

# EVITA USERS GUIDE

## Network Manager

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## DOCUMENT CONTROL

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## APPROVAL TABLE

The following table identifies all management authorities who have successively approved the present issue of this document.

This table may be replaced by a format document review and approval meeting, with the meeting details recorded and retained in the edition's archive folder.

The approval may also be recorded via electronic workflow, where put in place. Where document approval is made via a meeting or electronic workflow, the details shall be indicated here in place of the approval table.

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3.4	26/05/2021	A. Schawe	Link to flight plan management
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<b>3.6</b>	<b>19/07/2022</b>	<b>A. Schawe D. Stankovic</b>	<b>NAT tracks added to the map New AIREP management on the map including production of reports</b>

## EDITION CHANGE RECORD

Title	Amendment notes
1. INTRODUCTION	
2. EVITA FUNCTIONS	
3. PLOT AFFECTED AREA AND/OR DANGER AREA	
4. DISPLAY AND MANAGE IMPACTED FLIGHTS	
5. DISPLAY IMPACTED AIRSPACE	
6. DISPLAY IMPACTED AERODROMES	
7. UPLOADING AND DISPLAYING AREAS	
8. AIR REPORTS (AIREPS) ON VOLCANIC ASH	Upload of AIREPs from within the map and export into CSV file format.
9. NAT tracks	NAT tracks on the map
10. EVITA Map functionality	
11. DEFINITIONS	
ABBREVIATIONS	

Amendments to the ATFCM Operations Manual are indicated in **RED** with revision bars.

Significant deletions of text are indicated with the symbol ✂.

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# 1 Introduction

## 1.1 General description of EVITA

The European crisis Visualisation Interactive Tool for ATFCM (EVITA) is a visualisation tool that supports decision making in times of crises. EVITA is available on the Network Operations Portal (NOP) to all NOP registered users with a token. It gives the possibility for users to identify which flights, aerodromes or airspaces are affected by a specific crisis.

## 1.2 Use of EVITA in NM operations

In practice, EVITA:

- Displays ash concentration data received from VAAC London and VAAC Toulouse on a map;
- Displays coordinates of Danger Areas, as declared by States via NOTAM, on the NOP Portal map;
- Detects sectors, aerodromes and flights impacted by either ash concentration data or Danger Areas.
- Assists with re-routings, avoiding areas that are affected by ash.

## 1.3 VAAC forecast data – what is displayed?

### VAAC London and VAAC Toulouse

There are two Volcanic Ash Advisory Centres (VAAC) responsible to provide Volcanic Ash Concentration data: VAAC London and VAAC Toulouse. Both are part of their national meteorological service providers, Météo-France and Met Office United Kingdom.

### VAAC forecast basic concept

The VAACS issue snapshots every 6 hours by email.

In each email, the VAACS will send 4 forecasts. A forecast is a **snapshot** at a given time starting with the present situation T+0 plus a snapshot each for T+6, T+12 and T+18.

Apart from the very first emission for a new crisis, snapshots are produced for 00:00, 06:00, 12:00 and 18:00. A snapshot is displayed in EVITA until a new snapshot is available. A forecast is thus displayed for around six hours. Please note the notion of **snapshot**, which means that a forecast is not the situation for the accumulated 6 hours period of time. **The snapshot represents one second of time and is displayed in EVITA for 6 hours, at which time it is replaced by a new and more accurate snapshot. The terms 'Valid from' and 'Valid to' can therefore be seen as Snapshot displayed from/to.**

## 1.4 Service limitations

- EVITA is always available for training and exercise purposes. **During a crisis (e.g. a volcanic eruption with major network impact), it should be used in conjunction with other official aeronautical sources of information (e.g. NOTAM, SIGMET, etc.). It is not intended to replace any official sources of information but should be used for supporting the decision making process.**
- EVITA is valid for the NM area of responsibility only.

## 1.5 Scope of this document

This document is intended to describe the basic functionalities of EVITA for use during a crisis or during an exercise i.e. ICAO Volcanic Ash Exercises - VOLCEX.

Updated editions will be published when changes are made to EVITA.

## 1.6 Intended audience of this document

The intended audience is (but not limited to):

- Aircraft Operators
- Airspace Navigation Service Providers
- Volcanic Ash Advisory Centres
- MET Watch offices
- Regulators
- NOTAM offices

This user guide can be used during crises, exercises and training with regard to the upload of data into EVITA (depending on token access, i.e. read-only or read/write). It explains how to display flights, airspaces, special air reports (AIREP) and aerodromes on the EVITA map and shows when they are impacted by an ash cloud or danger area.

## 1.7 Training material and help files

### 1.7.1 E-learning module

A dedicated EVITA e-learning module (including AIREP) is available online in the EUROCONTROL **Learning** Zone. Go to <https://learningzone.eurocontrol.int/>. Enter EVITA in the search bar.

### 1.7.2 EVITA Help file

There is also a Help file available online. It can be consulted while using EVITA and is accessible from the protected NOP portal or the EVITA map.

Please see [section 10](#) on how to access the Help files.



## 2 EVITA Functions

### 2.1 Login to EVITA (protected NOP)

Login to the protected **NOP Portal** is via token. Please use Firefox or Chrome. Other browsers might not always work as desired. If one or more browsers are open on the PC, please close all of them and start with a fresh one. This is to avoid that active session elements from previous work cause interference.

Open Firefox or Chrome and copy the link below:

<https://www.nm.eurocontrol.int/PORTAL/gateway/spec/index.html>

At login, select:

**Role:** AO/ANSP Log in (your role)

**Domain:** Your domain



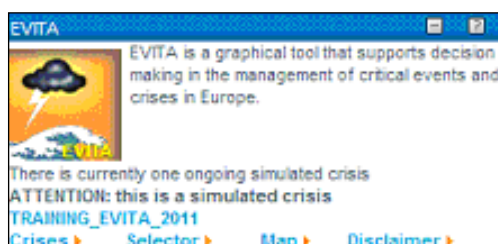
The EVITA portlet is available further down on the right hand side of the window.

EVITA will show the following depending on whether a crisis is ongoing or not or if an exercise is taking place:

#### No ongoing crisis



#### Simulated (exercise) ongoing



#### Real crisis ongoing



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## 3 Plot Affected Area and/or Danger Area

### 3.1 Open the map

To display a crisis with all elements presently existing simply click on the name of the crisis in the EVITA portlet. The map opens in a separate tab.



### 3.2 Selection via Selector

For experts looking only for some of the known existing elements, a filter function is available, allowing pre-selection of displayed items. In the EVITA portlet, click on **Selector**.



The Selector window opens.



Here it is possible to define what is to be displayed. Click on the + (plus) button to display/open the drop down menu:

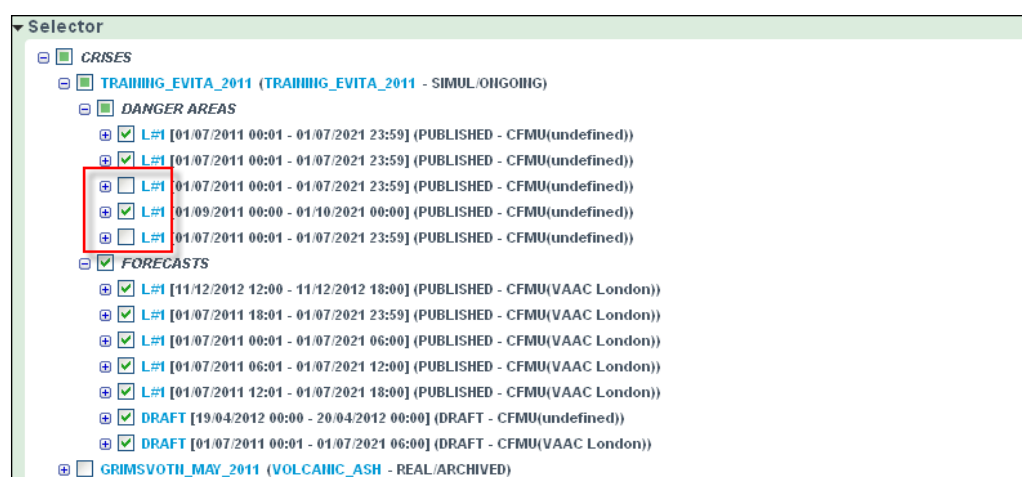


One crisis is currently selected (indicated by the green coloured box) the other crisis is not currently selected. To also display information from this other crisis it is necessary to select the box. To access/expand the crisis details click on the + (plus) button next to the crisis.

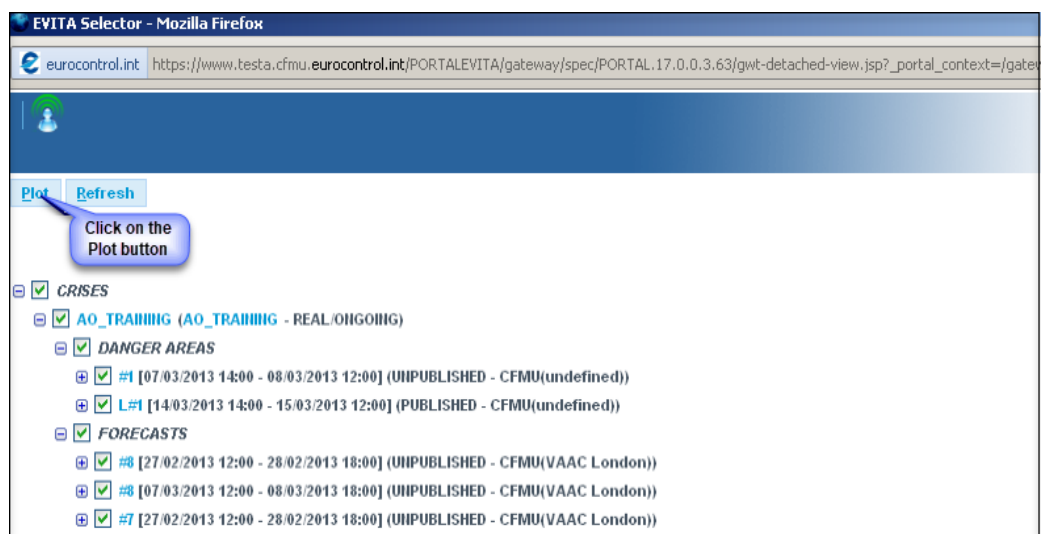


- **Danger Areas** – are the areas published by NMOC on behalf of States, based upon the information they have received i.e. NOTAMs
- **Forecasts** – are the affected areas published by NMOC (based on the information provided by VAAC London or VAAC Toulouse)

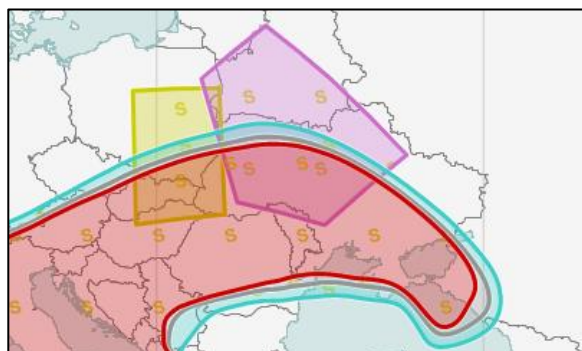
Click on the + button to expand/see each of them (by default, they are all selected: it is possible to deselect them individually, but bear in mind that once deselected they will not appear on the map).



Once the selection has been made, click on Plot button to open the map.



The EVITA map window opens. The map shows Forecast Areas according to the ash concentration levels (high-red, medium-grey and low-blue) and Danger Areas (yellow) as defined by NOTAM. During a simulated/exercise crisis the letter S appears on the map.



To zoom into a particular area on the map use the mouse scroll.

