.





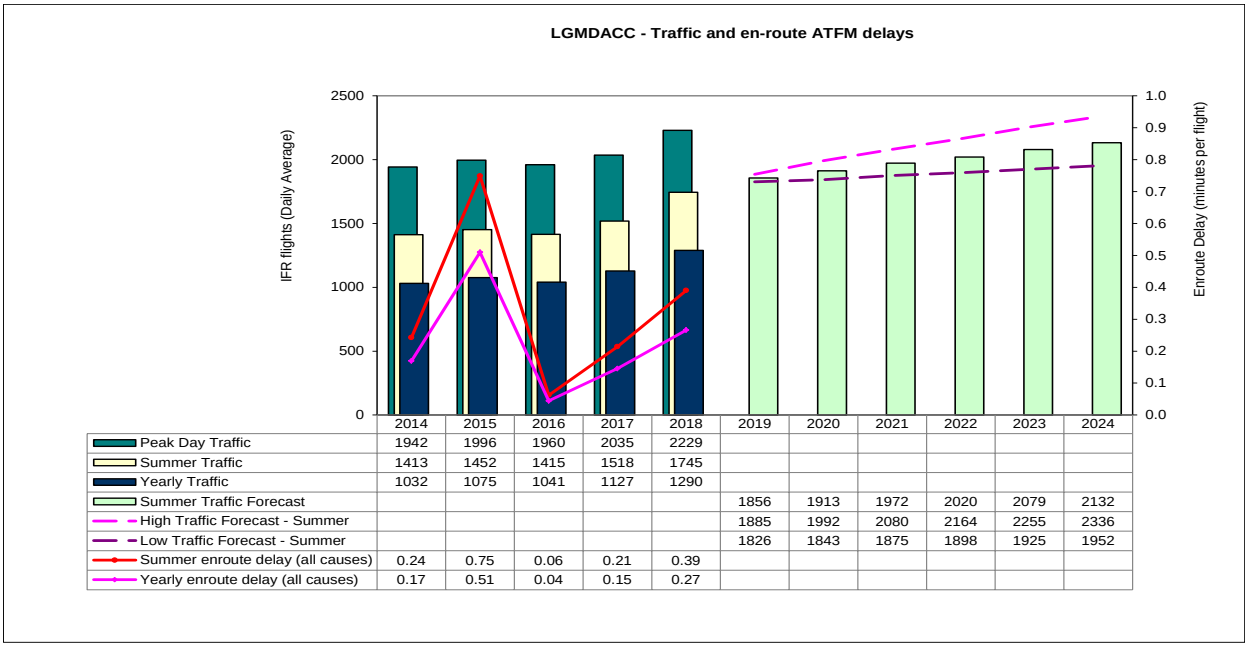


	2017	2018	2019	2020	2021	2022	2023	2024
2019 Reference Capacity Profile 2020-2024 Indicative Reference Capacity Profile			165	168	173	177	182	186
Capacity Profile - Current Routes			164	166	172	176	180	184
Capacity Profile - High			167	173	180	191	200	205
Capacity Profile - Low			162	163	166	168	169	170
Capacity Baseline	134	140						
2019 - 2024 Plan			147	154	157	166	176	185
Capacity Profile - Shortest Routes (Open)			159	161	166	171	175	178

2019-2024 Planning Period Outlook
A new approach to allow timely developments and implementation of operational plans including staff availability/recruitment started in 2016 is expected to be finalized in due time to deliver the foreseen benefits. Average yearly delays for Athens ACC are foreseen to remain close to the reference values depending on the actual implementation of the planned measures.

2.3. ACC MAKEDONIA

Traffic and en-route ATFM delays 2014-2024



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Peak Day Traffic	1942	1996	1960	2035	2229						
Summer Traffic	1413	1452	1415	1518	1745						
Yearly Traffic	1032	1075	1041	1127	1290						
Summer Traffic Forecast						1856	1913	1972	2020	2079	2132
High Traffic Forecast - Summer						1885	1992	2080	2164	2255	2336
Low Traffic Forecast - Summer						1826	1843	1875	1898	1925	1952
Summer enroute delay (all causes)	0.24	0.75	0.06	0.21	0.39						
Yearly enroute delay (all causes)	0.17	0.51	0.04	0.15	0.27						

Performance summer 2018

Traffic Evolution	2018 Capacity Baseline	En-route Delay (min/flight) - Summer		Capacity gap
		Ref value	Actual	
+14.9%	114 (+5%)	0.20	0.39	Yes

The average en-route delay increased from 0.21 minutes per flight in Summer 2017 to 0.39 minutes per flight in Summer 2018.
80% of delays were due to ATC staffing, 11% due to Weather, 5% due ATC capacity and 3% due to Equipment.

Capacity Plan +3%	Achieved	Comments
Stepped implementation of FRA	Yes	
Improved civil/military coordination	Yes	
Stepped Implementation of LARA	Yes	
PBN/SBAS procedures (Thessaloniki, Kos, Ioannina, Mytilini, Santorini, Mikonos)	Yes	
Improved ATFCM, including STAM	Yes	
Improved ATS route network and airspace management	Yes	
Lower airspace reorganisation/resectorisation project	Ongoing	Full Implementation foreseen in 2020
33 additional ATCOs (25 en-route+8 airport) + subsequent recruitment	Yes	
ATM system upgrade	Yes	Implemented in March 2018
7 additional OLDI messages for silent radar transfers	Ongoing	Implementation winter 2018/19
Mode S (NE part of Greece)	Yes	
Maximum configuration: 3/4 sectors	Yes	5 sectors open for short periods during peak traffic

Summer 2018 performance assessment

The ACC capacity baseline was measured with ACCESS/Reverse CASA at 114, 5% higher than in 2017. During the measured period, the average peak 1 hour demand was 113 and the average peak 3 hour demand was 105.

Planning Period 2019-2024

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.

Following the inputs provided by the European Commission at the ad-hoc NMB on 25 October 2018, en-route delay reference values and capacity requirement profiles have been calculated for RP3 (2020-2024) based on the proposal made by the PRB to the European Commission.

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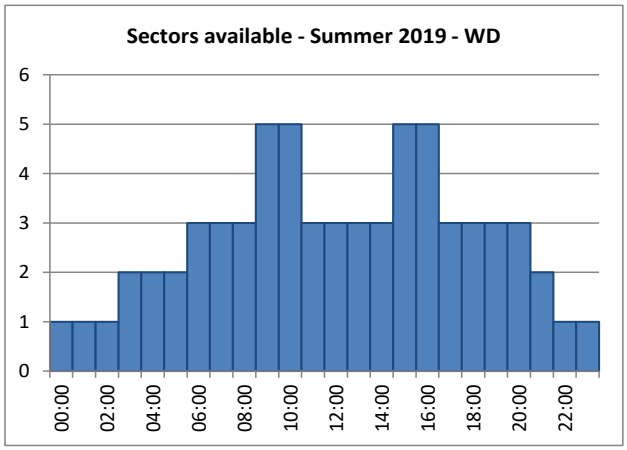
Final en-route delay reference values and capacity requirement profiles will be provided after the final decision on RP3 targets.

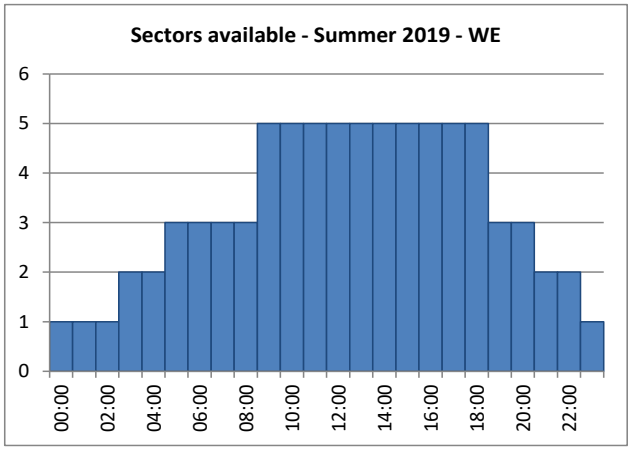
			RP2 Capacity Profiles		RP3 Indicative Capacity Profiles									
ACC	2018 baseline		Profiles (hourly movements and % increase over previous year)											
			2019		2020		2021		2022		2023		2024	
LGMD	114	H	124	9%	127	2%	136	7%	143	5%	146	2%	152	4%
		Ref.	122	7%	124	2%	132	6%	135	2%	138	2%	142	3%
		L	119	4%	121	2%	127	5%	133	5%	136	2%	138	1%
		Open	122	7%	125	2%	131	5%	137	5%	139	1%	143	3%
		C/R	128	12%	133	4%	138	4%	143	4%	150	5%	155	3%

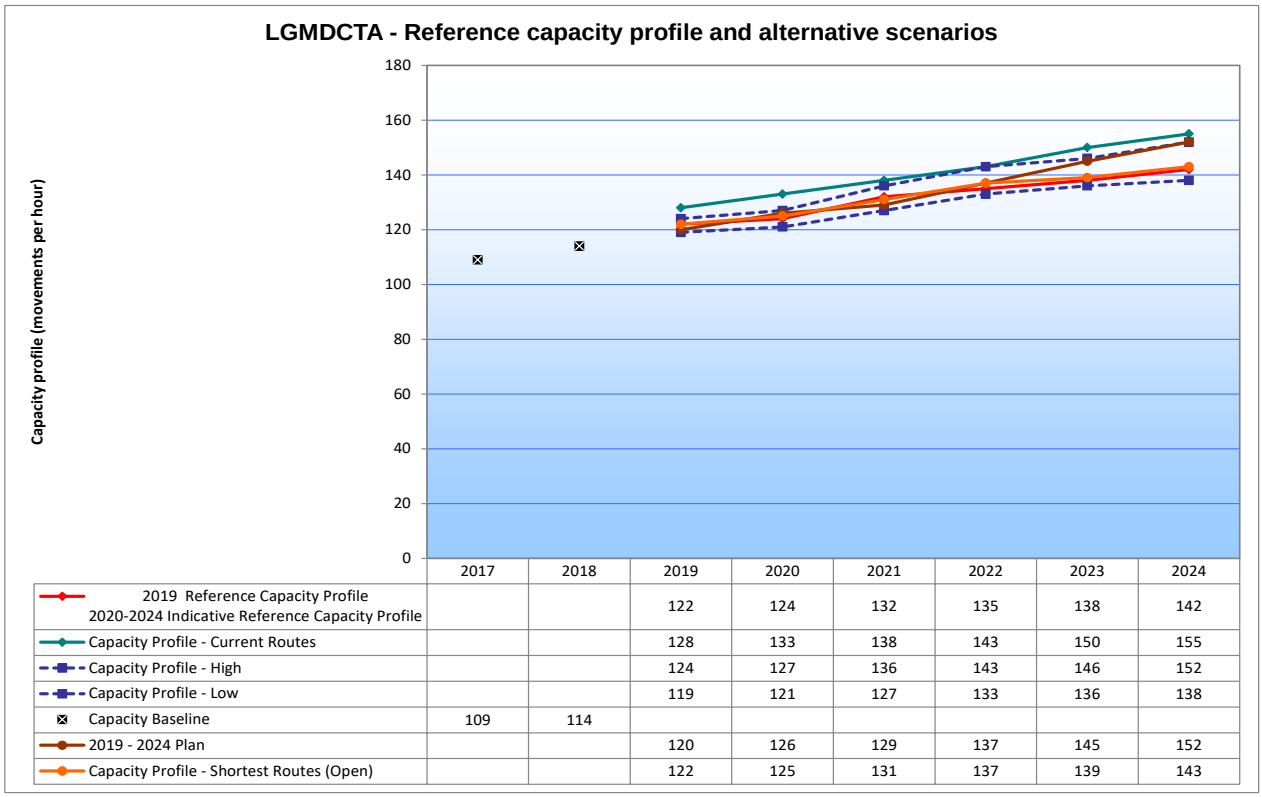
Summer Capacity Plan						
	2019	2020	2021	2022	2023	2024
Free Route Airspace	Stepped implementation of FRA as described in the ERNIP Part 2					
Airspace Management Advanced FUA	Improved civil/military coordination					
	Stepped Implementation of LARA					
Airport & TMA Network Integration	PBN/SBAS procedures (Thessaloniki, Kos, Ioannina, Mytilini, Santorini, Mikonos)					
Cooperative Traffic Management	Improved ATFCM, including STAM					
Airspace	Improved ATS route network and airspace management					
		Development and Implementation of full airspace reorganisation/resectorisation project (new elementary sectors allowing for flexible sector configurations)				
	Lower airspace reorganisation/resectorisation project					
Procedures						
Staffing	33 additional ATCOs (25 en-route+8 airport)	Approximately 80 additional controllers for ACC, APP and TWRs		Continuous recruitment policy proposed to ensure new ATCOs to respond to traffic demand and the new ATM system and sectorisation implementation		
Technical				New ATM System		
				New VCS		
Capacity			Sector Capacity Assessment for the new sectorisation			
Significant Events			Training for the new ATM system			
Max sectors	5	5/6	5/6	5/6	5/6	5/6
Planned Annual Capacity increase	5%	5%	2%	6%	6%	5%
Reference profile Annual % Increase	7%	2%	6%	2%	2%	3%
Current routes Annual % increase	12%	4%	4%	4%	5%	3%
Difference Capacity Plan v. Reference Profile	-1.6%	1.6%	-2.3%	1.5%	5.1%	7.0%
Difference Capacity Plan v. Current routes Profile	-6.3%	-5.3%	-6.5%	-4.2%	-3.3%	-1.9%
Annual Reference Value (min)	0.15	0.20	0.21	0.19	0.15	0.15
Summer reference value (min)	0.20	0.28	0.29	0.26	0.21	0.21
Additional information	The above number of sectors is feasible on conditions that: 1. A recruitment policy will be in place as a permanent solution 2. The new ATM system will be in place on time					

