



ÁNGEL LUIS ARIAS, CEO OF ENAIRE

"Digitisation and satellite services are now a reality at ENAIRE"

How has ENAIRE adapted its management to the decrease in air traffic?

We must all adapt efficiently to potential traffic fluctuations. We have to be flexible and be capable of reacting quickly to any contingencies. The recent situation confirmed the trend that ENAIRE was already working on to increase the scalability of its systems and better adapt to the changing demand. ENAIRE has had to readjust its goals, and the recovery from the crisis is the most important challenge facing the company and the aviation sector.

Within the EUROCONTROL network, Spain is leading the way in the recovery of flights, and we trust that this trend will continue. This summer, ENAIRE managed traffic volumes whose values were very close to the 2019 benchmark, with excellent service quality and punctuality figures.

What stands out from this historic period?

Of the 38 countries in EUROCONTROL, Spain, through ENAIRE, is the one that is lowering its route charges the most in 2021, around 8% below the average charge.

The industry has been able to deal with this crisis by containing costs and, in our case, lowering air navigation charges to facilitate the sustainability of the system and to help airlines with their operations and recovery.

And now, as air traffic recovers, ENAIRE is in a position to be fully operational following the foreseeable rapid increase in traffic, while upholding our standards, especially in terms of operational safety.

What plans does your company have to grow internationally?

We are working to create the subsidiary ENAIRE Global Services (EGS), which requires approval from the Council of Ministers.

EGS will be a key instrument for ENAIRE's internationalisation and for expanding beyond our domestic role and becoming a global service operator. It will also be essential to our survival.

What plans do you have for satellite surveillance?

We recently presented STARTICAL, an initiative from ENAIRE and Indra to provide satellite communications and surveillance services, which will have similar performance to land-based services and allow for significant growth in operations in remote and ocean areas where it is impossible to install land-based surveillance systems, and where the separation between aircraft has to be increased, thus reducing capacity.

How is ENAIRE evolving its air traffic control system?

The current trend is towards digitisation and sharing information with artificial intelligence and Big Data. This will make it possible to automate and optimise the tasks of pilots and controllers. Interconnections between land and air systems will streamline pilot-controller communications, minimising risks. At ENAIRE, digitisation and satellite services are now a reality.

Future versions of advanced automated air traffic control systems, such as iTEC, developed jointly by European air navigation managers ENAIRE, DFS, NATS, LVNL, PANSO, Oro Navigacija and AVINOR, with Indra as a technology partner, are phasing in artificial intelligence and improvements in man-machine interface processes.

ENAIRE is also developing an entire environment of specific ATFCM applications and procedures to improve air traffic management.