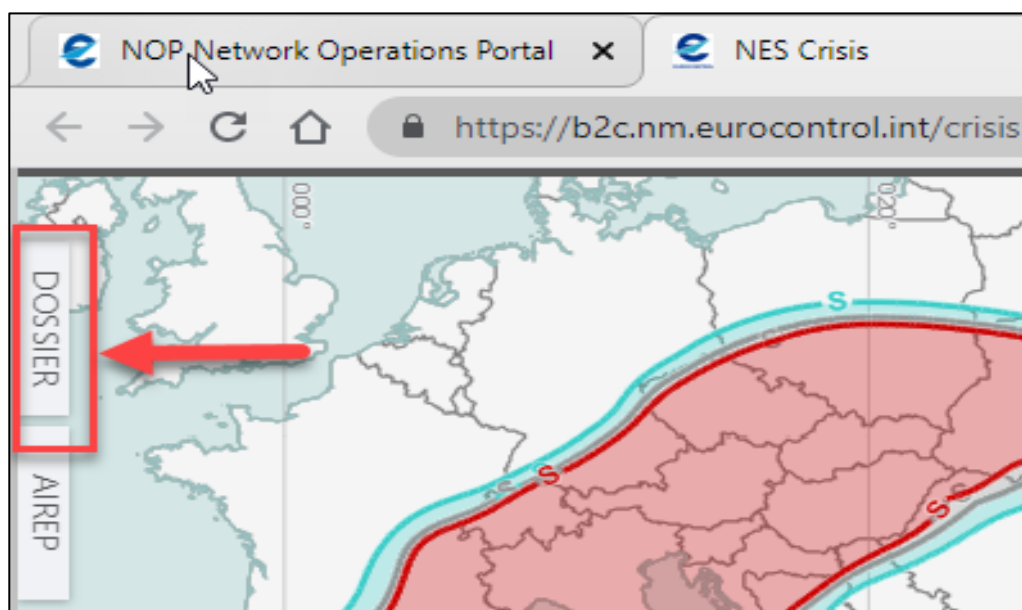
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## 4 Display and Manage Impacted Flights

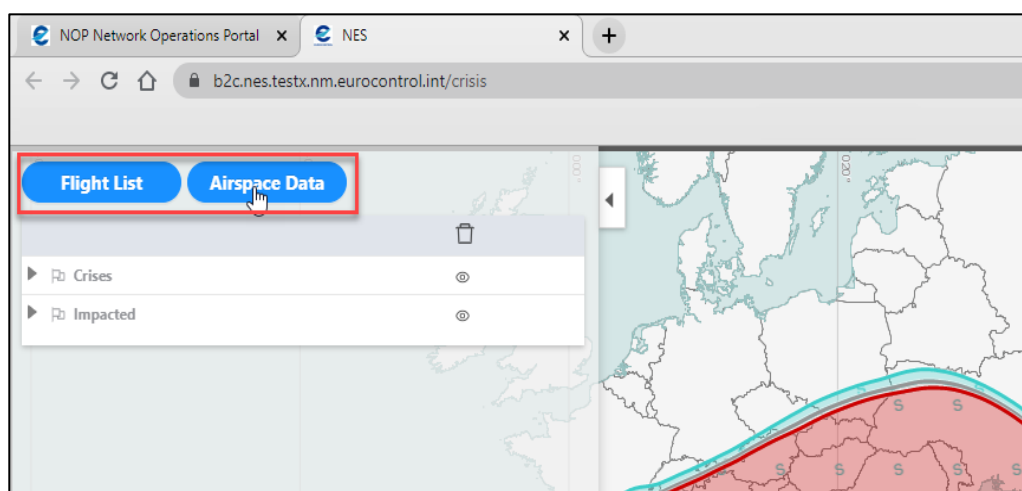
The Flight List can be found in the Flights Portlet in the NOP Portal and is used as described below. There is also a direct link from the EVITA map to the Flights Portlet.

Once a flight is displayed on the map, a direct link is provided to the Flights portlet of the NOP Portal where the flight plan can be changed according to the situation.

All links can be found in the map dossier tray. To open it click on the Dossier tab on the top left hand corner of the map.



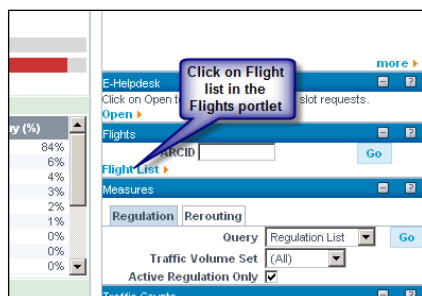
The map dossier tray opens and the links to the Flight List and Airspace Data show.



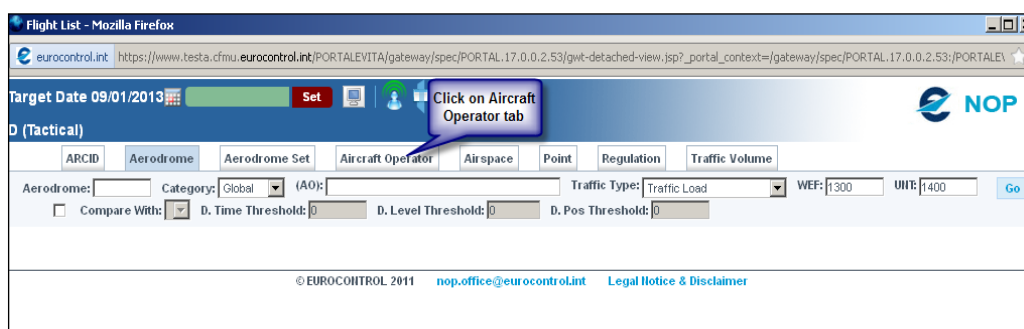
Selection of the flights is subsequently done as described in the following sections.

## 4.1 Select and display flights from the Flights Portlet

Instead of using the link above: in the **Flights** portlet, click on Flight List...



The Flight List window opens. From this screen, it is possible to query a flight list for any aircraft operator. Click on the **Aircraft Operator** tab.



In the Operator field enter the 3-letter ICAO - for example BAW, enter the time to be queried, then press **Go**.

**Note:** Currently the maximum number of flights possible to query for impacted is 100.



The flight list is displayed

Click on **'Compute Impacted Flights'** to see which flights in the current display are actually impacted by the ash cloud.

**Note:** Currently the maximum number of flights possible to query for impacted is 100.

Flights that are impacted are shown by a tick in the impacted column.



Flight List - Windows Internet Explorer

Target Date 07/07/2011

D (Tactical)

ARCID List Flight List

Aerodrome Aerodrome Set Aircraft Operator Airspace Point Regulation Traffic Volume

Operator: BAW Traffic Type: Traffic Demand WEF: 1200 UNT: 1300

Compare With: D. Time Threshold: 0 D. Level Threshold: 0 D. Pos Threshold: 0

07/07/2011 12:39:14 - 56 flights

Click on Compute Impacted Flights

TOT	STA	ARCID	ATYP	ADEP	ADES	D	T	RFL	IOBT	U	E/CTOT	X	F	S	A/TTOT	AT	Delay	R	Opp	W	MSG	REGUL+	O	Impacted
12:00E		BAW394	A319	EGLL	EBBR	A	190	11:40	12:00E	N	I	11:54	S					N						
12:02E	LU	BAW641	B763	LGAV	EGLL	A	380	11:50	12:07C	N	I	12:05	S	5				N			SRM	EGLLA07	N	
12:03E	LU	BAW347	A321	LFMN	EGLL	A	360	11:55	12:20C	N	I	12:24	S	18				N			SRM	EGLLA07	N	
12:05E		BAW952M	A319	EGLL	EDDM	A	390	11:45	12:05C	f	I	12:06	S	0				N			SAM	KFFM1C07	N	
12:05E		BAW560	A320	EGLL	LRF	A	370	11:45	12:05E	a	I	12:37	S					N					N	
12:05E		CFE37Z	E190	EGLC	LSZH	A	390	11:55	12:05E	N	I	12:00	S					N					N	
12:05E		BAW67V	B772	EGLL	KPHL	A	380	11:45	12:05E	N	I	12:00	S					N			REA	EGLLA07	N	
12:05E	LU	BAW579V	A319	LIPZ	EGLL	A	380	11:55	12:32C	f	I	12:27	S	27				N					N	
12:08E		BAW815	A320	EKCH	EGLL	A	380	12:00	12:08C	a	I	12:17	S	0				N			SAM	EGLLA07	N	

It is now possible to select flights by placing a tick in the box next to the call sign. Once the selection has been made, click on **Plot Evita** to see the flights on the EVITA map.

**Important: Do not select Plot Selected Flights.** It will open the NOP Portal map. Although it will show the selected flights, it will not show the ash cloud. It is therefore important to select **Plot Evita**.

Flight List - Windows Internet Explorer

Target Date 07/07/2011

D (Tactical)

ARCID List Flight List

Aerodrome Aerodrome Set Aircraft Operator Airspace Point Regulation Traffic Volume

Operator: BAW Traffic Type: Traffic Demand WEF: 1200 UNT: 1300

Compare With: D. Time Threshold: 0 D. Level Threshold: 0 D. Pos Threshold: 0

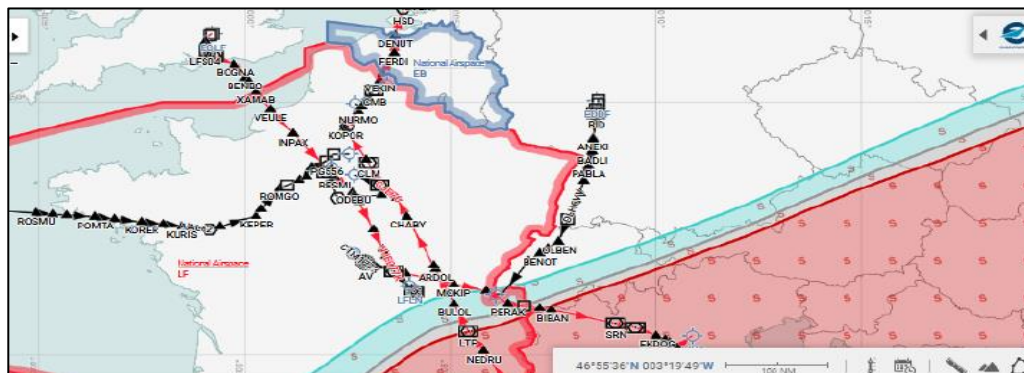
07/07/2011 12:39:14 - 56 flights

Click on Plot Evita

TOT	STA	ARCID	ATYP	ADEP	ADES	D	T	RFL	IOBT	U	E/CTOT	X	F	S	A/TTOT	AT	Delay	R	Opp	W	MSG	REGUL+	O	Impacted
12:00E		BAW394	A319	EGLL	EBBR	A	190	11:40	12:00E	N	I	11:54	S					N						
12:02E	LU	BAW641	B763	LGAV	EGLL	A	380	11:50	12:07C	N	I	12:05	S	5				N			SRM	EGLLA07	N	
12:03E	LU	BAW347	A321	LFMN	EGLL	A	360	11:55	12:20C	N	I	12:24	S	18				N			SRM	EGLLA07	N	
12:05E		BAW952M	A319	EGLL	EDDM	A	390	11:45	12:05C	f	I	12:06	S	0				N			SAM	KFFM1C07	N	

In the EVITA Map the selected flight(s) are displayed:

- Red; flights where at least one part of the route is impacted and "Compute Impacted Flights" was performed.
- Black; flights where the route is not impacted or flights selected from the flight list without having done "Compute Impacted Flights"