2020-2024: Indicative RP3 Reference Values

The charts below show an outline of available sector configuration for a typical weekday and weekend day for summer 2019.







	2017	2018	2019	2020	2021	2022	2023	2024
2019 Reference Capacity Profile 2020-2024 Indicative Reference Capacity Profile			122	124	132	135	138	142
Capacity Profile - Current Routes			128	133	138	143	150	155
Capacity Profile - High			124	127	136	143	146	152
Capacity Profile - Low			119	121	127	133	136	138
Capacity Baseline	109	114						
2019 - 2024 Plan			120	126	129	137	145	152
Capacity Profile - Shortest Routes (Open)			122	125	131	137	139	143

2019-2024 Planning Period Outlook
A new approach to allow timely developments and implementation of operational plans including staff availability/recruitment started in 2016 is expected to be finalized in due time to deliver the foreseen benefits. Average yearly delays for Makedonia ACC are foreseen to remain close to the reference values depending on the actual implementation of the planned measures.

3. Master Plan Level 3 Implementation Report conclusions

Conclusion	Applicable to
AS THE ASM TOOLS AIMING FOR A FULL ROLLING ASM/ATFCM PROCESS ARE ON THE CRITICAL PATH FOR THE TRANSITION TOWARDS TRAJECTORY-BASED OPERATIONS, ALL CONCERNED STAKEHOLDERS SHOULD ACTIVATE AND/OR INVIGORATE THEIR IMPLEMENTATION PLANS SO AS TO ENSURE THAT THE DEADLINES FOR IMPLEMENTATION WILL BE MET AS APPROPRIATE. (page 14 of the Report)	All States with delays in implementation of AOM19.1, AOM19.2 and AOM19.3
State's action planned for this conclusion: YES **Description of the planned action:** Actions on going for LARA/PRISMIL procurement.The full implementation of the above objectives is foreseen in the specifications related to the replacement of the existing DPS- ATM system.	

Conclusion	Applicable to
IMPLEMENTATION OF FRA IS VERY MUCH ENCOURAGED BELOW FL310 AND IN CROSS-BORDER AIRSPACE. (page 19 of the Report)	ECAC States
State's action planned for this conclusion: **YES** **Description of the planned action:** Greece has applied and participates in INEA CALLS 2014,2015 and 2016 in order to get funding opportunities to secure and achieve full implementation of the investment plan necessary for the free routing implementation in HELLAS UIR.	

Conclusion	Applicable to
DELAYS IN IMPLEMENTATION OF A-SMGCS SURVEILLANCE CAN POTENTIALLY IMPACT THE TIMELY IMPLEMENTATION OF OTHER SUBSEQUENT A-SMGCS FUNCTIONALITIES. (page 26 of the Report, same as in 2017 LSSIP)	All Airports with delays in implementation of AOP04.1 and AOP04.2 and in particular the PCP airports
State's action planned for this conclusion: YES **Description of the planned action:** Procurement of A-SMGCS for LGAV is ongoing. Installation of A-SMGCS in LGTS is completed, operational use after completion of Runway reconstruction works.	

4. Implementation Projects

The table below presents the high-level information about the main projects currently ongoing in Greece. The details of each project are available in Chapter 2 of the Level 2 - Detailed Implementation Status document.

4.1. National projects

Name of project:	Organisation(s):	Schedule:	Status:	ATM MP Links:
450 VHF Transceivers (HANSP 07)	HANSP (GR)	2018 - 2020	Technical Specifications already been developed. Call for tenders in progress.	L3: COM11, ITY-AGVCS2
60 UHF transceivers (HANSP 11)	HANSP (GR)	2018 - 2020	Technical Specifications already been developed. Call for tenders in progress.	L3: COM11, ITY-AGVCS2
ATHINAI - MAKEDONIA VCRS (HANSP 23)	HANSP (GR)	2017-2020	Technical Specifications already been developed. Call for tenders in progress.	L3: COM11
ATIS - VOLMET systems (HANSP 19)	HANSP (GR)	2018 - 2019	Technical Specifications already been developed. Call for tenders in progress.	-
Athinai APP Relocation (HANSP 24)	HANSP (GR)	2018-2020	Technical Specifications already been developed. Call for tenders in progress.	-
DPS/ATM (HANSP 01)	HANSP (GR)	2018-2020	Technical Specifications already been developed. Call for tenders in progress.	L3: ATC12.1, ATC17, COM11, FCM03, ITY-AGDL, ITY-FMTP, ITY-SPI
Enhanced Mode S Sensor (MSSR/EMS) at Himittos Mountain (HANSP 12)	HANSP (GR)	2018 - 2020	Technical Specifications already been developed. Call for tenders in progress.	L3: ITY-SPI
Five (5) Airport VCS/RCS (HANSP 09)	HANSP (GR)	2018 - 2020	Technical Specifications already been developed. Call for tenders is underway.	L3: COM11
ILS - VOR- DME Replacement (HANSP 06)	HANSP (GR)	2018 - 2020	Technical Specifications already been developed. Call for tenders in progress	L3: NAV03.1
MLT/WAM Ionian Sea (HANSP 15)	HANSP (GR)	2018 - 2010	Technical Specifications already been developed. Call for tenders is underway.	L3: ITY-SPI
MLT/WAM South Aegean Sea (HANSP 14)	HANSP (GR)	2018 - 2020	Technical Specifications already been developed. Call for tenders is underway.	L3: ITY-SPI
Partial Replacement of CNS systems at Athinai (LGAV) Airport (HANSP 03)	HANSP (GR)	2018 - 2020	Technical Specifications already been developed. Call for tenders is underway.	-

Name of project:	Organisation(s):	Schedule:	Status:	ATM MP Links:
Replacement of 4 En-route Enhanced Mode S RADAR (HANSP 04)	HANSP (GR)	2018-2020	Technical Specifications already been developed. Call for tenders in progress.	L3: ITY-SPI
Replacement of 4 RADAR (PSR/EMS) systems (HANSP 02)	HANSP (GR)	2018-2021	Technical Specifications already been developed. Call for tenders in progress.	L3: ITY-SPI
SMR/ASMGCS/MLT Athinai (LGAV) (HANSP 08)	HANSP (GR)	2017 - 2020	Call for tenders in progress	L3: AOP04.1, AOP04.2, ITY-SPI
Sixteen (16) Airport VCS/RCS (HANSP 10)	HANSP (GR)	2018 - 2020	Technical Specifications under development.	L3: COM11
Tower Simulator (HANSP 18)	HANSP (GR)	2016 - 2018	Completed.	-

4.2. FAB projects

Name of project:	Organisation(s):	Schedule:	Status:	ATM MP Links:
BLUE MED Free Route Airspace Implementation	DCAC - Air Navigation Service Provider (CY), ENAV (IT), HANSP (GR), MATS (MT)	2014-2021	Ongoing	L3: AOM21.2
BLUEGNSS (HANSP 22)	HANSP (GR)	2016-2018	Completed.	L3: NAV10
HACAS- Hellenic AFTN/CIDIN AMHS System (HANSP 13)	HANSP (GR)	2016 - 2018	Completed.	L3: AOM21.2, COM10
PALLAS Upgrade-3G (HANSP 05)	HANSP (GR)	2015 - 2018	Completed.	L3: AOM21.2, ATC17, FCM03, ITY-FMTP, ITY-SPI
PBN procedures design Tool. (HANSP 21)	HANSP (GR)	2016 - 2018	Completed.	L3: AOM21.2, NAV03.1
Telecommunication Stations (HANSP 16)	HANSP (GR)	2016 - 2018	Completed	L3: AOM21.2, COM11

5. Cooperation activities

5.1. FAB Co-ordination

The BLUE MED FAB is the European central/south-eastern FAB (Functional Airspace Block) initiative, whose partners are the EU Member States of Cyprus, Greece, Italy and Malta. It represents the natural European gate dedicated to air traffic flows coming from Africa and the Middle-East, namely among the regions with the prospective fastest growing trend in the near future.

In 2013, the Civil Aviation Authority of Israel signed a Memorandum of Understanding with the BLUE MED FAB for its involvement in the initiative.

Today, the BLUE MED FAB is in its Implementation Phase, a coordinated deployment initiative in which operational solutions and the deployment of identified technical enablers are being implemented through a solid Implementation Programme, that is at the same time a summary and a plan of all the activities deployed or to be undertaken by the BLUE MED working groups and task forces. This is bringing added value to the Airspace Users in terms of enhanced efficiency, reduced delays and costs and lower environmental impact.

The major projects include Free Route Operations at FAB level, Cross-border and ATFCM optimisation, AGDL System development, SUR infrastructure rationalization, Ground/Ground IP Network implementation, NEW PENS and Complementary OLDI Messages implementation.

Other activities some of which have to be implemented to meet SES requirements include Aeronautical Data Quality, FAB-wide Radar Maintenance Plan, ATM System upgrade and Common Strategy and Alignment with the SESAR Programme.

In addition, a number of initiatives are being undertaken in the Safety domain, Human Resources domain and in the Performance Framework.

All the above mentioned projects and initiatives have the objective of achieving the capacity, safety, efficiency, economic performance and environmental benefits that the European Commission desires to result from the implementation of the Single European Sky.

