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ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ & ΜΕΤΑΦΟΡΩΝ
HELLENIC REPUBLIC
MINISTRY OF INFRASTRUCTURE & TRANSPORT

ΥΠΗΡΕΣΙΑ
ΠΟΛΙΤΙΚΗΣ ΑΕΡΟΠΟΡΙΑΣ
HELLENIC AVIATION
SERVICE PROVIDER

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PRESS RELEASE

HASP: Meeting of the Special Committee on the Incident Affecting Athens FIR Frequencies – Documentation of the Event and Actions Taken

Today, 6 January, the Special Committee – tasked with clarifying the exact causes of the incident that occurred on Sunday, 4 January 2026, affecting the frequencies of the Athens Flight Information Region (FIR) – met with the Management and pertinent officials of the Hellenic Aviation Service Provider (HASP) at the Athens & Macedonia Area Control Centre (ACC).

During the meeting, an in-depth discussion was held on the technical parameters of the incident, with the aim of recording all aspects of the issue, the actions taken, and ultimately shedding light on its root causes.

Incident Summary

On 4 January 2026, at 08:59 local time, HASP encountered a technical problem in the form of continuous “noise-like” interference affecting the reception of frequencies. According to the initial investigation results, this interference originated from excitations (unintentional emissions) of HASP transmitters. The issue simultaneously affected multiple frequencies serving the Athens FIR, while malfunctions were also observed in telephone lines and HELLASCOM data circuits.

Systems Availability

Both primary and secondary (backup) Voice Communication Systems (VCS) and transceivers remained operational throughout the incident. However, the interference blocked communication by occupying the radio channel, preventing normal reception on the affected frequencies.

Operational Management and Investigation

By order of HASP Governor, the Crisis Management Team was immediately convened at the ACC, with the participation of the Deputy Governor for Air Navigation, the Director General for Air Navigation, and the Heads of all competent Directorates. The Team maintained continuous coordination and communication with external stakeholders and the Ministry of Infrastructure and Transport.

With flight safety as the first priority, and in close cooperation with EUROCONTROL to ensure optimal traffic management within the Athens FIR, the ACC initially proceeded with the evacuation of the Athens FIR. After 12:00, operational activity within the Athens FIR began to be gradually restored, depending on operational conditions and frequency availability, in order to mitigate impacts on airports and passengers. To this end, relevant NOTAMs were issued to officially inform the aviation community.

From the onset of the incident, coordinated investigation and restoration actions were undertaken both within HASP network and the systems of the ACC – specifically the VCS and Remote Control System (RCS) – as well as within the telecommunications infrastructure of the telecom service provider (OTE). HASP electronics engineers were dispatched to all remote communication stations, including Mount Hymettus, Pelion, Thassos, Acarnanian Mountains, Monastiri, Corfu, Rhodes, and Gerania, in order to conduct on-site system inspections. These checks were completed late on Sunday evening, without yielding any findings directly linked to the incident.

In addition, by order of the Governor, HASP's specially equipped flight inspection aircraft was deployed, with the participation of HASP electronics engineers and a specialist from the Hellenic Telecommunications and Post Commission (EETT), for targeted airborne investigation of the radiofrequency spectrum. No active emissions were recorded that could be associated with the technical problem.

For the in-depth analysis of the root cause, HASP remains in close cooperation with OTE at all levels, within the framework of cross-checking the cause of the incident and conducting technical assessment. The investigation to date appears to identify the issue within telecommunications infrastructure and has not revealed any evidence of a cyberattack on HASP systems.

Restoration of Operations

The Athens FIR frequencies and the operational communication telephone systems were fully restored by 17:00 local time. Airspace capacity and air traffic flow returned to normal levels by 17:45.

The simultaneous occurrence and restoration of faults across different technical domains and distinct, non-interconnected systems (e.g. VCS, telephone and analog lines, HELLASCOM lines), underscore the unprecedented nature of the phenomenon.

Ongoing Modernization of Systems Related to the Incident

At present, procurement processes are underway for new transceiver systems and VCS platforms. Specifically:

- Procurement of 495 new VHF VoIP transceivers from *Rohde & Schwarz Hellas S.A.*, with a contract value of €4.2 million. The project was contractually awarded on 20 October 2025, and delivery of the first batch of transceivers is expected within the first two months of 2026, whereby installation will be carried out by HASP electronics engineers.
- New VCS/RCS for the ACC, with *Space Hellas* as contractor and a contract value of €4.7 million. Issuance of a decision by the Court of Audit, regarding the contract amendment, is expected on 13 January 2026.

With regard to the incident of 4 January 2026, it is emphasized that the rapid technical and operational response and the professionalism of HASP personnel – particularly the air traffic controllers and the electronics engineers – ensured the continued safety of flights and the effective operational and technical handling of the incident.

HASP Press Office