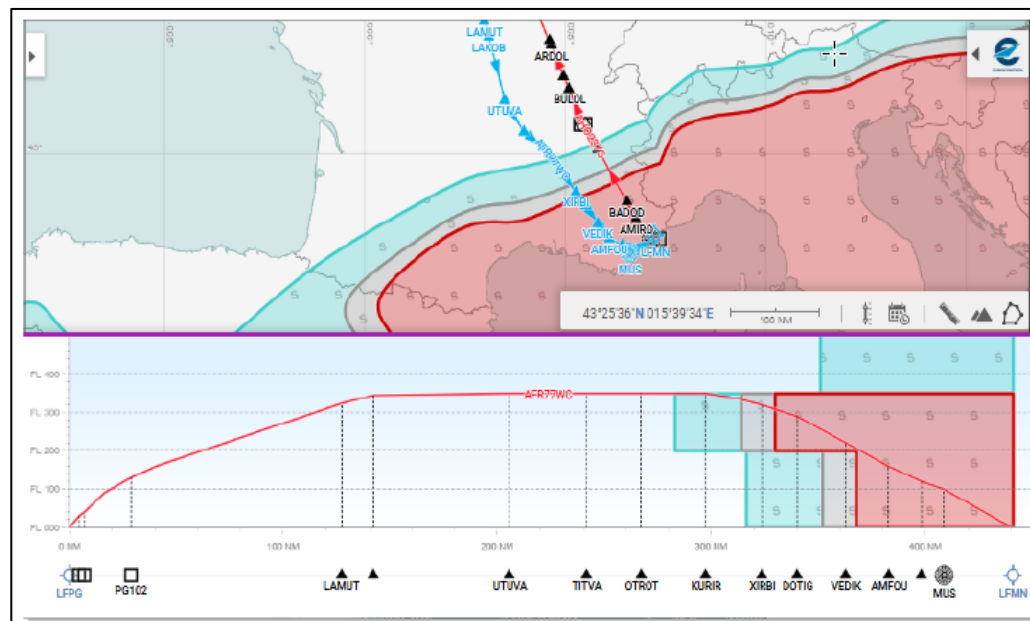
## 4.2 Display Options for Flights on the map

The **Vertical View** tool allows visualizing how a given selected *Flight* intersects with the vertical definition of the displayed *Crisis*.

Select a flight by clicking on the route. In the map toolbox on the bottom right hand side select the vertical view.



The selected flight is marked blue and displayed in the vertical view.



The **FL** axis provides an adjustable vertical scale. The **NM** axis displays distances expressed in nautical miles. In addition waypoints, NAV aids and other significant points are displayed.

### Scale

Mouse over the **FL** and roll the mouse wheel up or down to change the vertical scale of the graph.

Likewise, mouse over the **NM** axis and roll the mouse wheel up or down to change the horizontal scale of the graph.

### Zoom

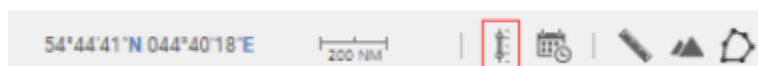
Mouse over the graph and roll the mouse wheel up or down to zoom in or out.

### Move/Pan

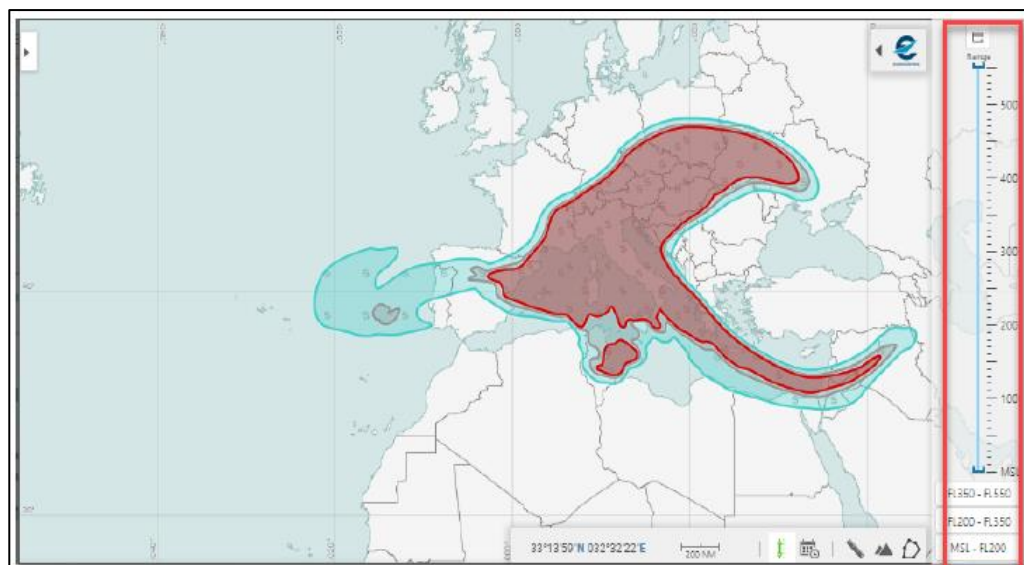
Click and drag the graph to display the desired area.

### LevelBand

The **Levelband** serves to specify the **Range** inside which *Entities* and all related objects are to be drawn or displayed on the map.



By default, the Range is MSL > FL550:

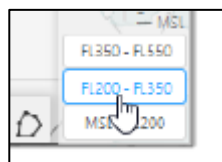


### Range Mode

To specify a given **Range**, use the mouse pointer to set the *Upper* and/or *Lower* slider to the desired value.

### Predefined Range

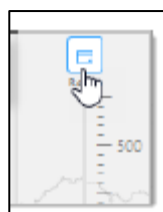
Use one of the three boxes to quickly select a predefined *Range*:



### Slice Mode

The slice mode will display any single flight level slice selected on the scale.

Use the button located on top of the vertical FL scale to toggle between Range and Slice mode:




**A full description of the EVITA map is provided in the NOP Portal Help file.  
Please see section 9 on how to access it.**

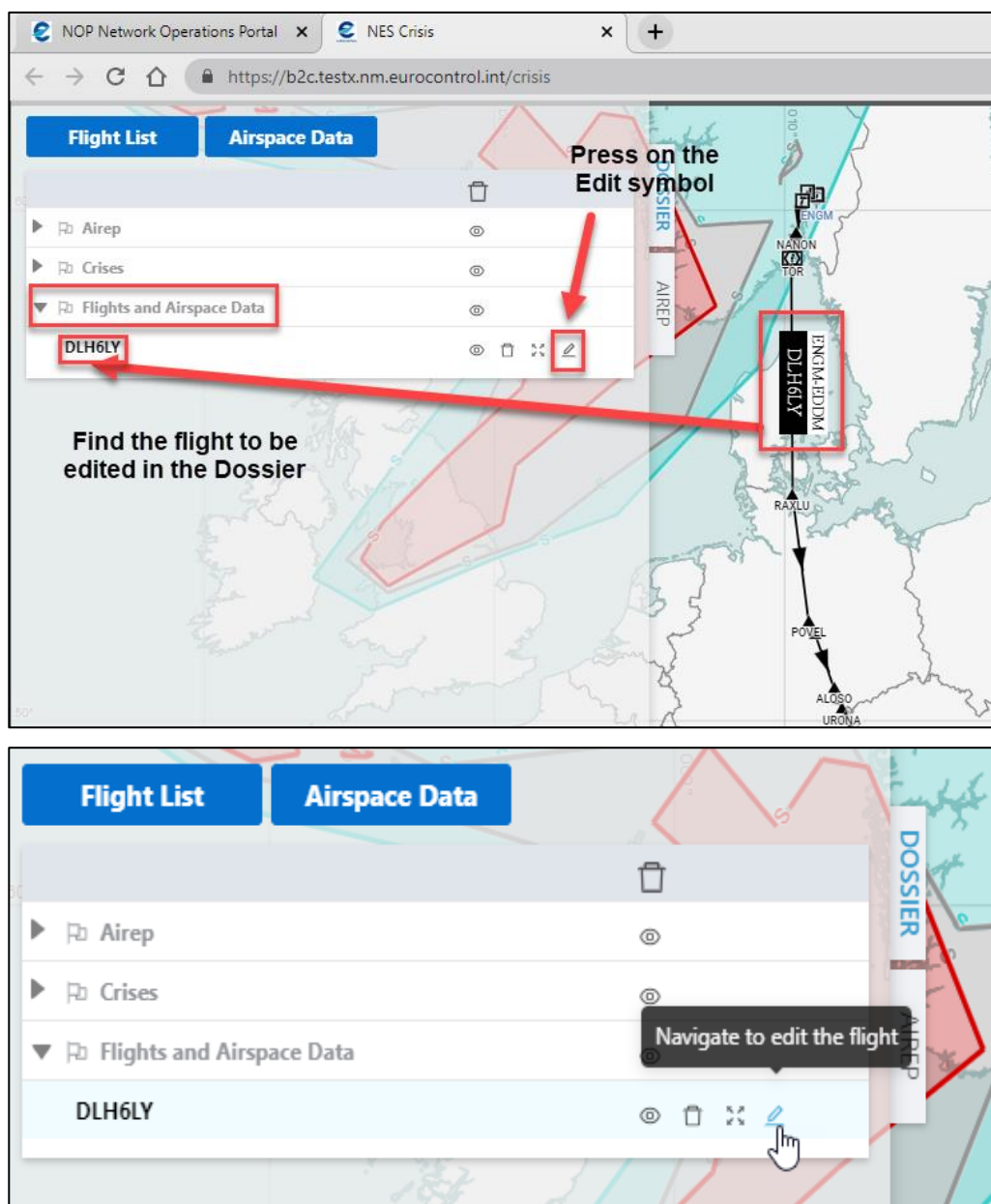
### 4.3 Link to Flight Plan management

After checking the impact of the ash cloud on a flight, it is possible to change the flight plan in order to avoid the contaminated airspace.

For each flight on the map, a direct link to the Flights portlet is provided.

1. The link can be used from the Dossier, under Flights and Airspace Data

- Open the Dossier and find the flight in the Flights and Airspace Data list
- Press the  Symbol

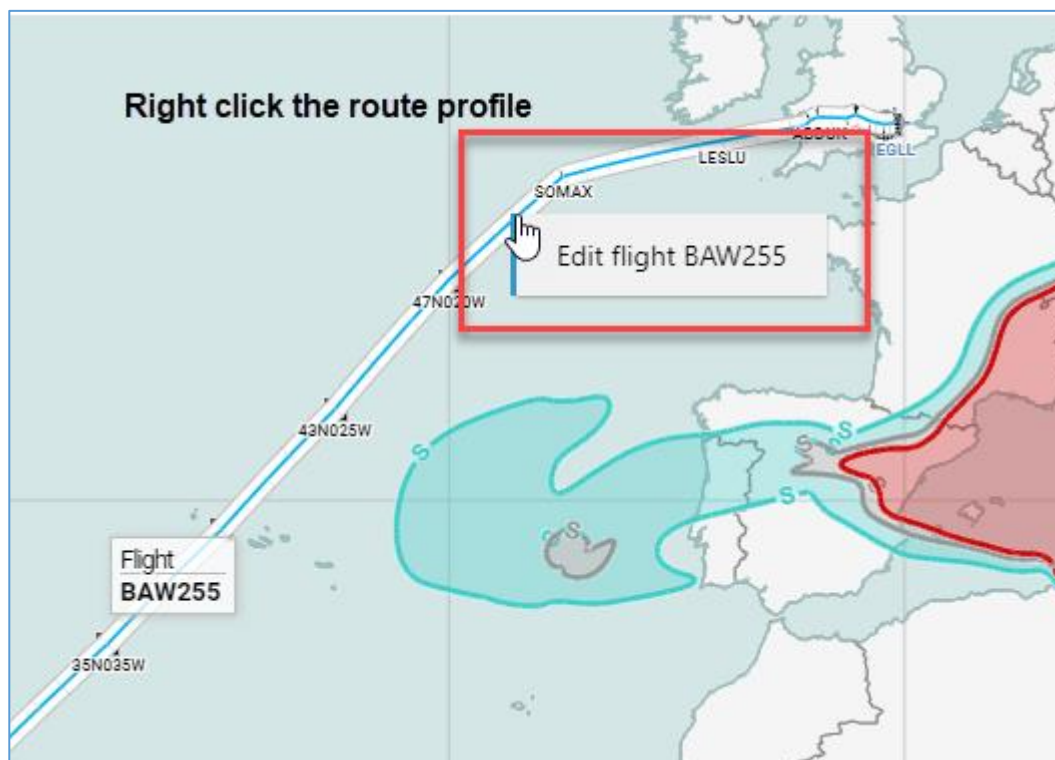


A new window opens with the Flight Details of the selected flight and all options to change the flight plan.