All steps are also being coordinated with other FABs through an intense inter-FAB cooperation in the areas of Operations, Communication and Performance.

5.2. Regional cooperation

Regional cooperation initiatives

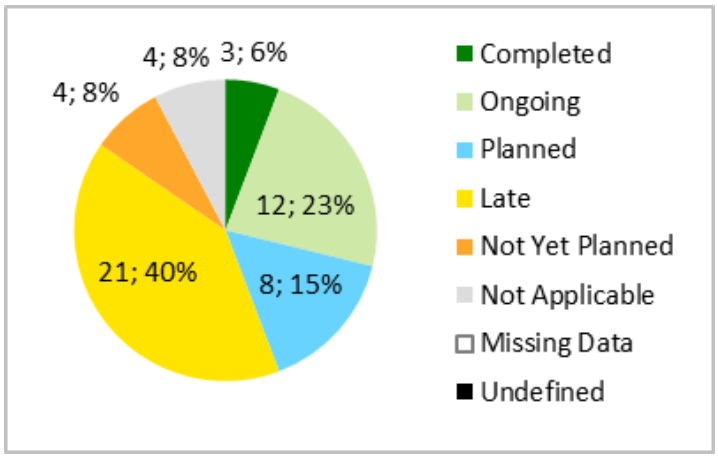
Except Projects for the FAB BLUE MED, no other regional cooperation initiatives are foreseen for Greece.

6. Implementation Objectives Progress

6.1. State View

Overall Objective Implementation

Progress distribution for applicable Implementation Objectives



The status of compliance, achievements and main points of concerns for the 52 ESSIP objectives applicable to Greece can be summarized as follows:

Completed: 3 On Going: 12 Planned: 8 Late: 21 Not Yet Planned: 4 Not Applicable: 4

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. Greece also has applied and participates in INEA CALLS 2014, 2015, 2016 and 2017 in order to get funding opportunities to secure and achieve full implementation of the investment plan as it is included in the Performance Plan 2016-2020.

The ATM system upgrade (PALLAS 3G) which was finalised by the mid of 2018 will contribute to the completion of objectives ATC02.5, ATC12.1, ATC17, FCM01, ITY-COTR and ITY-SPI.

Replacement of the main VCS/RCS system at ATHINAI/MAKEDONIA ACCs and five(5) VCS/RCS at Thessaloniki, Iraklion, Rodos, Kerkira and Kos (LGTS, LGIR, LGRP, LGKR, LGKO) Airports, which will be finalised by the end of 2020 and will contribute to the completion of objective COM11.

The introduction of new AFTN/CIDIN and AMHS system, which was finalised by the end of 2018 and contributed to the completion of objective COM10

The procurement of 450 VHF transceivers with 8.33 KHz capability by the end of 2019 will contribute to completion of objective ITY-AGVCS2.

Objective Progress per SESAR Key Feature

Note: The detailed table of links between Implementation Objectives and SESAR Key Features is available in Annexes.

Legend:

▲ ## % = Expected completion / % Progress

▲ 100% = Objective completed

= Implementation Objective timeline (different colour per KF)

= Completion beyond Implementation Objective timeline

Optimised ATM Network Services

		<15 15 16 17 18 19 20 21 22 23 24 ≥25
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling	23%
AOM19.1 (PCP)	ASM Support Tools to Support AFUA	3%
AOM19.2 (PCP)	ASM Management of Real-Time Airspace Data	0%
AOM19.3 (PCP)	Full rolling ASM/ATFCM Process and ASM Information Sharing	0%
AOM19.4 (PCP)	Management of Pre-defined Airspace Configurations	0%
FCM01	Enhanced Tactical Flow Management Services	100%
FCM03	Collaborative Flight Planning	100%
FCM04.1	STAM Phase 1	n/a
FCM04.2 (PCP)	STAM Phase 2	0%
FCM05 (PCP)	Interactive Rolling NOP	0%
FCM06 (PCP)	Traffic Complexity Assessment	3%

Advanced Air Traffic Services

		<15 15 16 17 18 19 20 21 22 23 24 ≥25
AOM21.1 (PCP)	Direct Routing	100%
AOM21.2 (PCP)	Free Route Airspace	2%
ATC02.2	STCA En-Route	3%
ATC02.8	Ground-Based Safety Nets	5%
ATC02.9	Enhanced STCA for TMAs	5%
ATC07.1	AMAN Tools and Procedures	
	LGAV - Athinai Eleftherios Venizelos (Outside Applicability Area)	n/a
ATC12.1	Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring	7%
ATC15.1	Information Exchange with En-route in Support of AMAN	n/a
ATC15.2 (PCP)	Arrival Management Extended to En-route Airspace	2%
ATC16	ACAS II Compliant with TCAS II Change 7.1	93%
ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer	2%
ATC18	Multi Sector Planning En-route - 1P2T	Local objective 0%
ENV01	Continuous Descent Operations	
	LGAV - Athinai Eleftherios Venizelos (Outside Applicability Area)	n/a
	LGIR - Iraklion/Nikos Kazantzakis (Outside Applicability Area)	n/a
	LGKR - Kerkira/Ioannis Kapodistrias (Outside Applicability Area)	n/a
	LGRP - Rodos/Diagoras Airport (Outside Applicability Area)	n/a
	LGTS - Thessaloniki/Makedonia Airport (Outside Applicability Area)	n/a
ENV03	Continuous Climb Operations	Local objective
	LGAV - Athinai Eleftherios Venizelos	0%
ITY-COTR	Ground-Ground Automated Co-ordination Processes	83%
NAV03.1	RNAV 1 in TMA Operations	32%
NAV03.2 (PCP)	RNP 1 in TMA Operations	0%
NAV10	APV procedures	21%
NAV12	Optimised Low-Level IFR Routes in TMA for Rotorcraft	Local objective 0%

High Performing Airport Operations

		<15 15 16 17 18 19 20 21 22 23 24 ≥25
AOP04.1	A-SMGCS Level 1	
	LGAV - Athinai Eleftherios Venizelos	0%
	LGIR - Iraklion/Nikos Kazantzakis (Outside Applicability Area)	n/a
	LGKR - Kerkira/Ioannis Kapodistrias (Outside Applicability Area)	n/a
	LGRP - Rodos/Diagoras Airport (Outside Applicability Area)	n/a
	LGTS - Thessaloniki/Makedonia Airport	34%
AOP04.2	A-SMGCS Level 2	
	LGAV - Athinai Eleftherios Venizelos	0%
	LGIR - Iraklion/Nikos Kazantzakis (Outside Applicability Area)	n/a
	LGKR - Kerkira/Ioannis Kapodistrias (Outside Applicability Area)	n/a
	LGRP - Rodos/Diagoras Airport (Outside Applicability Area)	n/a
	LGTS - Thessaloniki/Makedonia Airport	78%
AOP05	Airport CDM	
	LGAV - Athinai Eleftherios Venizelos	0%
	LGIR - Iraklion/Nikos Kazantzakis	0%
	LGKR - Kerkira/Ioannis Kapodistrias (Outside Applicability Area)	n/a
	LGRP - Rodos/Diagoras Airport	0%
	LGTS - Thessaloniki/Makedonia Airport (Outside Applicability Area)	n/a
AOP10 (PCP)	Time-Based Separation	
	LGAV - Athinai Eleftherios Venizelos (Outside Applicability Area)	n/a
AOP11 (PCP)	Initial Airport Operations Plan	
	LGAV - Athinai Eleftherios Venizelos (Outside Applicability Area)	n/a
AOP12 (PCP)	Improve Runway and Airfield Safety with ATC Clearances Monitoring	
	LGAV - Athinai Eleftherios Venizelos (Outside Applicability Area)	n/a
AOP13 (PCP)	Automated Assistance to Controller for Surface Movement Planning and Routing	
	LGAV - Athinai Eleftherios Venizelos (Outside Applicability Area)	n/a
AOP14	Remote Tower Services	Local objective
	LGAV - Athinai Eleftherios Venizelos	0%
ENV02	Collaborative Environmental Management	Local objective 40%
	LGAV - Athinai Eleftherios Venizelos	40%
	LGIR - Iraklion/Nikos Kazantzakis	n/a
	LGKR - Kerkira/Ioannis Kapodistrias	n/a
	LGRP - Rodos/Diagoras Airport	n/a
	LGTS - Thessaloniki/Makedonia Airport	n/a
SAF11	Improve Runway Safety by Preventing Runway Excursions	85%

Enabling Aviation Infrastructure

		<15 15 16 17 18 19 20 21 22 23 24 ≥25
COM10	Migrate from AFTN to AMHS	59%
COM11	Voice over Internet Protocol (VoIP)	13%
COM12 (PCP)	NewPENS	7%
FCM08 (PCP)	Extended Flight Plan	5%
INF07	Electronic Terrain and Obstacle Data (eTOD)	3%
INF08.1 (PCP)	Information Exchanges using the SWIM Yellow TI Profile	0%
ITY-ACID	Aircraft Identification	0%
ITY-ADQ	Ensure Quality of Aeronautical Data and Aeronautical Information	23%
ITY-AGDL	Initial ATC Air-Ground Data Link Services	11%
ITY-AGVCS2	8,33 kHz Air-Ground Voice Channel Spacing below FL195	18%
ITY-FMTP	Common Flight Message Transfer Protocol	70%
ITY-SPI	Surveillance Performance and Interoperability	13%

ICAO ASBU Implementation

The following table shows, for each of the ASBU Block 0 modules, the overall status, the final date foreseen for completion and the percentage of progress achieved in the current cycle.

These results were determined using the LSSIP Year 2018 declared statuses and progress of the relevant Implementation objectives in accordance with the mapping approved by ICAO EUR EANPG/60 (European Air Navigation Planning Group).

Legend:

		<16 16 17 18 19 20 21 22 23 24 ≥25
B0-APTA	Optimization of Approach Procedures including vertical guidance	100% 21%
B0-SURF	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	100% 28%
B0-FICE	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	100% 83%
B0-DATM	Service Improvement through Digital Aeronautical Information Management	100% 23%
B0-ACAS	ACAS Improvements	100% 93%
B0-SNET	Increased Effectiveness of Ground-Based Safety Nets	100% 37%
B0-ACDM	Improved Airport Operations through	100% 0%
B0-RSEQ	Improved Traffic flow through Runway sequencing (AMAN/DMAN)	
B0-FRTO	Improved Operations through Enhanced En-Route Trajectories	100%
B0-NOPS	Improved Flow Performance through Planning based on a Network-Wide view	100%
B0-ASUR	Initial capability for ground surveillance	100% 13%
B0-CDO	Improved Flexibility and Efficiency in Descent Profiles (CDO)	
B0-TBO	Improved Safety and Efficiency through the initial application of Data Link En-Route	100% 11%

6.2. Detailed Objectives Implementation progress

Objective/Stakeholder Progress Code:			
Completed		Not yet planned	
Ongoing		Not Applicable	
Planned		Missing Data	
Late			

Main Objectives

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		**23%**	**Late**
	-			
Actions ongoing for GAT and OAT harmonization. Military operations that can be accommodated by similar rules have been identified and are handled accordingly. National legislation PD 143 on EUROAT (ECTRL Specs for Harmonized Rules for OAT under IFR inside controlled A/S of ECAC area) Published in GG A/185/30-11-2017.				**31/12/2019**
REG (By:12/2018)				
HAF	European specification to be taken into consideration for national legislation revision. National legislation is under development.	-	40%	Late 31/12/2019
HCAA/REG	European specification to be taken into consideration for national legislation revision. National legislation PD 143 on EUROAT (ECTRL Specs for Harmonized Rules for OAT under IFR inside controlled A/S of ECAC area) published in GG A/185/30-11-2017.	-	40%	Late 31/12/2019
ASP (By:12/2018)				
HANSP	Actions ongoing for GAT and OAT harmonization.	-	38%	Late 31/12/2019
HAF	Actions ongoing for GAT and OAT harmonization.	-	0%	Late 31/12/2019
MIL (By:12/2018)				
HAF	Actions ongoing for GAT and OAT harmonization.	-	0%	Late 31/12/2019

