

ENAIRe 

10 YEARS OF ACHIEVEMENTS

With ENAIRe celebrating its ten-year anniversary, what have been the key achievements of the last decade?

In 2014, the Public Business Entity Aena changed its name to ENAIRe. Then, a year later, in 2015, private capital purchased 49% of Aena, S.A., with ENAIRe holding on to 51% of its shares.

ENAIRe was designated as a critical operator in 2015 and as an essential service operator in 2018. ENAIRe is responsible for the operation of infrastructures classified as critical, the improper operation of which would have a serious impact on essential services.

In 2019, we were the only company in Spain to be certified as an ATFM provider by AESA, which allows us to provide air traffic flow management and airspace management services in accordance with EU Regulation 2017/373.

In 2020, the pandemic marked a negative historical milestone with the generalised collapse of air traffic. At ENAIRe, we made the safety of our staff a priority, maintaining repatriation, health and air cargo flights with masks and PPE materials, and I am proud to see that we were crucial, first, to combatting the pandemic, and second, to acting as a catalyst for the recovery of aviation, a sector that is vital to the economy and to employment.

In 2022, we recorded the largest recovery in flights in Europe and, in 2023, we had a record number of flights with nearly 2.2 million (2,191,932). 2024 is already proving to be a new record year.

In 2022, ENAIRe was certified as a Flight Procedure Design (FPD) service provider.



Over the past ten years, how has ENAIRe established itself within the Spanish aviation eco-system and more widely within Europe – for example, in European-wide ATM research programmes such as SESAR?

Digitisation and technology, together with the great work of our technical and engineering professionals, have helped to improve the work of air traffic control personnel, optimising air traffic management and making it more efficient. New functions have been implemented in the automated control system (SACTA), such as the digital data link, digital voice communications and new versions and features as part of our iTEC alliance, which provides interoperability with other leading European and Canadian service providers.

This year, we started to install the first iFOCUCS air control posts, which will help make operations more efficient.

In the context of increasing digitalisation of ATM services what are the main programmes you are working on to ensure future ATM services will be more future-proofed, scalable and agile?

iFOCUCS will also increase the viewing area of the screens with a more digital workflow, all as part of an ergonomic and efficient design created in close cooperation with all users.

ENAIRe's air traffic controllers and the personnel involved in providing air traffic services rely on advanced technologies that increase the amount of information available. We work with applications like ENAIRe Flow Tools and IMPACT, which improve flight flow management in accordance with European regulations, and network management and supervision tools like EYWA.

How different will ENAIRe's CNS/ATM infrastructure look in 2034 compared to 2024?

We are working to thoroughly revolutionise ENAIRe's current services towards global and decentralised models, developing and providing new services, some under public-private partnerships. The goal is to cater to and facilitate the development of new airspace users by gradually evolving ENAIRe's business model so that we can provide novel services in the new global air navigation environment.



Enrique Maurer,
CEO, ENAIRe