## 2. Access a Flight Plan via the map

For any flight displayed on the map move the mouse pointer on the route profile or click on it and do a right mouse click.

A command opens with "Edit flight <call sign> - click on it



The Flight application in the NOP Portal opens with the selected flight.

From here, the FPL can be managed and sent for processing. The flight on the EVITA map needs to be updated with the new flight details by reloading the flight as described in 2.5.

Timestamp	Checkpoint	magIn	magOut	Address
02/06/2021 01:38	CREATE	IFPL	EDMDLHO	CFMUTACT
02/06/2021 01:38	TRANSMIT_OK	IFPL	IFPL	LSASZQZQ, EDDAYGCD, EKDKZXF
02/06/2021 01:38	TRANSMIT_OK	IFPL	IFPL	ENOSZQZQ, EDDZPZQ, ENSVZQZQ, ENGMZTZQ
02/06/2021 01:38	TRANSMIT_OK	IFPL	IFPL	EDMDLHO
02/06/2021 03:36	TRANSMIT_OK	IFPL	IFPL	EKDKZQZQ

Please note: any flight plan changed in this application is not automatically updated on the EVITA map. To see the changes one needs to reload the flight as described in 4.1.

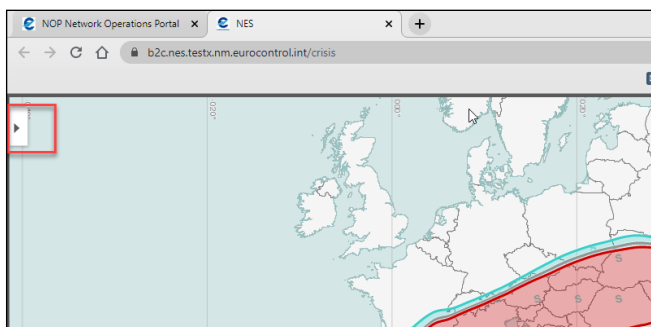
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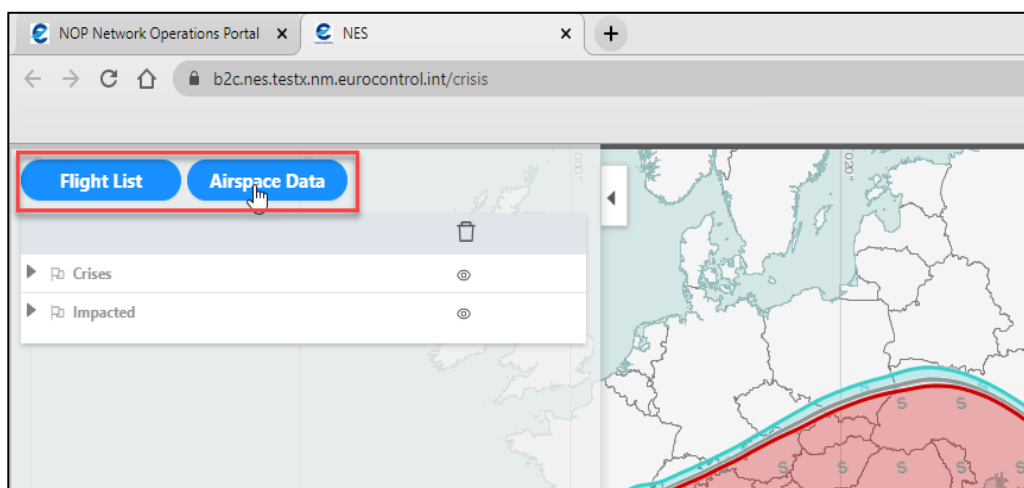
## 5 Display Impacted Airspace

The Airspace Data Portlet is in the NOP Portal and can be used as described below. There is also a direct link from the EVITA map to the Airspace Data Portlet.

This link can be found in the map dossier tray. To open it click on the expand arrow on the top left hand corner of the map.



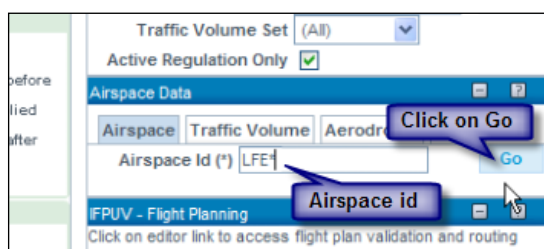
The map dossier tray opens and the links to the Flight List and Airspace Data shows.



Selection of the Airspace Data is can be done as described in the following sections.

### 5.1 Selection via the Airspace Data Portlet

In the **Airspace Data Portlet**, in Airspace Id (\*) type the 'ANSP' of interest, for example LFE\* meaning all airspace in Reims ACC ( \* = wildcard ). Click **Go**.

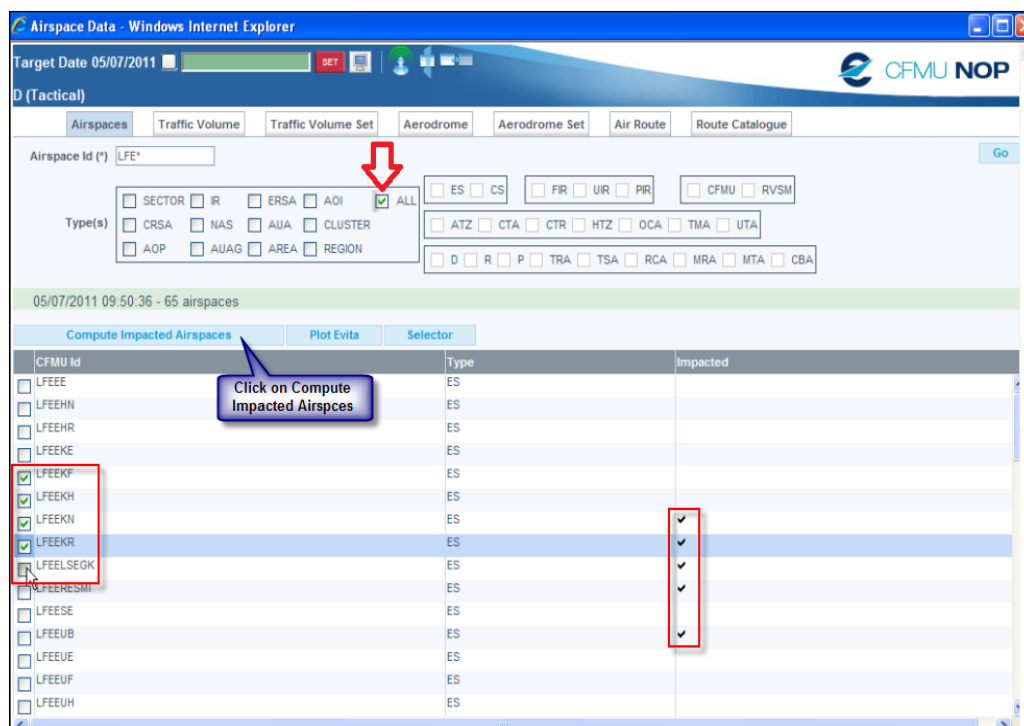


The Airspace Data Window is displayed.

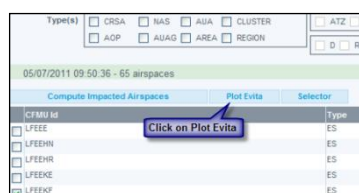
In the Type(s) window tick ALL to get the complete list of airspaces.

Click on '**Compute Impacted Airspace**' to see which airspaces in the current display are actually impacted. Airspaces that are impacted are shown by a tick in the impacted column.

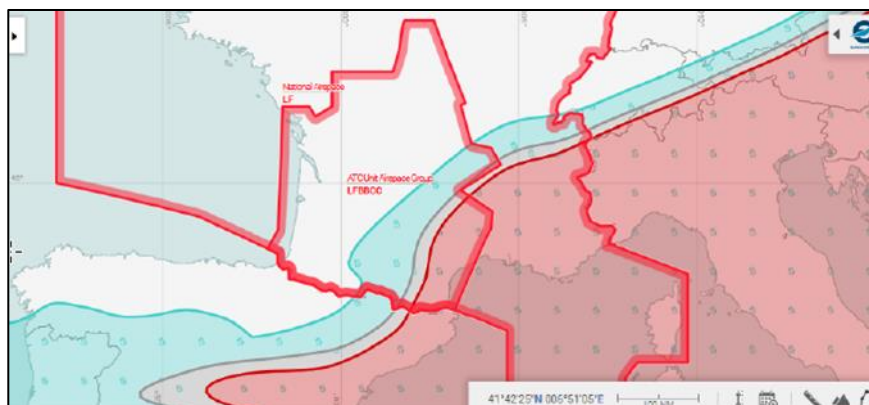
It is now possible to choose which airspace to be displayed by placing a tick in the box next to the NM id.



Once the selection has been made, it is then possible to click on the Plot EVITA tab to see the airspace on the map.

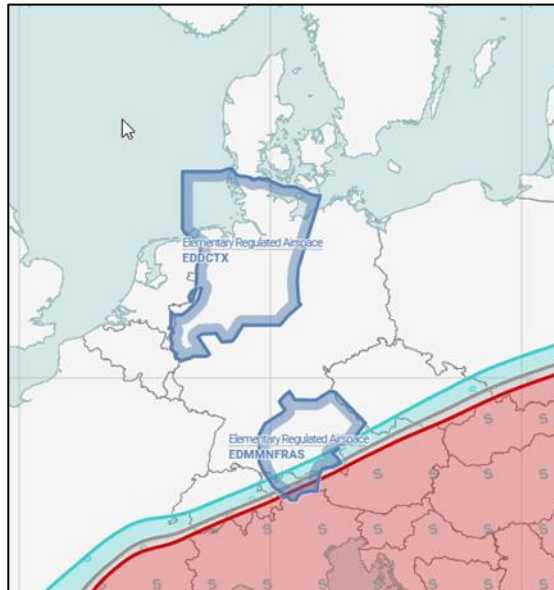


Airspaces marked impacted after Compute Impacted Airspaces will be shown with a red border; those that are not impacted will be shown with a blue border.





If no Compute Impacted Airspaces was performed, all selected airspaces will be shown with a blue border, even if they are impacted.



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## 6 Display Impacted Aerodromes

Open the Airspace Data portlet as described in section 5 and click on the **Aerodrome** tab.

CFMU Id	Type	Impacted
<input type="checkbox"/> LFEEE	ES	
<input type="checkbox"/> LFEEHN	ES	
<input type="checkbox"/> LFEEHR	ES	
<input type="checkbox"/> LFEEKE	ES	
<input checked="" type="checkbox"/> LFEEKF	ES	
<input checked="" type="checkbox"/> LFEEKH	ES	

The Aerodrome query window is opened. Click on the Aerodrome List tab, in the Aerodrome (\*) box type the 'Aerodrome reference' of interest, for example LFE\* meaning all aerodromes in Reims area ( \* = wildcard ) Click Go.