AOM19.1	**ASM Support Tools to Support Advanced FUA (AFUA)** ***Timescales:*** Initial operational capability: 01/01/2011 Full operational capability: 31/12/2018		**3%**	**Late**
	-			
Actions on going for LARA/PRISMIL procurement				**31/12/2020**
ASP (By:12/2018)				
HANSP	Actions on going for LARA/PRISMIL procurement.	-	3%	Late 31/12/2020

AOM19.2	**ASM Management of Real-Time Airspace Data** ***Timescales:*** Initial operational capability: 01/01/2017 Full operational capability: 31/12/2021		**0%**	**Planned**
	-			
Actions in progress for the implementation of the objective.				**31/12/2021**
ASP (By:12/2021)				
HANSP	Actions in progress for the implementation of the objective.	-	0%	Planned 31/12/2021

AOM19.3	**Full Rolling ASM/ATFCM Process and ASM Information Sharing** ***Timescales:*** Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021		**0%**	**Planned**
	-			
Actions in progress for the implementation of the objective				**31/12/2021**
ASP (By:12/2021)				
HANSP	Actions in progress for the implementation of the objective	-	0%	Planned 31/12/2021

AOM19.4	**Management of Pre-defined Airspace Configurations** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2021		**0%**	**Planned**
	-			
Actions on going for the implementation of the objective				**31/12/2021**
ASP (By:12/2021)				
HANSP	-	-	0%	Planned 31/12/2021

AOM21.2	**Free Route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**2%**	**Ongoing**
	-			
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.				**31/12/2021**
ASP (By:12/2021)				
HANSP	Actions in progress in order to identify local FRA. ATFCM procedures, LoAs, RAD will be updated accordingly. ATCO training will be conducted after the finalisation of pending actions.	BLUE MED Free Route Airspace Implementation / HACAS-Hellenic AFTN/CIDIN AMHS System / PALLAS Upgrade-3G / PBN procedures design Tool. / Telecommunication Stations	2%	Ongoing 31/12/2021

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2011		**0%**	**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 ongoing.				**31/12/2020**
REG (By:12/2010)				
HCAA/REG	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 ongoing.	-	0%	Late 31/12/2020
ASP (By:12/2011)				
HANSP	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 ongoing.	SMR/ASMGCS/ MLT Athinai (LGAV)	0%	Late 31/12/2020
APO (By:12/2010)				
Athens International Airport S.A.	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 ongoing.	-	0%	Late 31/12/2020

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)** ***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)				
HCAA/REG	LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
ASP (By:12/2011)				
HANSP	LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.	SMR/ASMGCS/ MLT Athinai (LGAV)	%	Not Applicable -
APO (By:12/2010)				
HCAA/APO	LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)** ***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)				
HCAA/REG	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
ASP (By:12/2011)				
HAF	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2010)				
HCAA/APO	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

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

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2011		**34%**	**Late**
LGTS - Thessaloniki/Makedonia Airport				
Installation and acceptance of SMR, MLAT and ASMGS (Level 1, 2) completed. Operational and technical evaluation completed. System will be put into service after completion of Runway reconstruction works.				**31/12/2019**
REG (By:12/2010)				
HCAA/REG	Actions are in progress.	-	0%	Late 31/12/2019
HANSA	Actions are in progress.	-	0%	Late 31/12/2019
ASP (By:12/2011)				
HANSP	Installation and acceptance of SMR, MLAT and ASMGS (Level 1, 2) completed. Operational and technical evaluation completed. System will be put into service after completion of Runway reconstruction works.	SMR/ASMGCS/ MLT Athinai (LGAV)	70%	Late 31/12/2019
APO (By:12/2010)				
HCAA/APO	Actions are in progress.	-	33%	Late 31/12/2019

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2017		**0%**	**Late**
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 ongoing.				**31/12/2020**
ASP (By:12/2017)				
HANSP	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 ongoing.	SMR/ASMGCS/ MLT Athinai (LGAV)	0%	Late 31/12/2020
APO (By:12/2017)				
Athens International Airport S.A.	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 ongoing.	-	0%	Late 31/12/2020

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former 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)				
HANSP	LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.	SMR/ASMGCS/ MLT Athinai (LGAV)	%	Not Applicable -
APO (By:12/2017)				
HCAA/APO	LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former 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)				
HANSP	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	SMR/ASMGCS/ MLT Athinai (LGAV)	%	Not Applicable -
APO (By:12/2017)				
HCAA/APO	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LGRP - Rodos/Diagoras Airport **(Outside Applicability Area)**				
LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.				**-**
ASP (By:12/2017)				
HANSP	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.	SMR/ASMGCS/ MLT Athinai (LGAV)	%	Not Applicable -
APO (By:12/2017)				
HCAA/APO	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2017		**78%**	**Late**
LGTS - Thessaloniki/Makedonia Airport				
Installation of SMR, MLAT,and ASMGS (Level 1, 2) completed. **Operational and technical evaluation completed. System will be put it into service after completion of Runway reconstruction works.**				**31/12/2019**
ASP (By:12/2017)				
HANSP	Installation of SMR, MLAT,and ASMGS (Level 1, 2) completed. Operational and technical evaluation completed. System will be put it into service after completion of Runway reconstruction works.	SMR/ASMGCS/ MLT Athinai (LGAV)	70%	Late 31/12/2019
APO (By:12/2017)				
HCAA/APO	Installation of A-SMGCS (Level 1,2) completed.	-	100%	Completed 31/12/2013

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/12/2016	**0%**	**Late**
LGAV – Athinai/Eleftherios Venizelos			
Local Airport CDM Implementation: **Memorandum of Understanding: MoU signed by most airport stakeholders in October 2016 , Athens A-CDM Local Organizational Structure with Steering Group & Working Groups in place.** **Local Implementation: in progress.** **Integration of Airports into the network (DPI, FMU): Planned for 2020 and onwards.** **DPI Operational Evaluation (testing): Not started.** **Currently working on the development of Basic Local Processes, on the basis of an A-CDM/D-MAN application internally developed by AIA in 2004, with limited functionalities.** **AIA as airport operator has made provisions for a Pre-Departure Sequencer (PDS) as part of a new A-CDM platform, in line with industry practices. This PDS will be fully available to the HCAA/ANS.** **Given that D-MAN nowadays represents a functionality that is usually incorporated under the state-of-the-art ATM suites, additional provision has been made for the future seamless connection of HCAA/ANS's D-MAN (if under a new ATM suite), either with AIA's PDS and/or directly with AIA's future A-CDM platform (currently being in procurement preparation phase).** **All options shall be technically feasible to the HCAA/ANS for TSAT calculation.**			**31/12/2019**

ASP (By:12/2016)				
HANSP	Currently working on the development of Basic Local Processes, on the basis of an A-CDM/D-MAN application internally developed by AIA in 2004, with limited functionalities. AIA as airport operator has made provisions for a Pre-Departure Sequencer (PDS) as part of a new A-CDM platform, in line with industry practices. This PDS will be fully available to the HCAA/ANS. Given that D-MAN nowadays represents a functionality that is usually incorporated under the state-of-the-art ATM suites, additional provision has been made for the future seamless connection of HCAA/ANS's D-MAN (if under a new ATM suite), either with AIA's PDS and/or directly with AIA's future A-CDM platform (currently being in procurement preparation phase). All options shall be technically feasible to the HCAA/ANS for TSAT calculation.	-	0%	Late 31/12/2019
APO (By:12/2016)				
Athens International Airport S.A.	Local Airport CDM Implementation: Memorandum of Understanding: MoU signed by most airport stakeholders in October 2016 Athens A-CDM Local Organizational Structure with Steering Group & Working Groups in place. Local Implementation: in progress. Integration of Airports into the network (DPI, FMU): Planned for 2020 and onwards. DPI Operational Evaluation (testing): Not started.	-	0%	Late 31/12/2019

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/12/2016		**0%**	**Late**
LGIR - Iraklion/Nikos Kazantzakis				
CDM tool is installed and operated in test mode without TSAT extraction.				**31/12/2019**
ASP (By:12/2016)				
HANSP	CDM tool is installed and operated in test mode without TSAT extraction.	-	0%	Late 31/12/2019
APO (By:12/2016)				
HCAA/APO	CDM tool is installed and operated in test mode without TSAT extraction.	-	0%	Late 31/12/2019

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***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)				
HANSP	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2016)				
HCAA/APO	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/12/2016		**0%**	**Late**
LGRP - Rodos/Diagoras Airport				
CDM tool is installed and operated in test mode without TSAT extraction.				**31/12/2019**
ASP (By:12/2016)				
HANSP	CDM tool is installed and operated in test mode without TSAT extraction.	-	0%	Late 31/12/2019
APO (By:12/2016)				
HCAA/APO	CDM tool is installed and operated in test mode without TSAT extraction.	-	0%	Late 31/12/2019

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LGTS - Thessaloniki/Makedonia Airport **(Outside Applicability Area)**				
LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.				**-**
ASP (By:12/2016)				
HANSP	LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2016)				
HCAA/APO	LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

AOP10	**Time-Based Separation** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LGAV – Athinai/Eleftherios Venizelos **(Outside Applicability Area)**				
LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.				**-**
REG (By:12/2023)				
HCAA/REG	LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.	-	%	Not Applicable -
ASP (By:12/2023)				
HANSP	LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.	-	%	Not Applicable -

AOP11	**Initial Airport Operations Plan** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LGAV – Athinai/Eleftherios Venizelos **(Outside Applicability Area)**				
LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.				**-**
ASP (By:12/2021)				
HANSP	LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2021)				
Athens International Airport S.A.	LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.	-	%	Not Applicable -

AOP12	**Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LGAV – Athinai/Eleftherios Venizelos **(Outside Applicability Area)**				
LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.				**-**
ASP (By:12/2020)				
HANSP	LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2020)				
HANSP	LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.	-	%	Not Applicable -

AOP13	**Automated Assistance to Controller for Surface Movement Planning and Routing** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LGAV – Athinai/Eleftherios Venizelos **(Outside Applicability Area)**				
LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.				**-**
REG (By:12/2023)				
HCAA/REG	LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.	-	%	Not Applicable -
ASP (By:12/2023)				
HANSP	LGAV ATHINAI/Eleftherios Venizelos is not in the Applicability area of this Objective.	-	%	Not Applicable -

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016		**5%**	**Late**
-				
The APW algorithm is implemented and operational. APW level 2 is foreseen with the implementation of the new DPS/ATM system. Technical specifications for the new DPS/ATM system already been developed.				**31/12/2020**
ASP (By:12/2016)				
HANSP	The APW algorithm is implemented and operational. APW level 2 is foreseen with the implementation of the new DPS/ATM system. Technical specifications for the new DPS/ATM system already been developed.	-	5%	Late 31/12/2020

ATC02.9	**Enhanced Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020		**5%**	**Ongoing**
-				
Implementation of enhanced STCA for TMAs is foreseen with the implementation of the new DPS/ATM system.				**31/12/2020**
ASP (By:12/2020)				
HANSP	Implementation of enhanced STCA for TMAs is foreseen with the implementation of the new DPS/ATM system.	-	5%	Ongoing 31/12/2020

