



ENAIRE drives the digitisation of air traffic control with the deployment of new air traffic control positions in the Canary Islands and Valencia

- The new iFOCUCS air traffic control positions will help controllers work more efficiently by offering them larger display areas, improved ergonomics and new functionalities
- Each iFOCUCS console is equipped with two workstations: one for the tasks of the executive controller, and another for the tasks of the planning controller
- Seven new consoles with their corresponding workstations are already operational at the Canary Islands Control Centre
- The Valencia Terminal Area Control Centre now has five new consoles
- iFOCUCS is a key component in enabling ENAIRE's commitment to the technological evolution of Spain's air traffic control system as part of its European convergence plan and through the ITEC Consortium

Madrid, 4 December 2024

ENAIRE, the national air navigation service provider, is driving the digitisation of air traffic control with the deployment of the new control position, called iFOCUCS. This new air traffic control position, which will eventually be used in all ENAIRE control centres, is already in use in the Canary Islands with seven new consoles, and five in Valencia.

These new consoles are equipped with workstations that enable operational improvements, offering larger display areas, enhanced ergonomics, and new functionalities. They reflect the evolution of the air traffic management

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system promoted by ENAIRE as part of its Strategic Plan (Flight Plan 2025), facilitating and improving the work of ENAIRE's air traffic controllers through greater efficiency.

At ENAIRE's Canary Islands Control Centre, of the seven new operational iFOCUCS consoles: three are assigned to approach control sectors, three to en-route control sectors, and one is being used by the Operational Air Traffic Squadron (ECAO) for military control.

The configuration of the new workstations is adjustable, allowing any iFOCUCS position to be used for either approach control or en-route control. This flexibility enables the distribution of control positions to adapt to operational needs at any given time.

The Canary Islands Control Centre has also installed three additional iFOCUCS consoles, which are expected to go into operation in the coming days, bringing the total number of new consoles to ten.

Between December this year and March 2025, four more workstations will be installed. During these months, the pace of new console installations will decrease due to the start of a period of peak activity at the Canary Islands Control Centre. With this approach, ENAIRE aims to balance the installation of new workstations with the increased activity in the operations room during the high season, while ensuring the maximum number of operational control positions are available to handle the anticipated record-breaking traffic in the Canary Islands this winter season.

Once this period of heightened activity and complexity ends, in April 2025, the usual installation pace will resume with the final three iFOCUCS consoles, along with one additional console for the ECAO military control workstations.

At the end of the process, with the installation of all planned iFOCUCS consoles, ENAIRE's Canary Islands Control Centre will increase from the current fifteen control consoles to a total of eighteen new operational consoles in the room for en-route and approach sectors, two of which will be designated for military control.



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Valencia TACC

The other pioneering ENAIRE centre in the installation of iFOCUCS consoles is the Valencia Terminal Area Control Centre.

It currently has five operational iFOCUCS consoles configured to handle up to four sectors simultaneously, with one console always kept in standby for potential incidents or maintenance.

Positive reception of the new consoles

The new air traffic control workstations have been warmly received by ENAIRE personnel in the Canary Islands and Valencia. After becoming accustomed to the iFOCUCS consoles during simulations, they are now fully realising their potential with live traffic in the control rooms.

Among the most widely praised features of the new consoles are the operational improvements and enhanced traffic visibility provided by their larger 4K screens, which allow for a clearer view of controllers' working scenarios.

Controllers also appreciate the ergonomic design, which perfectly adapts to their needs. Features such as adjustable displays and numeric keyboards make it easier to input data into the system, improving their workflow and comfort.

Thanks to the new screens, which are larger and have a higher resolution, air traffic controllers gain improved situational awareness. The ability to display more information on the screen allows for better visibility of critical data, enhancing decision-making processes.

Another widely praised improvement is the significant advancement in workplace lighting compared to the previous model.

What does the new iFOCUCS console offer?

ENAIRE has developed the new iFOCUCS position in collaboration with Indra to meet the requirements of future versions of the Automated Air Traffic

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Control System (SACTA), which will need larger display areas. The new system also integrates relevant information from new functionalities for controllers and additional data to support their work.

The new iFOCUCS position is designed to enable the near-future implementation of paperless flight progress strips, aligning with the digitisation of air traffic control tasks while maximising ergonomic and efficient design.

Personnel from ENAIRE's technical control and operation/engineering staff were actively involved in its design, development and implementation in order to ensure it is suited to the real needs of the service.

The new iFOCUCS control station is a key element in enabling the technological evolution of SACTA, Spain's air traffic control system, and contributes to the development of a common air traffic control position in Europe through the iTEC SKYNEX initiative.

About ENAIRE

ENAIRE is the air navigation service provider in Spain.

As a company of the Ministry of Sustainable Transport and Mobility, it provides air traffic control services during the en route and approach phases of all flights to and from Spain and overflights. In addition, it manages communications, navigation and surveillance services from ENAIRE in the airspace and the entire AENA airport network in Spain and provides aerodrome air traffic control services in 21 airports, including the busiest.

ENAIRE is the fourth largest European air navigation service provider, and it is a member of international partnerships A6 Alliance, SESAR (Single European Sky ATM Research) Joint Undertaking, SESAR Deployment Manager, iTEC, CANSO (Civil Air Navigation Services Organisation) and collaborates closely with ICAO (International Civil Aviation Organization).

ENAIRE has received the highest score in Europe on the aviation safety key performance indicator for four years in a row. It has also been awarded the EFQM 600 Seal for its safe, efficient, innovative and sustainable management of air navigation services.



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