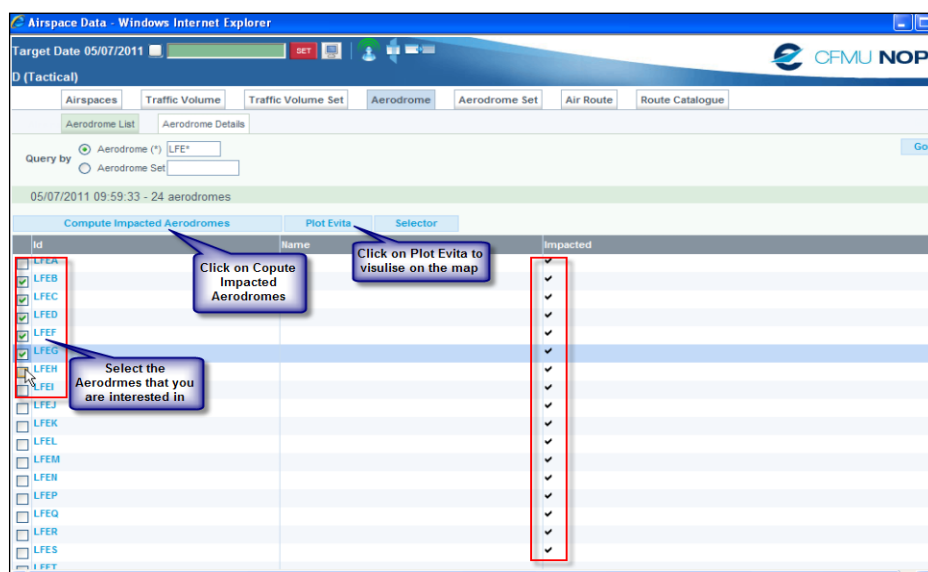
The Airspace Data window is displayed listing all the aerodromes chosen.

Click on '**Compute Impacted Aerodromes**' to see which aerodromes in the current display are actually impacted.

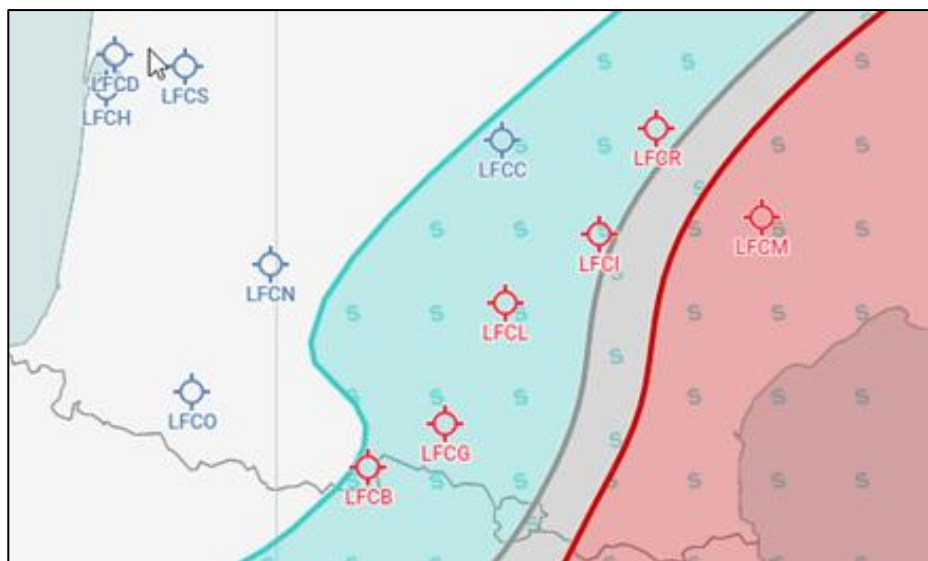
**Note:** Currently, there is a limitation on the number of Aerodromes that can be queried (100).

Aerodromes, that are impacted, are shown by a tick in the impacted column.

It is now possible to choose which aerodromes are to be displayed by placing a tick in the box next to the NM id. Once the selection has been made, click on the Plot EVITA button to see the airspaces on the map.



To see the Impacted Aerodromes on the map, it may be necessary to zoom into the area in question. Aerodromes that are impacted will be shown in red. Aerodromes not impacted are displayed in blue.



Aerodromes that are very close to a contaminated area may also appear in red due to the defined aerodrome buffer set in EVITA.

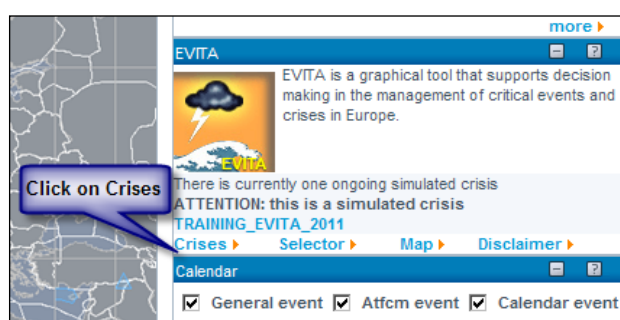
**Note:** The definition of Impacted Aerodrome is – (vertically up to FL100 and laterally a radius of 40 Nm).

## 7 Uploading and Displaying Areas

In the EVITA portlet, click on F (for Forecasts). This is a shortcut that goes directly to the crisis details window.

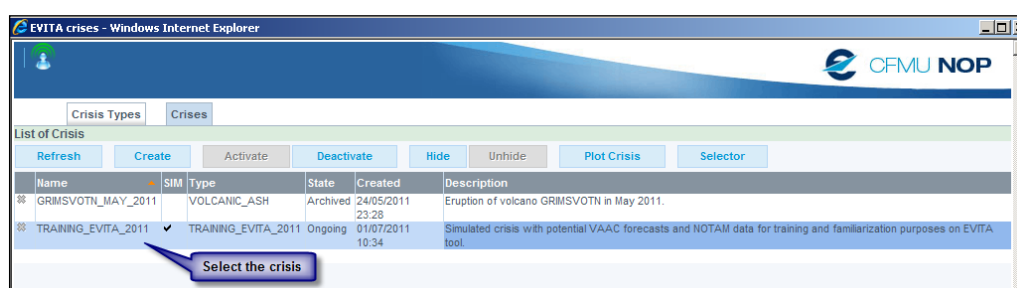


Another option is in the EVITA portlet, click on Crises.



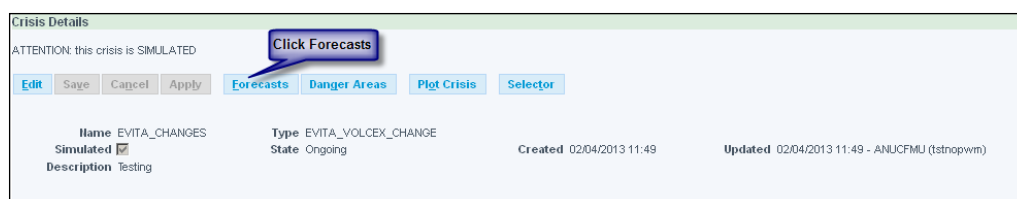
The EVITA Crisis window opens.

Select the Crises for which a forecast is to be created, e.g. training\_evita



The crisis details appear in the lower part of the window.

In the lower part of the window, click on the **Forecasts**.



The Crisis details window opens. Click on the Create Forecast button.

EVITA Forecast - Windows Internet Explorer

CFMU NOP

Crisis Details

ATTENTION: this crisis is SIMULATED

Plot Crisis Danger Areas

Name: TRAINING\_EVITA\_2011 State: Ongoing Created: 01/07/2011 10:34  
Type: TRAINING\_EVITA\_2011 Simulated: Yes

Forecast List

Refresh Create Forecast Clone Plot Forecast Selector

☒ Latest versions only

Validity Period	State	Owner	Ext. Source	Pub. ANU	Comment	L	Seq	# AA	Last Published
19/04/2012 00:00 - 20/04/2012 00:00		CFMU	RVR		test for Ryanair			0	
01/07/2011 18:01 - 01/07/2021 23:59		CFMU	VAAC London		For familiarization purposes only.	✓	1	9	01/07/2011 10:58
01/07/2011 12:01 - 01/07/2021 18:00	Published	CFMU	VAAC London		For familiarization purposes only.	✓	1	9	01/07/2011 10:46
01/07/2011 06:01 - 01/07/2021 12:00	Published	CFMU	VAAC London		For familiarization purposes only.	✓	1	9	01/07/2011 10:38

It is now necessary to input/define the forecast details.

First, enter the forecast validity period i.e. from 02/01/2013 0600 to 02/01/2013 1800

**Note:** It is also possible to input the dates from the calendar function by clicking on the square box to the right of the valid from/to boxes.

Next, under Owner it is necessary to select the lower circle and give a name to the forecast, for example 'AO' no fly zone or 'AO' met area. It is possible to add a comment in the Comment box if necessary. Tick the box Pub ANU only. Click on Save. The forecast has been created.

Forecast Details

Edit Save Cancel Apply Publish Plot Forecast Selector

Create Affected Area Import Affected Area Plot Affected Area

Valid from: 09/01/2013 13:00 to: 09/01/2013 16:00

Owner: CFMU

Ext. Source: VAAC London

Pub. ANU only: ☒

Comment: AO no fly area

Version # AA: 0

Reason for Ho AA:

Now it is necessary to define the affected area: under Forecast Details, click the **Create Affected Area** tab.

Forecast Details

Edit Save Cancel Apply Publish Plot Forecast Selector

Create Affected Area Import Affected Area Plot Affected Area

DRAFT

Valid from: 09/01/2013 13:00 to: 09/01/2013 16:00

Owner: CFMU

Ext. Source: AO no fly area

Pub. ANU only: YES

Comment: High

Version # AA: 0

Reason for Ho AA:

The Affected Area Details input window shows. Define the 'Concentration Level' (colour for the area). Currently these are defined by NM. Chose one of the following from the list AO Area, AO Met forecast, then click on the **Save** button.

**Affected Area Details**

Edit Save Cancel Apply Plot affected area Selector Create Prism Plot Prism

Sequence Number  
Concentration Level AREA  
# Prisms  
Flight Level Ranges covered

Click on Save

Select Concentration Level (Area)

A draft is created with the chosen colour/area.

**Crisis Details**

ATTENTION: this crisis is SIMULATED

Plot Crisis Danger Areas

Name TRAINING\_EVITA\_2011 State Ongoing  
Type TRAINING\_EVITA\_2011 Simulated Yes

**Forecast List**

Refresh Create Forecast Clone Plot Forecast Selector

☒ Latest versions only

Validity Period	State	Owner	Ext Source	Pub. ANU	Comment
05/07/2011 00:00 - 06/07/2011 00:00	Draft	CFMU	AO Forecast		Training purpose
01/07/2011 18:01 - 01/07/2021 23:59	Published	CFMU	VAAC London		For familiarization purposes only.
01/07/2011 12:00 - 01/07/2021 18:00	Published	CFMU	VAAC London		For familiarization purposes only.
01/07/2011 06:01 - 01/07/2021 12:00	Published	CFMU	VAAC London		For familiarization purposes only.
01/07/2011 00:01 - 01/07/2021 06:00	Published	CFMU	VAAC London		For familiarization purposes only.

Next, click on **Create Prism**.