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LGAV – Athinai/Eleftherios Venizelos **(Outside Applicability Area)**				
Greece is not in the Applicability Area for this Objective.				**-**
ASP (By:12/2019)				
HANSP	Greece is not in the Applicability Area for this Objective.	-	%	Not Applicable -

ATC12.1	**Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**7%**	**Ongoing**
	-			
MTCD and MONA related functions is planned following the procurement of the new DPS/ATM system.				**31/12/2021**
ASP (By:12/2021)				
HANSP	MTCD and MONA related functions is planned following the procurement of the new DPS/ATM system.	DPS/ATM	7%	Ongoing 31/12/2021

ATC15.1	**Information Exchange with En-route in Support of AMAN** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
	-			
Greece is not in the Applicability Area of this Objective.				**-**
ASP (By:12/2019)				
HANSP	Greece is not in the Applicability Area of this Objective.	-	%	Not Applicable -

ATC15.2	**Arrival Management Extended to En-route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2023		**2%**	**Ongoing**
	-			
Actions in progress for the implementation of the objective. Technical specifications for the new DPS/ATM system already been developed				**31/12/2023**
ASP (By:12/2023)				
HANSP	Actions in progress for the implementation of the objective. Technical specifications for the new DPS/ATM system already been developed	-	2%	Ongoing 31/12/2023

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		**2%**	**Late**
	-			
A number of SLOAs have been intergrated in the PALLAS 3G platform upgrade and the rest are planned with the implementation of the new DPS/ATM system.				**31/12/2020**
ASP (By:12/2018)				
HANSP	A number of SLOAs have been intergrated in the PALLAS 3G platform upgrade and the rest are planned with the implementation of the new DPS/ATM system.	DPS/ATM / PALLAS Upgrade-3G	2%	Late 31/12/2020

COM10	**Migrate from AFTN to AMHS** ***Timescales:*** Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018		**59%**	**Late**
		-		
Replacement and upgrade of the aged AFTN/CIDIN system to support AMHS is in progress. Installation, factory and site acceptance tests have been completed. System will be fully operational by 31/12/2019				**31/12/2019**
ASP (By:12/2018)				
HANSP	Replacement and upgrade of the aged AFTN/CIDIN system to support AMHS is in progress. Installation, factory acceptance tests have been completed. System will be fully operational by 31/12/2019	HACAS- Hellenic AFTN/CIDIN AMHS System	96%	Late 31/12/2019
HAF	For the military, HAF is a user of HCAA/ANS AFTN network and will follow the implementation plan of HCAA/ANS.	-	6%	Late 31/12/2019

COM11	**Voice over Internet Protocol (VoIP)** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2020		**13%**	**Ongoing**
		-		
Replacement and upgrade of the aged VCS also to support VoIP is planned. **- Five (5) Airport VCRS: procurement is planned to be announced in 2nd quarter of 2019** **- Relocation of Athinai APP to Athens International Airport: contract to be signed in 2nd quarter of 2019** **- VCS/RCS for ACC: contract to be singed in 1st quarter of 2019.**				**31/12/2020**
ASP (By:12/2020)				
HANSP	Replacement and upgrade of the aged VCS also to support VoIP is planned. - Five (5) Airport VCRS: procurement is planned to be announced in 2nd quarter of 2019 - Relocation of Athinai APP to Athens International Airport: contract to be signed in 2nd quarter of 2019 - VCS/RCS for ACC: contract to be singed in 1st quarter of 2019.	450 VHF Transceivers / 60 UHF transceivers / ATHINAI - MAKEDONIA VCRS / DPS/ATM / Five (5) Airport VCS/RCS / Sixteen (16) Airport VCS/RCS / Telecommunication Stations	13%	Ongoing 31/12/2020

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability (Other stakeholders): 31/12/2024		**7%**	**Ongoing**
-				
HCAA/ANS has become a full PENS user with the signature of CPA and associated amendments				**31/12/2024**
ASP (By:12/2024)				
HANSP	HCAA/ANSP has become a full PENS user with the signature of the following: - PENS Common Procurement Agreement (CPA) singed on 01/08/2017 - Amendment 41 to the PENS contract with SITA singed on 07/11/2017 - Amendment no. 39 to contract 09-141511-C with SITA singed on 23/10/2017	-	10%	Ongoing 31/12/2020
APO (By:12/2024)				
HCAA/APO	-	-	0%	Planned 31/12/2024

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** - not applicable -		**%**	**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:12/2023)				
HANSP	LGAV Athinai / Eleftherios Venizelos Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2023)				
Athens International Airport S.A.	LGAV Athinai / Eleftherios Venizelos Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

ENV01	**Continuous Descent Operations (CDO)** ***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:12/2023)				
HANSP	LGIR IRAKLION/Nikos Kazantzakis Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2023)				
HCAA/APO	LGIR IRAKLION/ Nikos Kazantzakis Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

ENV01	**Continuous Descent Operations (CDO)** ***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:12/2023)				
HANSP	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2023)				
HCAA/APO	LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LGRP - Rodos/Diagoras Airport **(Outside Applicability Area)**				
LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.				**-**
ASP (By:12/2023)				
HANSP	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2023)				
HCAA/APO	LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LGTS - Thessaloniki/Makedonia Airport **(Outside Applicability Area)**				
LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.				**-**
ASP (By:12/2023)				
HANSP	LGTS Thessaloniki/Makedonia Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -
APO (By:12/2023)				
HCAA/APO	LGTS Thessaloniki/Makedonia Airport is not in the Applicability area of this Objective.	-	%	Not Applicable -

FCM03	**Collaborative Flight Planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 31/12/2017		**100%**	**Completed**
	-			
The flight plan message processing in ICAO format and the automatic processing of 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. HCAA/ANS considers that this Objective is Completed for ASP.				**31/12/2010**
ASP (By:12/2017)				
HANSP	The flight plan message processing in ICAO format and the automatic processing of 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. HCAA/ANS considers that this Objective is Completed for ASP.	DPS/ATM / PALLAS Upgrade-3G	100%	Completed 31/12/2010

FCM04.1	**Short Term ATFCM Measures (STAM) - Phase 1** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
	-			
Greece is not in the Applicability Area of this Objective				**-**
ASP (By:10/2017)				
HANSP	Greece is not in the Applicability Area of this Objective	-	%	Not Applicable -

FCM04.2	**Short Term ATFCM Measures (STAM) - Phase 2** ***Timescales:*** Initial operational capability: 01/11/2017 Full operational capability: 31/12/2021		**0%**	**Planned**
	-			
Actions in progress for the implementation of the objective.				**31/12/2021**
ASP (By:12/2021)				
HANSP	Actions in progress for the implementation of the objective	-	0%	Planned 31/12/2021

FCM05	**Interactive Rolling NOP** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/12/2021		**0%**	**Not yet planned**
	-			
No Plan at the Moment, but the Objective is under consideration and review				**-**
ASP (By:12/2021)				
HANSP	No Plan at the Moment, but the Objective is under consideration and review	-	0%	Not yet planned -
APO (By:12/2021)				
HCAA/APO	No Plan at the Moment, but the Objective is under consideration and review	-	0%	Not yet planned -

FCM06	**Traffic Complexity Assessment** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**3%**	**Ongoing**
-				
Actions in progress for the implementation of the project. Technical specifications already been developed.				**31/12/2021**
ASP (By:12/2021)				
HANSP	Actions in progress for the implementation of the project. Technical specifications already been developed.	-	3%	Ongoing 31/12/2021

FCM08	**Extended Flight Plan** ***Timescales:*** Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021		**5%**	**Ongoing**
-				
Actions in progress for the implementation of the objective. Technical specifications for the new DPS/ATM system already been developed				**31/12/2021**
ASP (By:12/2021)				
HANSP	Actions in progress for the implementation of the objective. Technical specifications for the new DPS/ATM system already been developed	-	5%	Ongoing 31/12/2021

INF07	**Electronic Terrain and Obstacle Data (eTOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018		**3%**	**Late**
-				
Actions in progress for the implementation of the objective. ESRI ARCGIS platform with ETOD application procured.				**31/12/2019**
REG (By:05/2018)				
HCAA/REG	Actions in progress for the implementation of the objective.	-	0%	Late 31/12/2019
ASP (By:05/2018)				
HANSP	Actions in progress for the implementation of the objective. ESRI ARCGIS platform with ETOD application procured.	-	10%	Late 31/12/2019
APO (By:05/2018)				
HCAA/APO	Actions in progress for the implementation of the objective.	-	0%	Late 31/12/2019

INF08.1	**Information Exchanges using the SWIM Yellow TI Profile** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2024		**0%**	**Planned**
	-			
Actions in progress for the implementation of the objective.				**31/12/2024**
ASP (By:12/2024)				
HANSP	Actions in progress for the implementation of the objective	-	0%	Planned 31/12/2024
MIL (By:12/2024)				
HAF	Actions in progress for the implementation of the objective.	-	0%	Planned 31/12/2024
APO (By:12/2024)				
HCAA/APO	Actions in progress for the implementation of the objective.	-	0%	Planned 31/12/2024

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020		**0%**	**Planned**
	-			
Actions in progress in order to implement EU Regulation 1206/2011				**02/01/2020**
ASP (By:01/2020)				
HANSP	Actions in progress in order to implement EU Regulation 1206/2011	-	0%	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		**23%**	**Late**
	-			
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 fulfilment of the rest SloAs** **Verification of compliance by HANSA is pending upon the submission of relevant documentation.**				**31/12/2019**
REG (By:06/2017)				
HAF	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 fulfilment of the rest SloAs For the military, HAF abides with HCAA/ANS POs and follows compliance with EC 73/2010.	-	100%	Completed 31/01/2013
HANSA	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 and through inspections.	-	33%	Late 31/12/2019
ASP (By:06/2017)				
HAF	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 fulfilment of the rest SloAs. For the military, HAF abides with HCAA/ANS POs.	-	43%	Late 31/12/2019
HANSP	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 fulfilment of the rest SloAs.	BLUEMED ADQ	29%	Late 31/12/2019
APO (By:06/2017)				
HCAA/APO	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 fulfilment of the rest SloAs	-	0%	Late 31/12/2019

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** ***Timescales:*** Entry into force: 06/02/2009 ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020		**11%**	**Late**
-				
Greece is an EU member; therefore Regulation (EC) 29/2009 and (EU) 2015/310 are of direct application. Plans for implementation under development and the Objective is expected to be implemented by the end of 2020.				**31/12/2020**
REG (By:02/2018)				
HANSA	-	-	0%	Late 31/12/2020
HCAA/REG	The implementation of ITY-AGDL for HCAA/REG is expected by 31/12/2020.	-	33%	Late 31/12/2020
ASP (By:02/2018)				
HANSP	Greece is an EU member; therefore Regulation (EC) 29/2009 and (EU) 2015/310 are of direct application. Plans for implementation under development.The implementation of ITY-AGDL for HCAA/ANS is expected by 31/12/2020.	DPS/ATM	0%	Late 31/12/2020
MIL (By:01/2019)				
HAF	Exemption will be requested for HAF transport-type State aircraft.	-	%	Not Applicable -

