



**ΕΝΩΣΗ ΕΛΕΓΚΤΩΝ ΕΝΑΕΡΙΑΣ ΚΥΚΛΟΦΟΡΙΑΣ ΕΛΛΑΔΑΣ**  
**AIR TRAFFIC CONTROLLERS' ASSOCIATION OF GREECE**

*Member of the International Federation of air Traffic Controllers' Associations - IFATCA*

*Member of Air Traffic Controllers European Union Coordination - ATCEUC*

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**PRESS RELEASE**

GATCA, during the press conference held in Athens on April 1st 2015 had timely stated the issues which would arise regarding Air Traffic during the current summer period due to the increased demand.

To our regret, our concerns turned into reality, since problems are getting increasingly grave.

Thus, traffic demand is already at a record high of serviced aircraft per day (i.e. 3460 aircraft on Sunday 19th of July) and, consequently, the delays are increasing at a worrying rate.

The problems and the causes of the delays are very well known to all concerned.

The shortage of staff, the lack of funds for the maintenance and upgrading of Air Traffic Control systems, the total absence of a plan of institutional modernization of the Hellenic Civil Aviation Authority taking into account the upcoming privatization of the regional airports, the unmanning of the crucial position of the Deputy Governor of the Hellenic Civil Aviation Authority responsible for Air Navigation, are only but a few of the crucial system deficiencies in conjunction with the changes of air traffic flows due to the Ukraine crisis are resulting in relevant European players preparing plans concerning the deviation of traffic to avoid Athens FIR. This in turn, makes the danger of losing national sovereignty quite visible.

This development, its national dimension aside, will bring about a substantial loss of income for the country.

Under other circumstances, the call for industrial action would be enough to highlight the problem. We have, however, stated that without refraining from this option, we will from now on make use of it sparingly, and this we mean to keep.

In respect to the upcoming implementing rules regarding the modernization of the public administration we call upon the parties involved to commit themselves in public for the creation of an independent ANSP in accordance to the recommendations of the European institutions.

Otherwise we shall be obliged to resort to industrial actions in order to preserve the present and the future of the Hellenic air navigation.