**Forecast Details**

Edit Save Cancel Apply Publish Plot Forecast Selector

Valid from 05/07/2011 00:00 to 06/07/2011 00:00  
Owner CFMU  
Ext. Source AO Forecast  
Pub. ANU NO  
Comment Training purpose  
Version # AA 1  
Reason for No AA

**Affected Area Details**

Edit Save Cancel Apply Plot affected area Selector Create Prism Plot Prism

Sequence Number 1  
Concentration Level AREA  
# Prisms 0  
Flight Level Ranges covered

Your Area colour

Click on Create Prism

Now it is possible to define the area by Flight Level (lower limit and upper limit) by entering the levels in the boxes.

The screenshot shows the 'Prism Details' window with the following elements:

- Buttons: Edit, Save, Cancel, Apply, Plot Prism, Selector.
- Sequence Number: (empty)
- Flight level range:
  - Lower Limit: 150
  - Upper Limit: 350
- Table with Lat and Long columns:
 

	Lat	Long
N50		E005
N50		E006
N48		E003
N49		E002
N50		E005
- Buttons at the bottom: Validate Polygon, Close Polygon, To Text, To Table.
- Callouts:
  - 'Click button to Validate the Polygon' points to the 'Validate Polygon' button.
  - 'Click button to automatically close the Polygon' points to the 'Close Polygon' button.
  - 'Copy/paste Co-ordinates here, then click the TO Table tab' points to the 'To Table' button.

Next – define the area by:

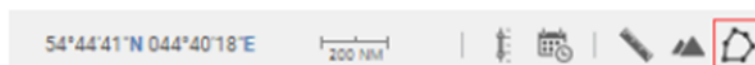
- Typing in the individual Latitude and Longitude of the polygon/shape by clicking under the **Lat** tab and then entering the coordinates, then press enter (on the keyboard) to be able to enter the next coordinates.

**Note:** The polygon must be closed by repeating the first coordinates. Clicking on the Close Polygon tab will automatically close the polygon (see example above).

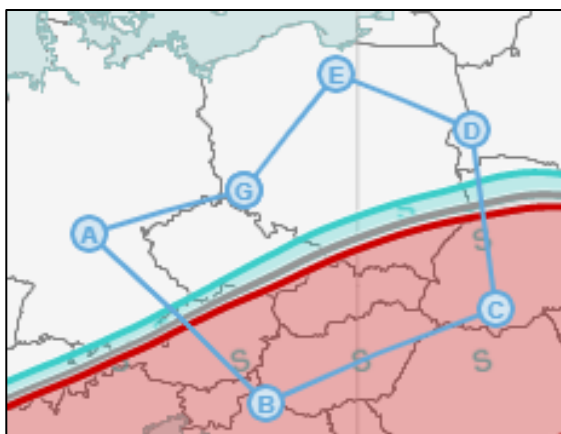
- Copying the coordinates from another source and then pasting them into the box in the right of Prism Details. Next click on **To Table** tab to transfer them into the Lat/Long columns (see example below).
- Use the **area drawing tool** to define an area on the EVITA map and copy/paste the coordinates into the box at the right side of Prism Details.

### Area drawing tool

In the EVITA map, select the area drawing tool



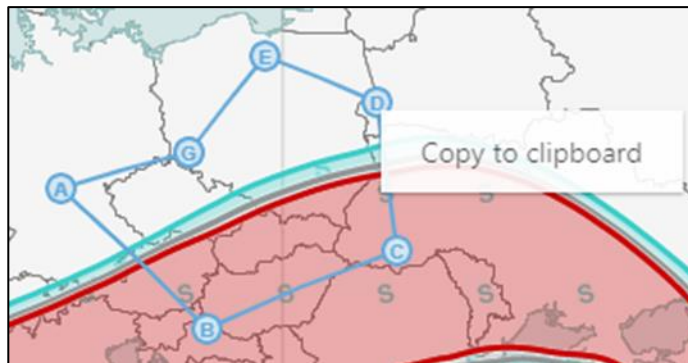
The **Area drawing tool** allows to draw complex polygons directly on the Map:





- Click to add a sequence of points forming a closed shape
- Double click to finish adding points
- Select individual points and move them to reshape the path

When done, export the coordinates of the points forming the polygon with right mouse click and select Copy to clipboard ...



Then paste into the table on the right as shown. Click **To Table**.

Prism Details

Edit Save Cancel Apply Plot Prism Selector

Sequence Number  
Flight level range Lower Limit 150  
Upper Limit 350

	Lat	Long
N532300	W0051400	
N531800	W0044600	
N531800	W0043300	
N524300	W0011600	
N523300	W0000300	
N515700	W0020800	
N523500	W0044400	
N530500	W0051100	
N532300	W0051400	

Co-ordinates automatically transferred, next Validate Polygon

N532300W0051400  
N531800W0044600  
N531800W0043300  
N524300W0011600  
N523300W0000300  
N515700W0020800  
N523500W0044400  
N530500W0051100  
N532300W0051400

Copy/paste the Co-ordinates here then, click the To Table tab

Validate Polygon Close Polygon To Text To Table

Next, check that the polygon is correct by clicking the **Validate Polygon** tab, the polygon is valid or is not valid popup appears, click ok.

Not Closed Danger Area

Name: TRAINING\_VITA\_2011  
Type: TRAINING\_VITA\_2011  
State: Onps  
Simulated: Yes

ADD LIST

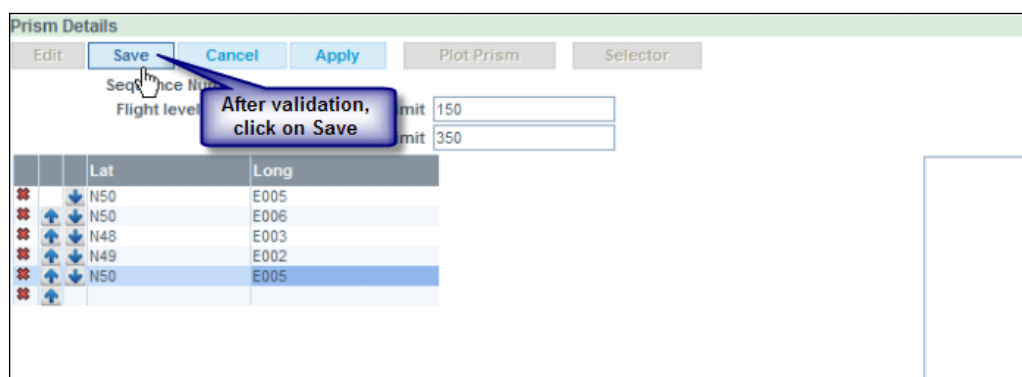
History

Valid Period	State	Owner	Exit Source	Pub. AIR
202011 00:00 - 202011 00:00	Created	CFR0	VAAC London	
202011 00:01 - 202011 23:59	Published	CFR0	VAAC London	
202011 00:01 - 202011 18:00	Published	CFR0	VAAC London	
202011 00:01 - 202011 12:00	Published	CFR0	VAAC London	
202011 00:01 - 202011 06:00	Published	CFR0	VAAC London	

The polygon is valid.  
OK

If the not valid box shows, check the coordinates entered.

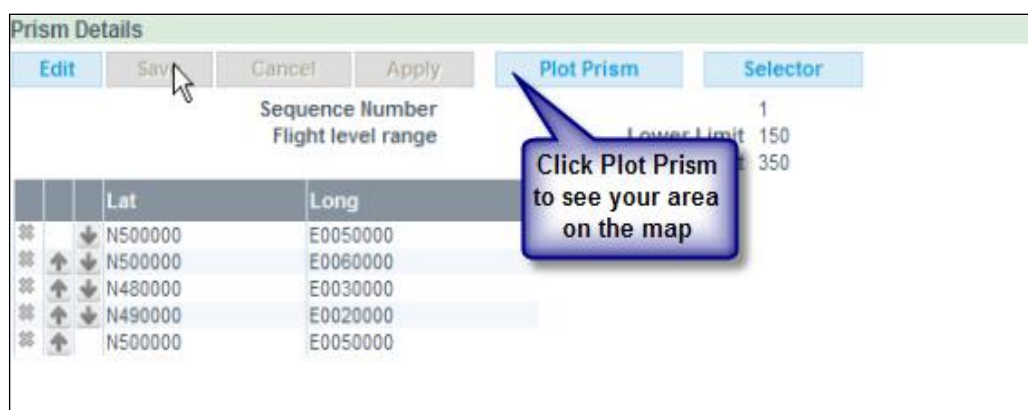
Click Save, the Forecast Area has now been created.



The screenshot shows the 'Prism Details' form. At the top, there are buttons: 'Edit', 'Save', 'Cancel', 'Apply', 'Plot Prism', and 'Selector'. The 'Save' button is highlighted with a blue callout bubble that says 'After validation, click on Save'. Below the buttons, there are input fields for 'Sequence Number' and 'Flight level range' with values '1' and '150' respectively. A table below shows a list of coordinates:

	Lat	Long
✖	N50	E005
✖	N50	E006
✖	N48	E003
✖	N49	E002
✖	N50	E005

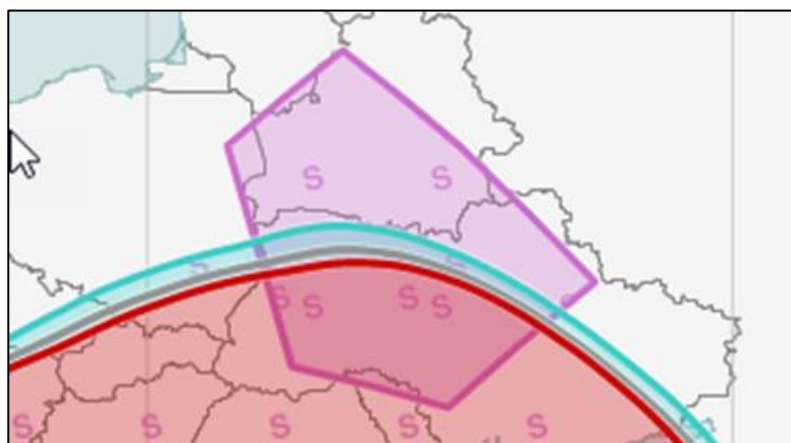
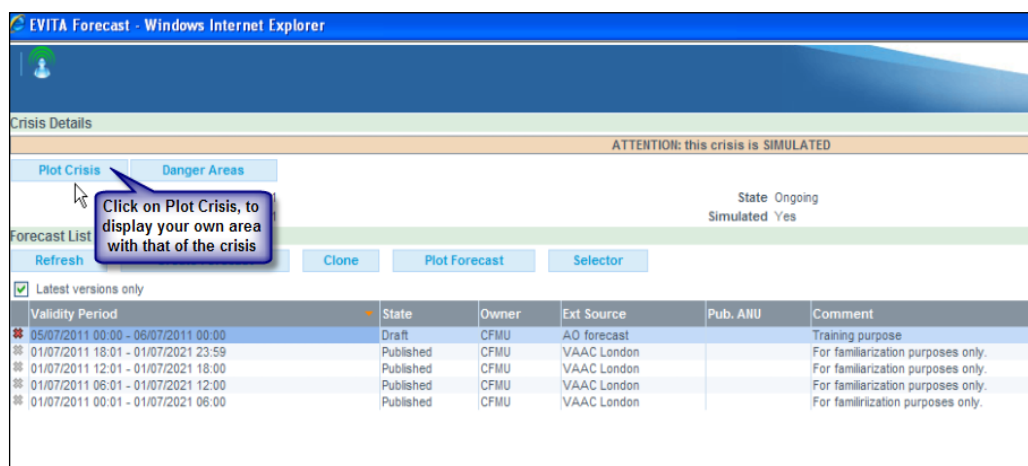
Under Prism Details it is possible to plot this area, click on the **Plot Prism** tab to see it on the map.



