As a Member of the European Union, SES Regulations are binding and directly applicable to Greece. As referred to in Article 7(2) of the Airspace Regulation (EC) No 551/2004 and Article 8 of Regulation (EC) No 2150/2005, and further to the formalised request of the Commission to EUROCONTROL dated 31 July 2008, Part III-Chapter 15 of GR LSSIP 2010-2014 below fulfills Greece’s obligation to report to the European Commission on the application of the concept of the flexible use of airspace in respect of the airspace under its responsibility for the period from 1st January 2009 till 31st December 2009.

For Greece,
Name, title
Leonard O. VLAMIS,
H.C.A.A. Governor

Chapter 15 - Annual Report on the Application of FUA

15.1 National organisation and responsibilities at the 3 levels of FUA

15.1.1 At Strategic Airspace Management Level 1

<table>
<thead>
<tr>
<th>FUA Level 1 Implemented:</th>
<th>Y</th>
<th>The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:</th>
<th>Y</th>
<th>See below</th>
</tr>
</thead>
</table>

Coordinating body for ATM, consisting of the HCAA ATS Director (D4), the Hellenic Airforce ATS Director (G3) and experts as deemed necessary. The body deals with matters concerning airspace structure and its use by civil and military traffic.

<table>
<thead>
<tr>
<th>Measures established to ensure consistency between:</th>
<th>- ASM and ATFM:</th>
<th>Y</th>
<th>Civil-Military Agreement signed by HCAA deputy Governor and Second in command of Hellenic Air force General Staff.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- ASM and ATS:</td>
<td>Y</td>
<td>As above.</td>
</tr>
</tbody>
</table>

The State has notified the Comission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation: N Date and Reference of the Communication:

Responsible persons or organisations:
Vasileios TAGKALOS, HCAA ATS Director (D4)
Brigadier General Antonios TSANTIRAKIS, Hellenic Airforce ATS Director (G3)

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):
- Regularly review and address users’ requirements Y
  Annual review is performed in the frame of the strategic level.
- Approve activities which require airspace reservation or restriction Y
  After civil-military coordination.
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options Y
  Only on basis of CDR2 options.
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace Y
  Adjustable lateral and vertical limits of the airspace for identified periods and according to protocols between ATS units and military users have been developed. ICAO provisions are applied and NOTAMs are issued when needed describing all necessary information.

LSSIP2010-2014 Part III - Chapter 15-1 Released issue
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures

Twice a year concerning mainly only implementing CDRs.

- Define specific conditions under which the responsibility for separation between civil and military flights rests on the ATS units or on the controlling military units

The responsibility for separation between civil and military flights resides with the civil air traffic services, unless they are operating within MTMAs.

- Establish mechanisms to assess performance of FUA operations

Annual assessment performed in the frame of strategic level. Specific Key Performance indicators have not been developed yet.

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures

Aiming to the improvement of the existing airspace procedures.

- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities

Such mechanism is not foreseen to the present. The existing archive Data are limited to AUPs messages.

Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions: N  It is State policy.

Changes since previous FUA Report: Clarification on statement for the establishment of criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace.

### 15.1.2 At Pre-tactical Airspace Management Level 2

|--------------------------|----|--------------------------------|----|--------------------------|----|

FUA work group, that consists of the Head of the Air Traffic Section of Hellenic Airforce and the Head of the Airspace Organisation Section of the HCAA ATS Division.

The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:

<table>
<thead>
<tr>
<th>The established AMC (referred to above) is provided with adequate dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks:</th>
<th>Y</th>
</tr>
</thead>
</table>

Until now, System AUP/UUP Composition Application (ACA) and planning, for January 2009, the transition to CFMU Interface for Airspace Managers (CIAM).
### 15.1.3 At Tactical Airspace Management Level 3

| FUA Level 3 Implemented: | Y | Airspace management office, staffed by teams from the Hellenic Airforce and the HCAA. Responsible for processing requests and approval of CDRs and TSAs. |

The State has ensured that the relevant ATS Units and controlling military units:

- **establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level:** 
  Direct telephone line connecting all ATS Units with the respecting controlling military units, allowing the immediate activation and deactivation of allocated airspace. 

- **establish coordination procedures to ensure the timely and effective exchange of any modification of planned airspace reservations and the adequate notification to all affected users:** 
  Telephone coordination.

- **establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:** 
  Within controlled airspace standard ICAO separation minima are applied between civil and military flights. Supporting means radar, radio-telephony and nav-aids.

- **establish coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace:** 
  All airspace reservations are released as soon as activities having caused their establishment cease:

| Specifically: | - Position of aircraft | Y | Military aircraft are controlled by civil controllers when flying as GAT and by military controllers when flying as OAT. In all cases, coordination of the position of the aircraft, between civil and military controllers is effected by direct telephone lines, direct contact and/or SSR radar information. |
| - Flight intention of aircraft (e.g. exchange of Flight Plan data) | Y | Direct telephone lines in conjunction with radar data are used to determine flight intention. |

Telephone line notification process, supported by AFTN messages.

**Changes since previous FUA Report:** Clarification on statement for the establishment of coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace.
15.2 Cooperation between Member States at the 3 levels of FUA

15.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures: N

<table>
<thead>
<tr>
<th>Type(s) of cross-border airspace use is applied in the State:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-border area</td>
</tr>
<tr>
<td>Shared reserved airspace (TRA and TSA)</td>
</tr>
<tr>
<td>Conditional routes</td>
</tr>
</tbody>
</table>

The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities: N

Changes since previous FUA Report:

15.2.2 At Pre-tactical Airspace Management Level 2

If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s): N

Is not yet been worked out.

Changes since previous FUA Report:

15.2.3 At Tactical Airspace Management Level 3

The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities: IN

We consider the evaluation of such procedures within the frames of BLUE MED.

Changes since previous FUA Report:

15.3 Safety assessment

The State has established a safety management process to conduct all safety assessment activities before the introduction of any changes to the operations of the FUA: Y

Safety management process is applied before the introduction of any changes to the operation of the FUA, taking into account the existing Safety Management System.
15.4 Performance assessment

<table>
<thead>
<tr>
<th>Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Y</td>
</tr>
<tr>
<td>As above para 15.3</td>
<td></td>
</tr>
<tr>
<td>Airspace capacity</td>
<td>Y</td>
</tr>
<tr>
<td>Once a year, an assessment is performed, taking in account all relevant data (delays, sector capabilities, workload, etc).</td>
<td></td>
</tr>
<tr>
<td>Efficiency</td>
<td>Y</td>
</tr>
<tr>
<td>Monthly evaluation.</td>
<td></td>
</tr>
<tr>
<td>Flexibility</td>
<td>Y</td>
</tr>
<tr>
<td>Weekly assessment.</td>
<td></td>
</tr>
</tbody>
</table>

15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005): Y

The State has established a FUA compliance monitoring processes: Annex

A compliance monitoring process has been established. Responsibility lies with the “High level council” as described in the civil – military agreement.

Additional comments:

15.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes: Annex