ITY-AGVCS2	**8,33 kHz Air-Ground Voice Channel Spacing 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		**18%**	**Ongoing**
	-			
The AIC A7/16-10-2014 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. As per Article 14 of EU Regulation 1079/2012, HCAA with the letter D4/D/1751/16-11-2017 has communicated to EC a) the decision of the HCAA/ANS to postpone for safety reasons the conversion to 8.33 kHz channel spacing of all ATS frequency assignments until 31 DEC 2020 and b) duly justified the exemptions that have been granted to aircraft of Greek registration (GRC AIRAC AMDT 2/18 issued on 21 DEC 2017), as well as to ground radios and frequencies that accommodate ATS, light aviation and state aircraft communications. Therefore the timetable of the GRC implementation plan of 8,33 kHz Air-Ground Voice Channel Spacing below FL195, has been reviewed accordingly.				**31/12/2020**
REG (By:12/2018)				
HCAA/REG	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. Exemptions have been granted for the VHF radio equipage of aircraft of Greek registration operating a) commercial flights: until 30 JUN 2018, b) non-commercial fligh: until 31 DEC 2019 (definitions as per EU and EASA classification) and c) State aircraft: until 31 DEC 2020, as well as for ground radios that accommodate ATS, light aviation and state aircraft communications: until 31/12/2019 and for frequency assignment conversions accommodating ATS, light aviation and state aircraft communications: until 31/12/2020 (letter HCAA/D4/D/ 1751/16-11-2017 and GRC AIRAC AMDT 2/18).	-	37%	Late 31/12/2019
HAF	HAF follows HCAA's plan for implementation of EU Regulation.	-	50%	Late 31/12/2020
ASP (By:12/2018)				
HAF	HAF follows HCAA's plan for implementation of EU Regulation.	-	28%	Late 31/12/2020
HANSP	HCAA/ANS is planning the procurement of 8.33 kHz transceivers in order to replace the 25 kHz transceivers.	450 VHF Transceivers / 60 UHF transceivers	24%	Late 31/12/2020

MIL (By:12/2020)				
HAF	HAF follows HCAA's plan for implementation of EU Regulation.	-	5%	Ongoing 31/12/2020
APO (By:12/2018)				
HAF	HAF follows HCAA's plan for implementation of EU Regulation.	-	0%	Late 31/12/2020
HCAA/APO	HCAA is planning the procurement of 8.33 kHz transceivers in order to replace the 25 kHz transceivers.	-	3%	Late 31/12/2020

ITY-FMTP	**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	**70%**	**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.			**31/12/2019**

ASP (By:12/2014)				
HANSP	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.	DPS/ATM / PALLAS Upgrade-3G	70%	Late 31/12/2019
MIL (By:12/2014)				
HAF	HAF is not providing such a service but is using HCAA/ANS systems and services	-	%	Not Applicable -

ITY-SPI	**Surveillance Performance and Interoperability** ***Timescales:*** Entry into force of regulation: 13/12/2011 ATS unit operational capability: 12/12/2013 EHS and ADS-B Out in transport-type State aircraft : 07/06/2020 ELS in transport-type State aircraft : 07/06/2020 Ensure training of MIL personnel: 07/06/2020 Retrofit aircraft capability: 07/06/2020		**13%**	**Late**
-				
PALLAS 3G upgrade completed. Actions in progress for the implementation of the objective.				**31/12/2020**
REG (By:02/2015)				
HCAA/REG	Safety oversight will be conducted after the submission of the relevant documentation.	-	0%	Late 31/12/2020
ASP (By:02/2015)				
HANSP	PALLAS 3G upgrade completed. Actions in progress for the implementation of the objective.	DPS/ATM / Enhanced Mode S Sensor (MSSR/EMS) at Himittos Mountain / MLT/WAM Ionian Sea / MLT/WAM South Aegean Sea / PALLAS Upgrade-3G / Replacement of 4 En-route Enhanced Mode S RADAR / Replacement of 4 RADAR (PSR/EMS) systems / SMR/ASMGCS/MLT Athinai (LGAV)	25%	Late 31/12/2020
MIL (By:06/2020)				
HAF	An Implementation Plan has not yet been developed.	-	0%	Not yet planned -

NAV03.1	**RNAV 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2001 Full operational capability: 31/12/2023		**32%**	**Ongoing**
	-			
To date HCAA has still to implement RNAV procedures in its airspace. In the future 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), MIKONOS (LGMK) and SANTORINI (LGSR) 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. National PBN Plan already been developed.				**31/12/2023**
ASP (By:12/2023)				
HANSP	To date HCAA has still to implement RNAV procedures in its airspace. In the future 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), MIKONOS (LGMK) and SANTORINI (LGSR) 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. National PBN Plan already been developed.	ILS - VOR- DME Replacement / PBN procedures design Tool.	32%	Ongoing 31/12/2023

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2023		**0%**	**Planned**
	-			
In the HCAA PBN National Plan edition 2016 in the long term PBN implementation phase 2020-2023 implementation of PBN RNP 1 for arrival and departure procedures is planned on airports : LGKL, LGKP, LGRX, LGBL, LGAL, LGKC, LGML, LGKA, LGSO, LGKZ and LGSY. RNP APCH NAV specs will be applied, unless terrain and local conditions impose RNP AR APCH type.				**31/12/2023**
ASP (By:12/2023)				
HANSP	In the HCAA PBN National Plan edition 2016 in the long term PBN implementation phase 2020-2023 implementation of PBN RNP 1 for arrival and departure procedures is planned on airports : LGKL, LGKP, LGRX, LGBL, LGAL, LGKC, LGML, LGKA, LGSO, LGKZ and LGSY. RNP APCH NAV specs will be applied, unless terrain and local conditions impose RNP AR APCH type.	-	0%	Planned 31/12/2023

NAV10	**RNP Approach Procedures with Vertical Guidance** ***Timescales:*** Initial operational capability: 01/06/2011 Full operational capability: 31/12/2023		**21%**	**Ongoing**
-				
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). **In addition, HCAA within the BLUEGNSS Project, will design RNP approaches with all 3 minima (LPV, LNAV/VNAV, LNAV), in selected four (4) Greek airports (Mitilini-LGMT, Ioannina-LGIO, Thessaloniki-LGTS, and Kos-LGKO).**				**31/12/2023**
REG (By:12/2023)				
HCAA/REG	Application of EASA material to local national regulatory activities ongoing.	-	0%	Planned 31/12/2023
ASP (By:12/2023)				
HANSP	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).	BLUEGNSS	28%	Ongoing 31/12/2023

SAF11	**Improve Runway Safety by Preventing Runway Excursions** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018		**85%**	**Late**
-				
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.				**31/01/2019**
REG (By:01/2018)				
HCAA/REG	The Implementation Plan is under developement.	-	25%	Late 31/01/2019
ASP (By:12/2014)				
HANSP	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.	-	100%	Completed 31/12/2017
APO (By:12/2014)				
HCAA/APO	The coordination among ANSP, APOs and runway Safety Teams in ongoing and has to be further developed.	-	100%	Completed 31/12/2017

Additional Objectives for ICAO ASBU Monitoring

AOM21.1	**Direct Routing** ***Timescales:*** Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2017	**100%**	**Completed**
	-		
Night DCTs implementation started on 12 Nov 2015 as the 1st phase of Direct Routing in Greece. 2nd phase (time availability 19:00 to 07:00 UTC) completed on 08/12/2016. Full implementation of DCTs (time availability 24H) completed on 31/12/2017.			**31/12/2017**
ASP (By:12/2017)			
HANSP	Night DCTs implementation started on 12 Nov 2015 as the 1st phase of Direct Routing in Greece. 2nd phase (time availability 19:00 to 07:00 UTC) completed on 08/12/2016. Full implementation of DCTs (time availability 24H) completed on 31/12/2017.	-	100%	Completed 31/12/2017

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013	**3%**	**Late**
	-		
The STCA level 1 is implemented and operational. Implementation of level 2 is foreseen with the implementation of the new DPS/ATM system.			**31/12/2020**
ASP (By:01/2013)			
HANSP	The STCA level 1 is implemented and operational. Implementation of level 2 is foreseen with the implementation of the new DPS/ATM system.	-	3%	Late 31/12/2020

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015		**93%**	**Late**
		-		
Evidence on the status of compliance with regulatory provisions for ACAS II (TCAS 7.1) for aircraft and aircraft operators in the State of Registry under the NSA oversight will be provided . **Within the frame of Operators Continuous Surveillance HCAA/FSD Division will supervise the compliance with regulatory provisions.** **Airworthiness certification requirements as required by 1332/2011 for ACAS II new logic (TCAS 7.1) has been provided to aircraft operators in the State of Registry under its responsibility.**				**31/12/2019**
REG (By:12/2015)				
HCAA/REG	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 by HCAA/Flight Standards Division. Operators established operational procedures and training programmes to the flight crews and are competent in the use of ACAS II equipment.	-	100%	Completed 31/12/2015
ASP (By:03/2012)				
HANSP	Training plan and package has been developed and desseminated. All concerned personnel have been trained.	-	100%	Completed 31/03/2012
MIL (By:12/2015)				
HAF	The voluntary upgrade of transport-type State aircraft TCAS software to version 7.1 is strongly recommended, on account of important safety arguments. Training plan and package has been developed and desseminated. All concerned personnel will be trained.	-	75%	Late 31/12/2019

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006		**100%**	**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)				
HANSP	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.	-	100%	Completed 31/12/2010
HAF	HAF is a user of HCAA/ANS tactical flow management services.	-	100%	Completed 31/12/2010

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		**83%**	**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.				**31/12/2019**
ASP (By:12/2012)				
HANSP	Upgrade of the existing FDP has been implemented according to the EC 1032/2006. Implemented for Athinai/ Makedonia ACCs, Athinai APP and LGAV TWR.	-	83%	Late 31/12/2019
MIL (By:12/2012)				
HAF	HAF is not providing the required service.	-	%	Not Applicable -

Local Objectives

Note: Local Objectives are addressing solutions that are considered beneficial for specific operating environments, therefore for which a clear widespread commitment has not been expressed yet. They are characterised with no deadline and voluntary applicability area.

AOP14	**Remote Tower Services** ***Applicability and timescale: Local***	**0%**	**Not yet planned**
LGAV - Athinai Eleftherios Venizelos			
HANSP has No Plan to implement this Objective.			**-**

ATC18	**Multi-Sector Planning En-route - 1P2T** ***Applicability and timescale: Local***	**0%**	**Planned**
-			
Functionality is foreseen to be implemented on Athinai and Makedonia Accs with the procurement of the new DPS/ATM system.			**31/12/2020**

ENV02	**Airport Collaborative Environmental Management** ***Applicability and timescale: Local***	**40%**	**Ongoing**
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.			**31/12/2019**

ENV02	**Airport Collaborative Environmental Management** ***Applicability and timescale: Local***	**%**	**Not Applicable**
LGIR - Iraklion/Nikos Kazantzakis			
LGIR IRAKLION Nikos Kazantzakis Airport is not in the Applicability area of this Objective.			**-**

ENV02	**Airport Collaborative Environmental Management** ***Applicability and timescale: Local***	**%**	**Not Applicable**
LGKR - Kerkira/Ioannis Kapodistrias			
LGKR KERKIRA/Ioannis Kapodistrias airport is not in the Applicability area of this Objective.			**-**

ENV02	**Airport Collaborative Environmental Management** ***Applicability and timescale: Local***	**%**	**Not Applicable**
LGRP - Rodos/Diagoras Airport			
LGRP RODOS/Diagoras Airport is not in the Applicability area of this Objective.			**-**

ENV02	**Airport Collaborative Environmental Management** ***Applicability and timescale: Local***	**%**	**Not Applicable**
LGTS - Thessaloniki/Makedonia Airport			
LGTS Thessaloniki//Makedonia Airport is not in the Applicability area of this Objective.			**-**

ENV03	**Continuous Climb Operations (CCO)** ***Applicability and timescale: Local***	**0%**	**Not yet planned**
LGAV – Athinai/Eleftherios Venizelos			
No Plan at the moment.			**-**

