

Tatoi Tecnam's in



Greek pilot-training and modernisation

In January 2021, the Greek Ministry of Defence awarded Israel-based Elbit Systems a contract to install and operate a new pilot training programme at Kalamata Air Base. This deal, which includes replacement of the old T-2 Buckeyes by M-346 aircraft and upgrading of the current T-6 Texan II's, will finalise the overall modernisation of the Hellenic pilot training programme. This process had earlier started after delivery of new Tecnam P2002s at Tatoi-Dekelia air base, close to Athens, where screening of new cadets and primary flying training takes place.

Entry of the newly manufactured Tecnams with the Hellenic Air Training Command as a lead-in trainer began with an order for 12 aircraft in 2018. This decision did not come as a surprise considering the Hellenic Air Force was looking to replace its Cessna T-41 Mescaleros. The T-41D force was declining with an increasing number of airframes which had technically run out of flight hours, after an impressive 50-year service in Greece. With the choice for Tecnam P2002JFs, the Hellenic Air Force became the second military user after Argentina, which has operated 8 aircraft since 2016.

P2002s integrating

By the end of 2018 the first Tecnam delivery from Capua, Italy took place, destination being Tatoi Air Force Base and No. 360 Squadron. Delivery flights were done by Tecnam crew and included one refueling stop at Italian Air Force Base Lecce, before crossing the south Adriatic sea towards Greece. With an ongoing delivery rate of

some 2 aircraft per month, all Tecnams had been delivered by mid-2019. Upon arrival at Tatoi, the Tecnams were inspected for final acceptance by a HAF technician and pilot, and after approval, the aircraft officially accepted and consequently received HAF roundels and military registrations.

In parallel was an ongoing training course for the instructor pilots to qualify