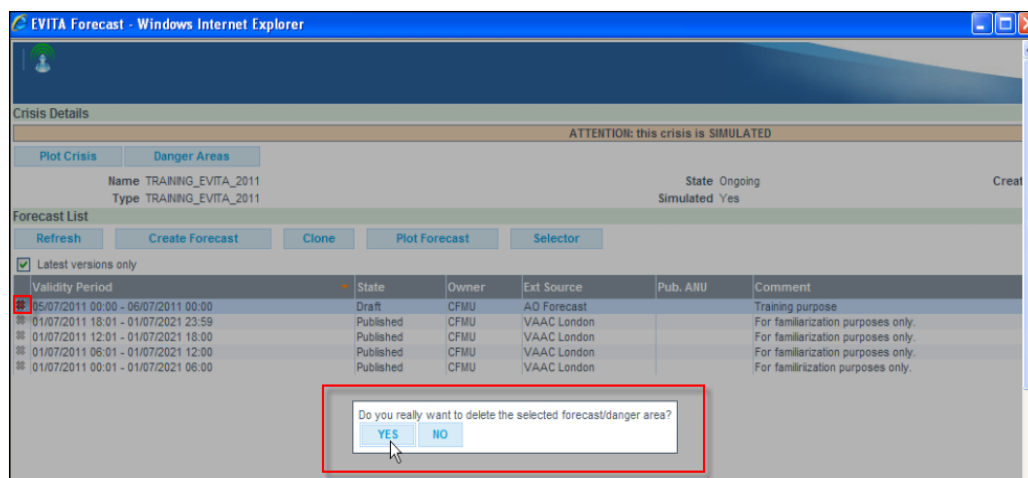
The screenshot shows the 'Prism Details' form with the 'Plot Prism' button highlighted. A blue callout bubble points to the button with the text 'Click Plot Prism to see your area on the map'. The form fields and table are the same as in the previous screenshot.



In order to display the defined area together with all other defined elements of a crisis simply click on **Plot Crisis** in the Crisis Details window.



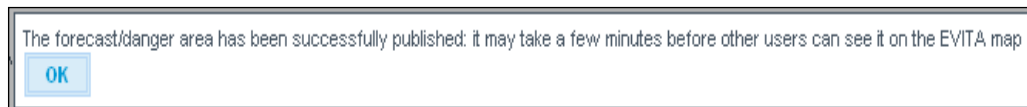
While it is not possible to delete forecasts published by NM, it is possible to delete forecasts created locally as described above (AO area). In the **Crisis Details** select the forecast to be deleted. In the column to the far left of that forecast, click on the x symbol; this will now turn red, and a popup box will be displayed. To delete the forecast press **yes**. Forecasts that do not show the red x cannot be deleted.



## 7.1 Publication of AO Area

Click on **Publish** to publish 'Your Area' in EVITA.

The following report should appear:



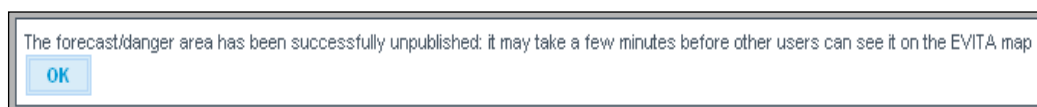
Click on **OK**.

## 7.2 Un-publication of AO Area

When it is necessary to cancel an AO area, the corresponding area must be unpublished first.

In the Forecast Area List, select the concerned AO Area, and in the Forecast Area Details below, click on **Unpublish**.

The following report should be generated:



Click on **OK**.

## 8 Air reports (AIREPs) on volcanic ash

Air Reports (AIREP) are part of EVITA. The following is necessary to know about AIREP:

- Tactical and post-tactical objectives;
- Technical requirements for being able to upload the AIREP on the **protected** NM NOP **portal**/EVITA;
- Roles and responsibilities;
- Communication lines and
- Guidance for accessing and uploading AIREPs on the NM NOP/EVITA.

### 8.1 Tactical and post-tactical objectives

The main tactical and post-tactical objectives are:

- Upload of the AIREP information on the NOP with and without volcanic effects (ash, cloud, smell (e.g. SO<sub>2</sub>), eruption, **clear sky**, etc.);
- Assistance to AOs in decision making process to make the decision to fly or not to fly;
- Access to the AIREP reports by all interested stakeholders, on the first place AOs and ANSPs;
- Comparison by VAAC of Special AIREPs received from ANSPs via MWOs with Special AIREPs on the NOP;
- Data support to MET and other experts and their work on the volcanic forecast.

### 8.2 Roles and responsibilities

The main participants dealing with AIREP are: AOs dispatch offices, ANSPs, EUROCONTROL NM, VAAC, ICAO, MWO, EASA, EACCC, etc.

#### AOs dispatch offices and ANSPs (ATC units)

As shown in the graph below, pilots are the first in the reporting chain. They report directly to ATC on the frequency and/or to their airline dispatch office. After receiving the report from pilots AOs dispatch offices and ANSPs upload the information on EVITA using the AIREP application.

#### EUROCONTROL NM

EUROCONTROL is responsible for the maintenance and the provision of the AIREP link and web page and saving of the stored data.

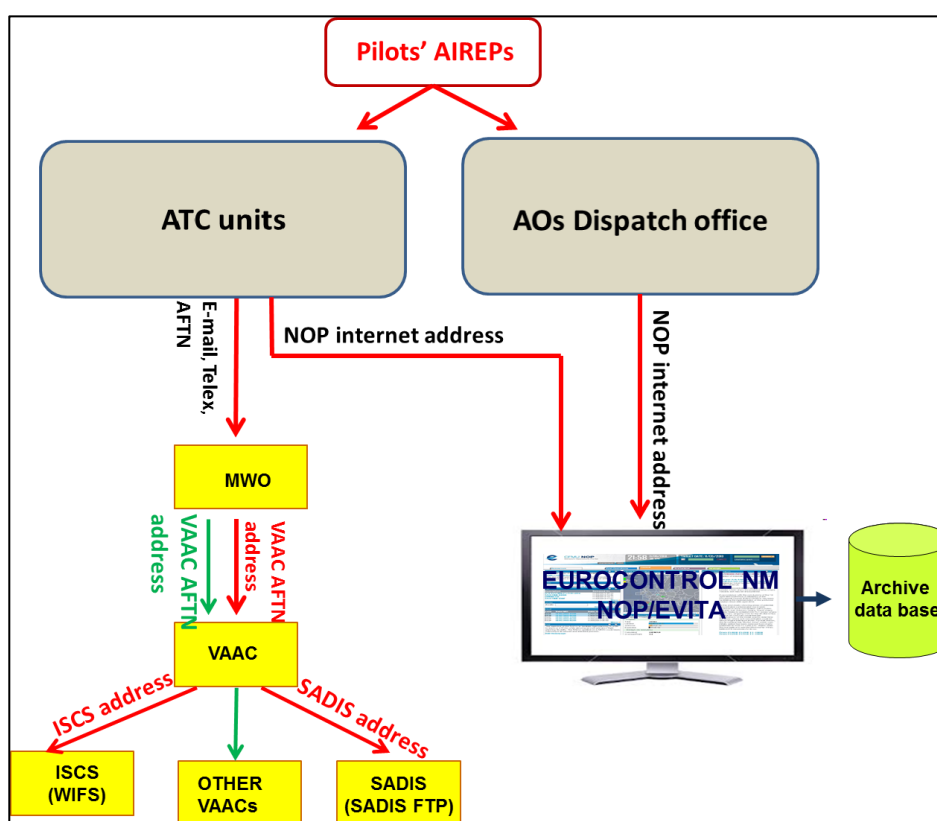
#### Others

Other stakeholders linked with AIREP are information users: VAACs, ICAO, MET watch offices etc. They do not have the role of uploading the information but using it for their purposes.

### 8.3 The communication lines

Special AIREPs will be sent via the following communications lines:

- Airline Dispatch after receiving the Pilot AIREP will upload it on the NM NOP/EVITA and;
- ANSPs after receiving the report from Pilot will upload it on the NM NOP/EVITA. In the majority of cases, ANSPs will do that through the FMP.



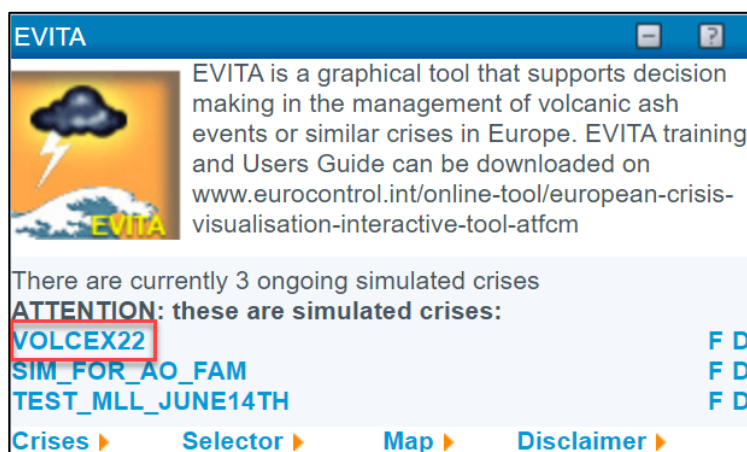
### 8.4 Access AIREP functionality

AIREP forms part of EVITA, **read** access is granted to all users with access to the NM Protected NOP portal. **However, only a defined user group is authorised to publish and manage AIREPs.**

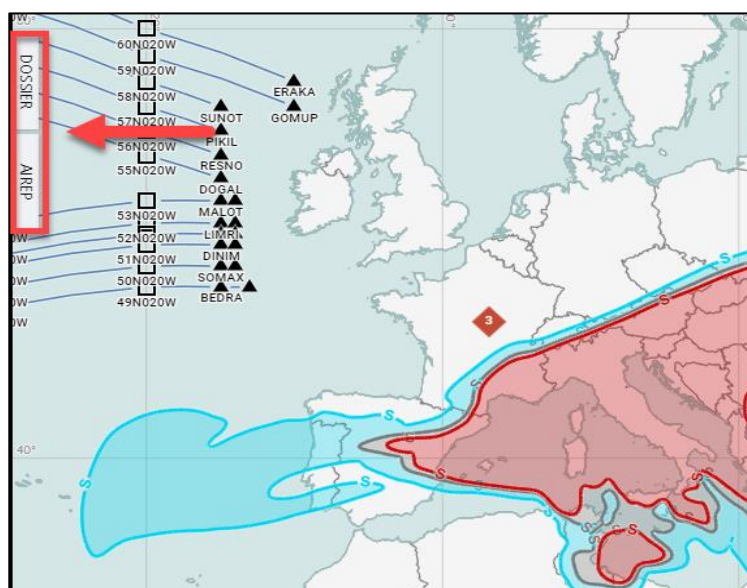
After login to the protected NOP portal, navigate to the EVITA portlet (**further down on the right hand side**).

**The AIREP application is now integrated in the EVITA map. The functionality is therefore accessible by simply opening the map of any existing and active crisis. If no crisis is active, AIREP functionality is not available, i.e. no empty map is opening. AIREPs are also not available for a crisis in the future (exercise pre-view) since no AIREP can be filed for a time in the future in real events.**

To open the map for a crisis, simply click on the name of a crisis.