NAV12	**Optimised Low-Level IFR Routes in TMA for Rotorcraft** ***Applicability and timescale: Local***	**0%**	**Not yet planned**
-			
No Plan at the moment.			**-**

ANNEXES

Specialists involved in the ATM implementation reporting for Greece

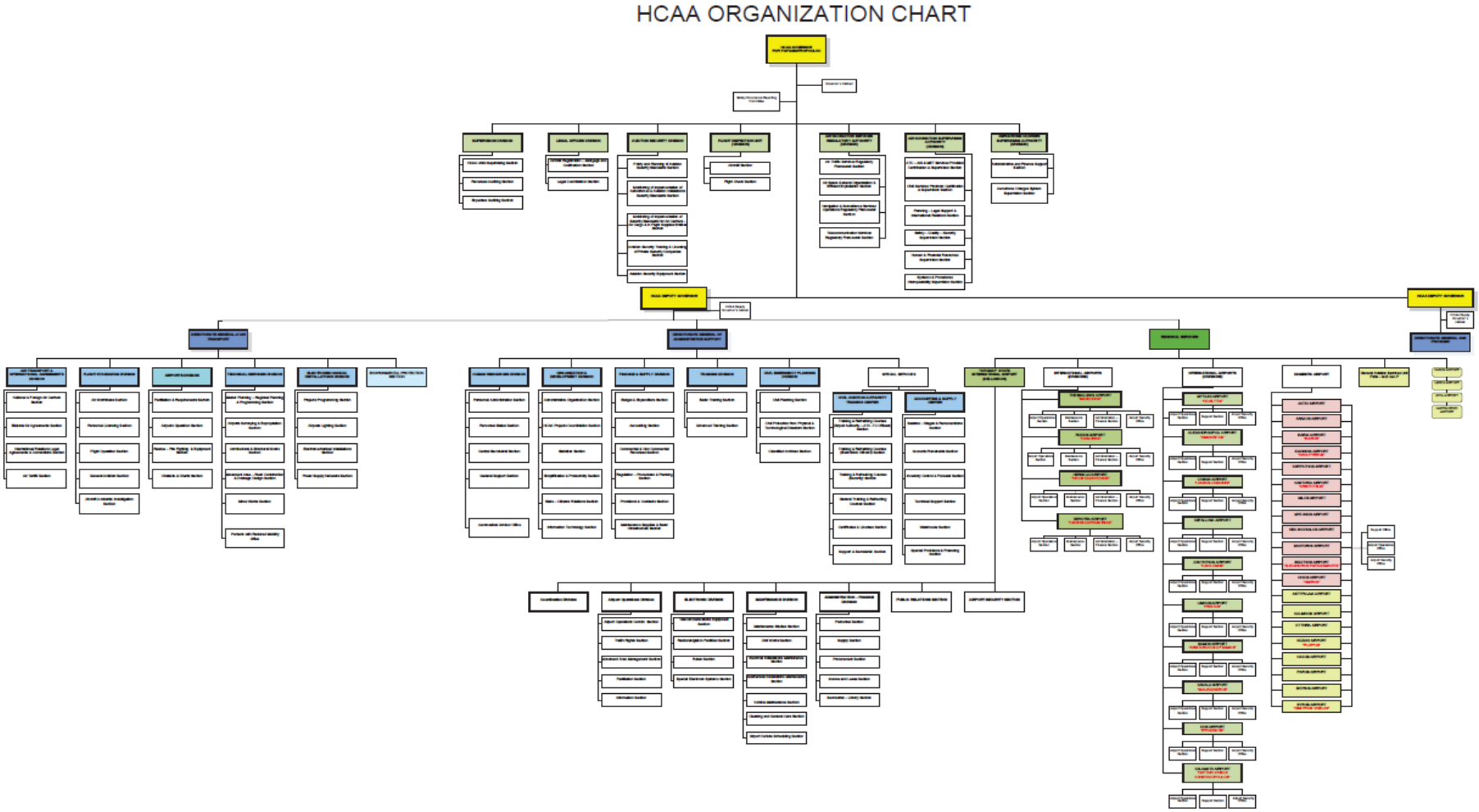
LSSIP Co-ordination

LSSIP Focal Points	Organisation	Name
LSSIP National Focal Point	HCAA/ANS	Despoina PAPANDREOU
LSSIP Focal Point for NSA/CAA	HANSA	Konstantinos SIMAIAKIS
LSSIP Focal Point for ANSP	HCAA/ANS	Despoina PAPANDREOU
LSSIP Focal Point for Airport	HCAA/ANS	Nikolaos PAPADOPOULOS Antonis LEONTARIDIS
LSSIP Focal Point for Military	HELLENIC AIR FORCE GENERAL STAFF	Nikolaos PAPACHRISTOS

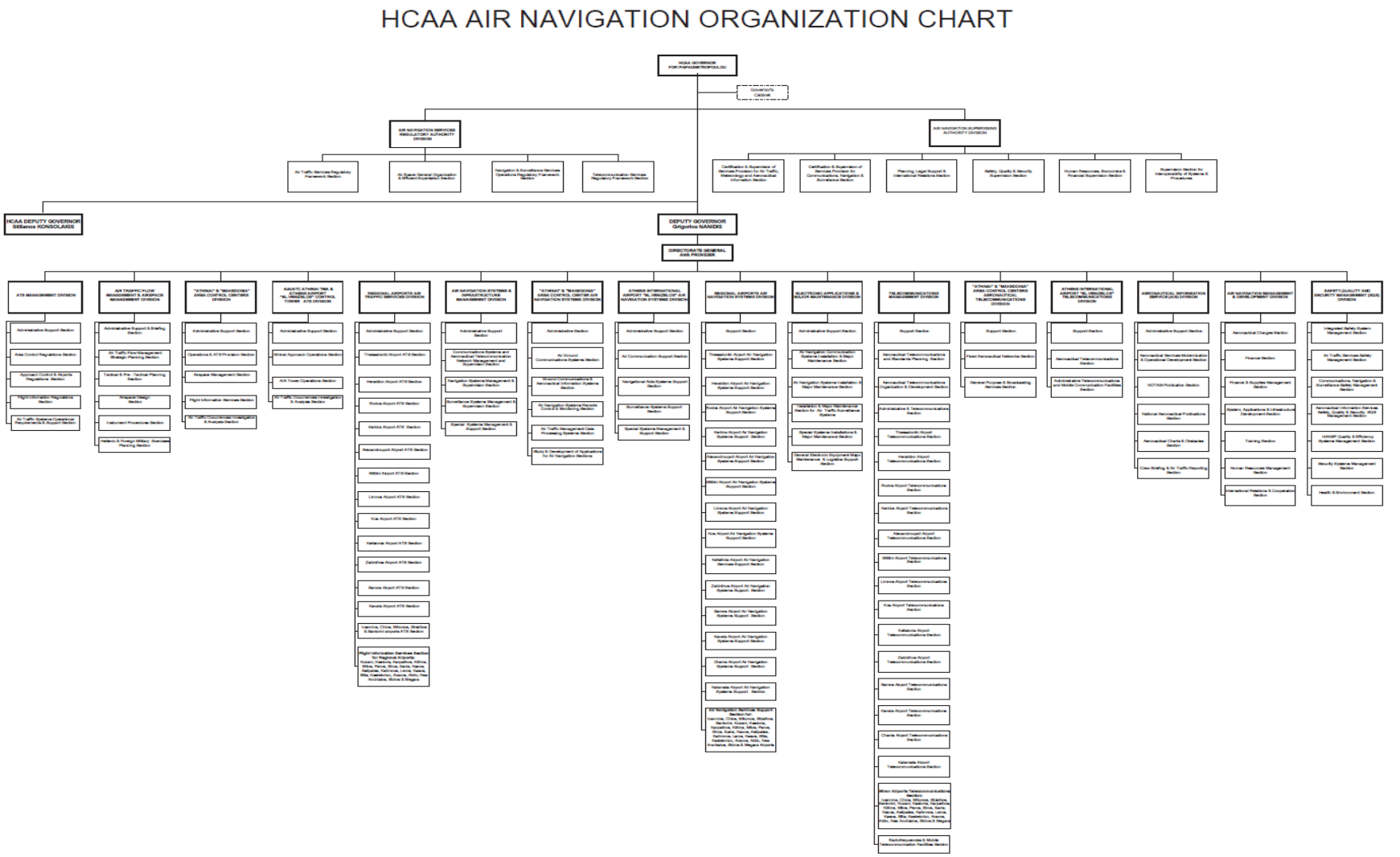
EUROCONTROL LSSIP Support

Function	Directorate	Name
LSSIP Contact Person	DECMA/ACS/PRM	Bernd HILL

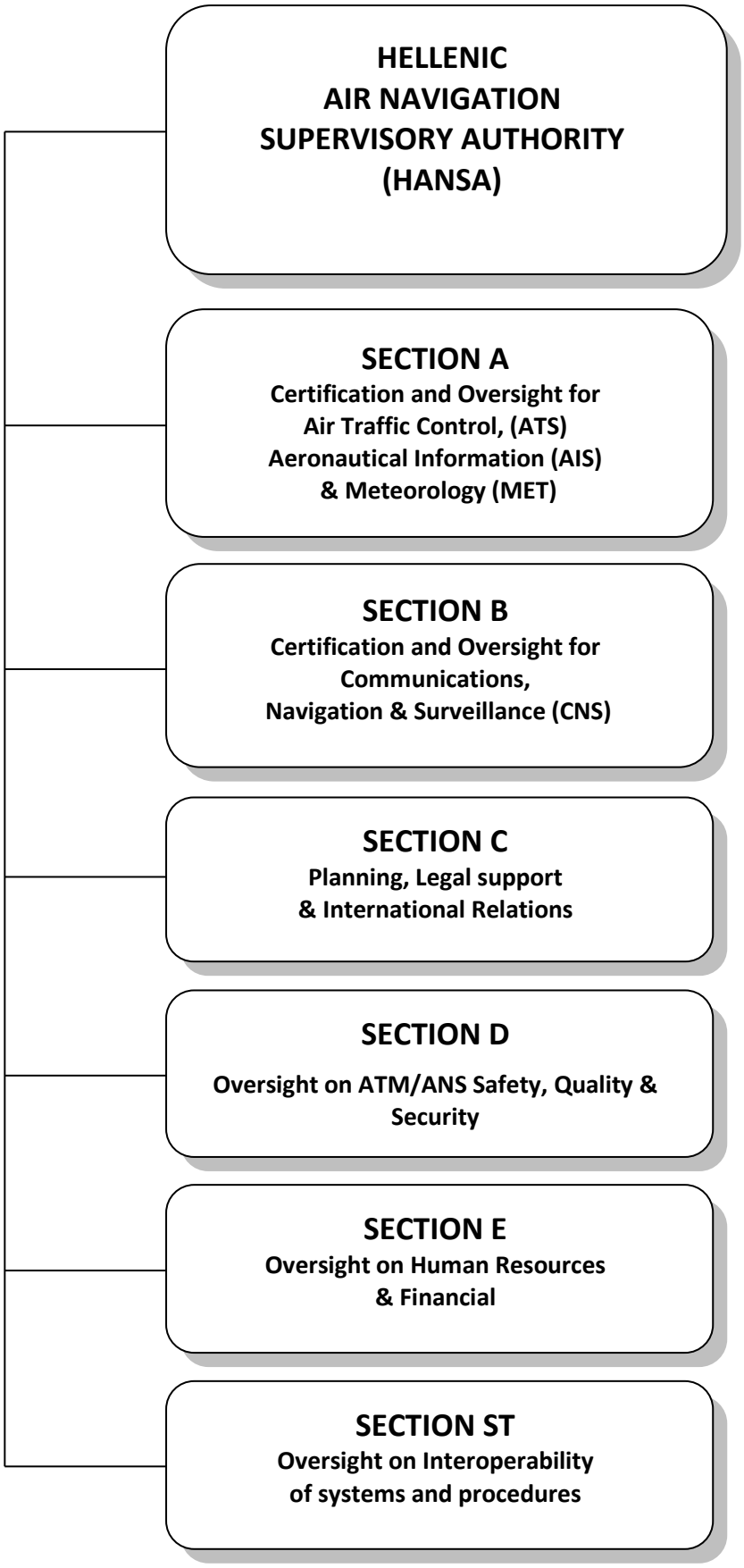
National stakeholders' organisation charts



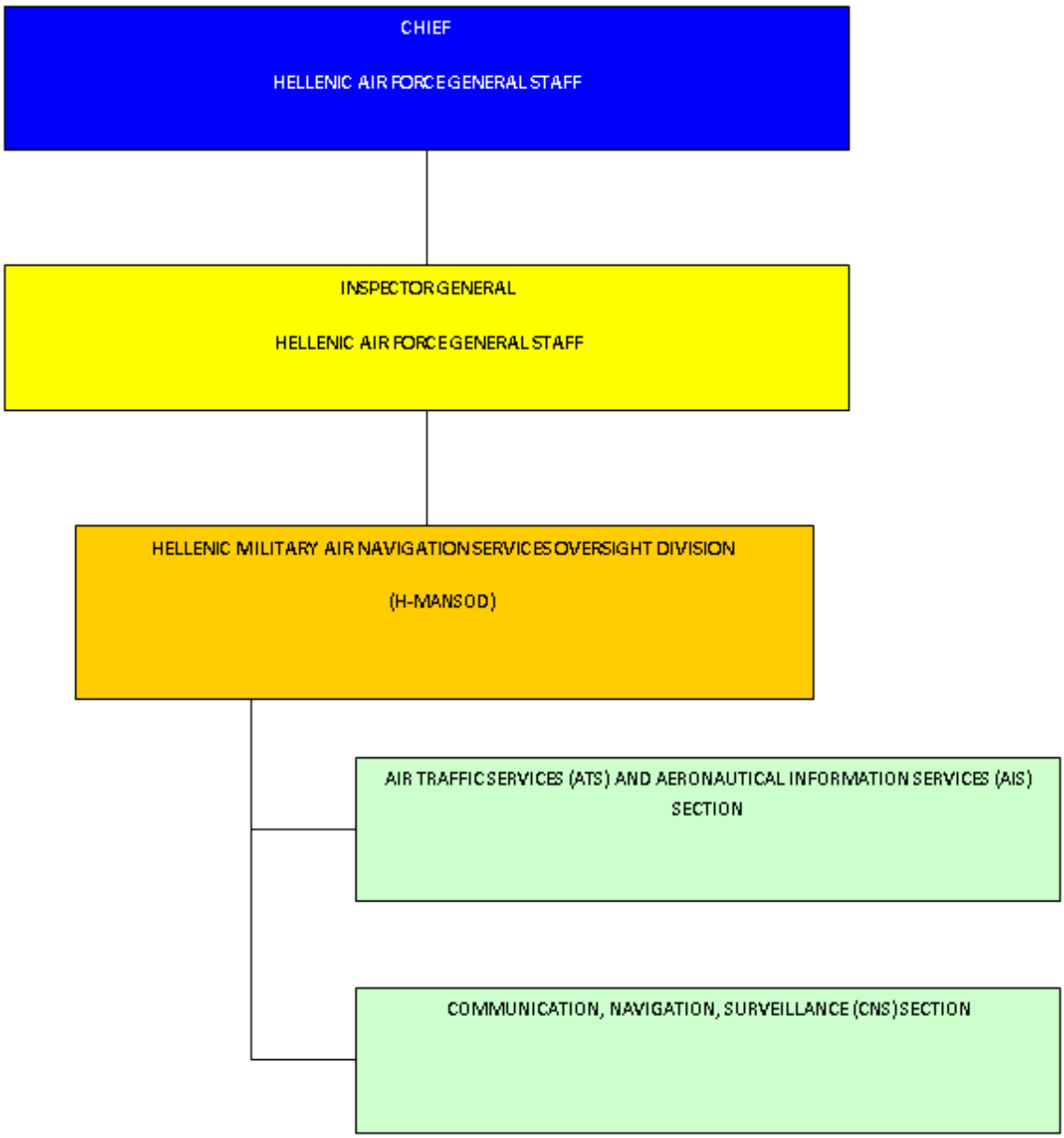
Organisation chart of HCAA/ANS



Organisation chart of HANSA



Organisation chart of HAF & H-MANSOD



Implementation Objectives' links with SESAR, ICAO and DP

Objective	SESAR Key Feature	ICAO ASBU B0 and B1	DP Family
AOM13.1		-	-
AOM19.1		B1-FRTO B1-NOPS	3.1.1 ASM Tool to support AFUA
AOM19.2		B1-FRTO B1-NOPS	3.1.2 ASM management of real time airspace data
AOM19.3		B1-FRTO B1-NOPS	3.1.3 Full rolling ASM/ATFCM process and ASM information sharing
AOM19.4		B1-FRTO B1-NOPS	3.1.4 Management of dynamic airspace configurations
AOM21.1		B0-FRTO	-
AOM21.2		B1-FRTO	3.2.1 Upgrade of ATM systems to support Direct Routing and Free Routing 3.2.4 Implement Free Route Airspace
AOP04.1		B0-SURF	2.2.1 A-SMGCS level 1 and 2
AOP04.2		B0-SURF	2.2.1 A-SMGCS level 1 and 2
AOP05		B0-ACDM B0-RSEQ	2.1.1 Initial DMAN 2.1.3 Basic A-CDM
AOP10		B1-RSEQ	2.3.1 Time Based Separation (TBS)
AOP11		B1-ACDM	2.1.4 Initial Airport Operations Plan (AOP)
AOP12		-	2.1.2 Electronic Flight Strips (EFS) 2.5.1 Airport Safety Nets associated with A-SMGCS level 2 2.5.2
AOP13		B1-ACDM B1-RSEQ	2.4.1 A-SMGCS Routing and Planning Functions
AOP14		B1-RATS	-
ATC02.2		B0-SNET	-
ATC02.8		B0-SNET B1-SNET	3.2.1 Upgrade of ATM systems to support Direct Routing and Free Routing
ATC02.9		B0-SNET B1-SNET	-
ATC07.1		B0-RSEQ	1.1.1 Basic AMAN
ATC12.1		B1-FRTO	3.2.1 Upgrade of ATM systems to support Direct Routing and Free Routing
ATC15.1		B1-RSEQ	1.1.2 AMAN upgrade to include Extended Horizon function
ATC15.2		B1-RSEQ	1.1.2 AMAN upgrade to include Extended Horizon function
ATC16		B0-ACAS	-
ATC17		-	3.2.1 Upgrade of ATM systems to support Direct Routing and Free Routing

ATC18		-	No direct link, although implementation is recommended in Family 3.2.1
COM10		-	-
COM11		-	3.1.4 Management of Dynamic Airspace Configurations 3.2.1 Upgrade of systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA)
COM12		B1-SWIM	5.1.2 NewPENS: New Pan-European Network Service 5.2.1 Stakeholders Internet Protocol Compliance
ENV01		B0-CDO B1-CDO	-
ENV02		-	-
ENV03		B0-CCO	-
FCM01		B0-NOPS	-
FCM03		B0-NOPS	4.2.3 Interface ATM systems to NM systems
FCM04.1		-	4.1.1 STAM phase 1
FCM04.2		B0-NOPS	4.1.2 STAM phase 2
FCM05		B1-ACDM B1-NOPS	4.2.2 Interactive Rolling NOP 4.2.4 AOP/NOP Information Sharing
FCM06		B1-NOPS	4.4.2 Traffic Complexity tools
FCM07		B1-NOPS	4.3.1 - Target Time for ATFCM purposes 4.3.2 - Reconciled target times for ATFCM and arrival sequencing
FCM08		B1-FICE	4.2.3 Interface ATM systems to NM systems
FCM09		B1-NOPS	-
INF04		B0-DATM	-
INF07		-	1.2.2 Geographical database for procedure design
INF08.1		B1-DATM B1-SWIM	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.3.1, 5.4.1, 5.5.1, 5.6.1
INF08.2		B1-DATM B1-SWIM	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.6.2
ITY-ACID		-	-
ITY-ADQ		B0-DATM	1.2.2 Geographical database for procedure design
ITY-AGDL		B0-TBO	6.1.1 ATN B1 based services in ATSP domain 6.1.3 A/G and G/G Multi Frequency DL Network in defined European Service Areas 6.1.4 ATN B1 capability in Multi Frequency environment in Aircraft Domain
ITY-AGVCS2		-	-
ITY-COTR		B0-FICE	-
ITY-FMTP		B0-FICE B1-FICE	-
ITY-SPI		B0-ASUR	-
NAV03.1		B0-CDO B0-CCO B1-RSEQ	-

NAV03.2		B1-RSEQ	1.2.3 RNP 1 Operations in high density TMAs (ground capabilities) 1.2.4 RNP 1 Operations (aircraft capabilities)
NAV10		B0-APTA	1.2.1 RNP APCH with vertical guidance 1.2.2 Geographic Database for procedure design
NAV12		B1-APTA	-
SAF11		-	-

Legend:

Objective's link to SESAR Key Feature:			
	Optimised ATM Network Services		High Performing Airport Operations
	Advanced Air Traffic Services		Enabling Aviation Infrastructure

Glossary of abbreviations

This Annex mostly shows only the Abbreviations that are specific to the LSSIP Greece.

Other general abbreviations are in the Acronyms and Abbreviations document in:

https://www.eurocontrol.int/sites/default/files/content/documents/official-documents/guidance/Glossaries.pdf

Term	Description
ACC	Area Control Center
ADS	Automatic Dependent Surveillance
AIS	Aeronautical Information Service
AMAN	Arrival Management
AF	ATM Functionality
ANS	Air navigation services
AOP	Airport operations
APP	Approach Control Service
ASM	Airspace Management Service
ATFM	Air Traffic Flow Management
ATS	Air Traffic Services
CNS/ATM	Communication Navigation Surveillance/Air Traffic Management
COM	Communication
ECAC	European Civil Aviation Conference
ENV	Environment
FIR	Flight Information Region
FT	Fast Track
FUA	Flexible Use of Airspace
GNSS	Global Navigation Satellite System
HAF	Hellenic Air Force
HAF/SAR	Hellenic Air Force- Search and Rescue service
HANSA	Hellenic Air Navigation Supervisory Authority
HANSP	Hellenic Civil Aviation Authority – Air Navigation Services Provider
HCAA	Hellenic Civil Aviation Authority
HCAA/REGS	Hellenic Civil Aviation Authority – Regional Services (Airports Operator)
H-MANSOD	Hellenic Military Air Navigation Services Oversight Division
HNMS	Hellenic National Meteorological Service
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System
MND	Ministry of National Defence
MIaT	Ministry of Infrastructure and Transport
MSAW	Minimum safe altitude warning
MTCD	Medium term conflict detection
OLDI	On Line Data Interface
PCP	Pilot common Project
PDP	Preliminary Deployment Programme
RNAV	Area Navigation
S-AF	Sub ATM Functionality