**Example:****Only one crisis present:****Several crises present – select one:**

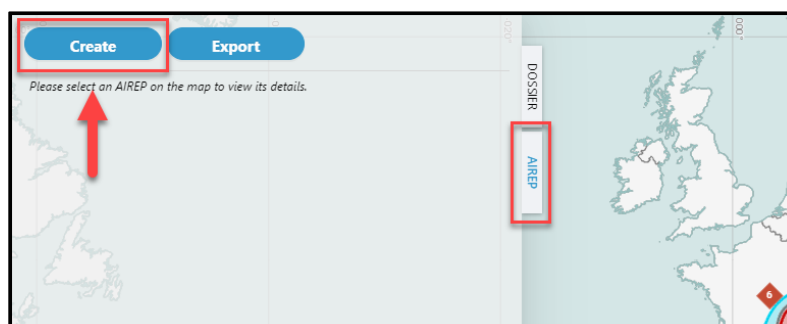
The map opens with the selected crisis. All AIREP related information and functionality is under the tabs DOSSIER and AIREP on the top left hand side.





## 8.5 Create and publish AIREPs

Only authorised token users can enter and publish AIREPs. The Create button is not present for none authorised users.  
Open the AIREP tray and click "Create".



The AIREP input box opens.

### 8.5.1 Crisis (special) AIREP electronic form – explanation of each field

The Crisis AIREP form consists of 3 main sections:

Section 1 - Flight data entry

Section 2 - AIREP SPECIAL– encounter observation

Section 3 - Additional information

All mandatory fields are marked with \* and a red text "Click to enter value". All other fields are optional.

#### 8.5.1.1 Section 1 – FLIGHT DATA ENTRY

Section 1 represents the position of the aircraft at the moment of the encounter observation. It consists of Call Sign, aircraft type, departure aerodrome, destination aerodrome, altitude (Ft or FL), temperature and lat and long coordinates.



## Call Sign

Aircraft radiotelephony call sign represents (aircraft identification) as prescribed in ICAO Annex 10, Volume II, Chapter 5.

The screenshot shows the 'Create' tab of the flight data entry system. The 'Call sign' field is highlighted with a red box. Below it, there are fields for 'Type of aircraft', 'Direction', 'Destination', 'Right Level or Altitude', 'Temperature', and 'Coordinates'. Further down, there are sections for 'AEP SPECIAL - Encounter observations', 'Date & time (UTC)', 'Type of encounter', 'Right Level or Altitude', 'Observation at', 'Coordinates', 'Speed', 'Direction', and 'Additional information'. At the bottom, there are fields for 'Alt cloud density', 'Alt cloud color', 'Eggs', 'Turbulence', and 'Position activity'.

## Type of aircraft

The aircraft designator is specified in ICAO Doc 8643. Enter Aircraft Type Designators or if no such designator has been assigned, or in case of formation flights comprising of more than one type, insert ZZZZ and specify in the field 'Additional information'.

This screenshot is identical to the one above, showing the 'Create' tab of the flight data entry system. The 'Type of aircraft' field is highlighted with a red box.

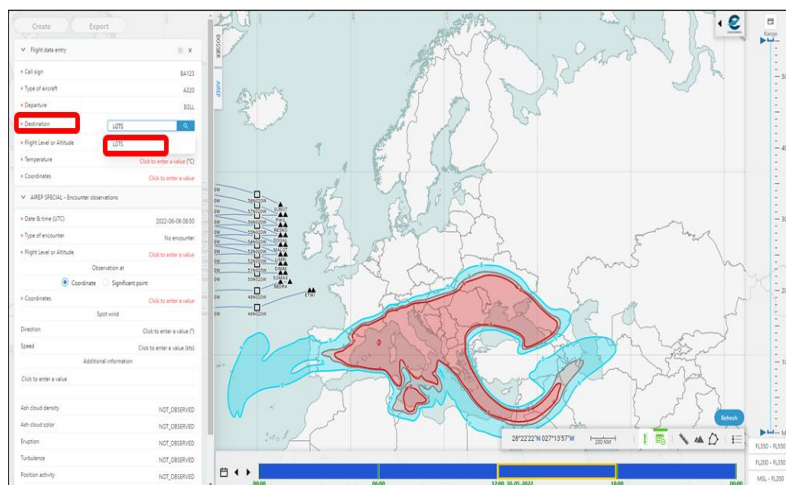
## Aerodrome of departure

Departure airport represents the ICAO four-letter location indicator as specified in Doc 7910. To upload the four letter designator click on the drop-down menu and choose the correct airport. If it is ZZZZ, specify it in 'Additional information'.

This screenshot shows the 'Create' tab of the flight data entry system. Both the 'Destination' and 'Type of aircraft' fields are highlighted with red boxes. The 'Destination' field is a dropdown menu, and the 'Type of aircraft' field is a text input.

## Aerodrome of destination

Destination airport represents the ICAO four-letter location indicator as specified in Doc 7910. To upload the four letter designator click on the drop-down menu and choose the correct airport. If it is ZZZZ, specify it in 'Additional information'.



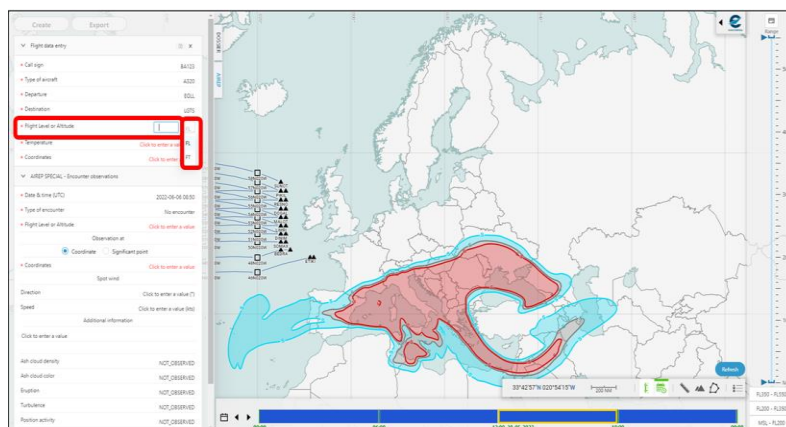
The screenshot shows a flight data entry form with a map of Europe in the background. The 'Destination' field is highlighted with a red box. The field is currently set to 'ZZZZ'. Other fields visible include 'Call sign', 'Type of aircraft', 'Temperature', 'Coordinates', 'Date & time (UTC)', 'Type of encounter', 'Flight level or altitude', 'Direction', 'Speed', 'Additional information', 'Air cloud density', 'Air cloud color', 'Elevation', 'Turbulence', and 'Reaction activity'.

## Altitude

Altitude is expressed in Feet (FT) and Flight Level (FL). It is a mandatory field. Altitude in Feet (FT) is expressed in thousands of feet, up to four numeric (e.g. 3500) when on QNH.

Flight Level is expressed in Feet, by three numeric (e.g. 250; 320) when on standard pressure altimeter setting.

To enter the value, select FT or FL and enter the value (e.g. FL330).



The screenshot shows the same flight data entry form as above, but with the 'Flight level or altitude' field highlighted with a red box. The field is currently set to 'FL'. The map in the background shows a different location, with coordinates 33°42'57"N 003°34'17"W displayed.

## Air Temperature (C°)

Air temperature for the altitude at which the aircraft was at the moment of the encounter observation and is expressed in Celsius (e.g. -23; +1.).

The screenshot shows the EUROCONTROL AIREP form with the 'Coordinates' field highlighted in red. The form includes the following fields:

- Call sign: 84123
- Type of aircraft: A320
- Departure: BGL
- Destination: LTT
- Flight level or altitude: FL330
- Temperature: 12°C
- Coordinates: (highlighted in red)
- Date & time (UTC): 2022-04-04 08:00
- Type of encounter: No encounter
- Observation at: Coordinate
- Spot wind: (empty)
- Direction: (empty)
- Speed: (empty)
- Additional information: (empty)
- Ash cloud density: NOT\_OBSERVED
- Ash cloud color: NOT\_OBSERVED
- Eruption: NOT\_OBSERVED
- Turbulence: NOT\_OBSERVED
- Position activity: NOT\_OBSERVED

The map shows the aircraft's position over the Atlantic Ocean, with a red area indicating the encounter zone. The coordinates displayed on the map are 50°10'39"N 020°15'14"W.

### Coordinates (Position report)

**Coordinates (Position report) of the aircraft, presented with LATITUDE and LONGITUDE at the moment of the encounter observation.**

**Latitude is presented in degrees as 2 numeric, minutes and seconds in 2 numeric values between 1-59 (e.g. 4620).**

**Longitude is presented in degrees as 3 numeric, minutes and seconds in 2 numeric values between 1-59 (e.g. 07805) and defining "East" or "West".**

The screenshot shows the EUROCONTROL AIREP form with the 'Coordinates' field highlighted in red. The form includes the following fields:

- Call sign: 84123
- Type of aircraft: A320
- Departure: BGL
- Destination: LTT
- Flight level or altitude: FL330
- Temperature: 12°C
- Coordinates: (highlighted in red)
- Date & time (UTC): 2022-04-04 08:00
- Type of encounter: No encounter
- Observation at: Coordinate
- Spot wind: (empty)
- Direction: (empty)
- Speed: (empty)
- Additional information: (empty)
- Ash cloud density: NOT\_OBSERVED
- Ash cloud color: NOT\_OBSERVED
- Eruption: NOT\_OBSERVED
- Turbulence: NOT\_OBSERVED
- Position activity: NOT\_OBSERVED

The map shows the aircraft's position over the Atlantic Ocean, with a red area indicating the encounter zone. The coordinates displayed on the map are 61°18'27"N 020°59'25"W.

### 8.5.1.2 Section 2 – CRISIS AIREP – Encounter observation

**Section 2 represents information about the encounter observation and is obligatory. It consists of: date and UTC time, type of the encounter, encounter altitude, location expressed in lat and long coordinates, description of the point with the bearing and distance in NM and spot wind with the direction and speed in Kts (knots).**

### Date and UTC time

The date is the actual date of the encounter observation and is expressed in day (two numeric), month (two numeric) and year (four numeric). Time is UTC time expressed in hours (two numeric) and minutes (two numeric). The date and UTC time is a mandatory field

In order to upload the date and time from the calendar chose the date and the time, which is on the right side of the calendar. The time can also be entered in the date/time field. After that press OK.

### Type of encounter observed

From the drop-down menu, choose one of the items: Cloud, Ash, Eruption, Smell, Other or NO ENCOUNTER.

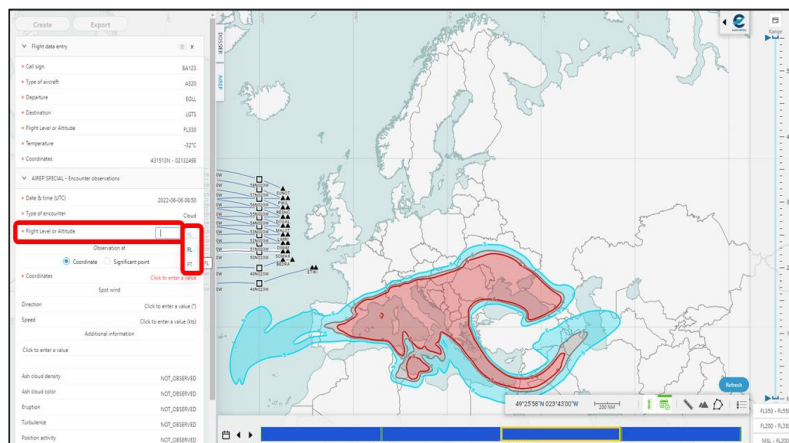


## Altitude of the encounter observed

Altitude is expressed in Feet (FT) and Flight Level (FL). It is a mandatory field. Altitude in Feet (FT) is expressed in thousands of feet, up to four numeric (e.g. 3500) when on QNH.

Flight Level is expressed in Feet, by three numeric (e.g. 250; 320) when on standard pressure altimeter setting.

To enter the value, select FT or FL and enter the value (e.g. FL330).

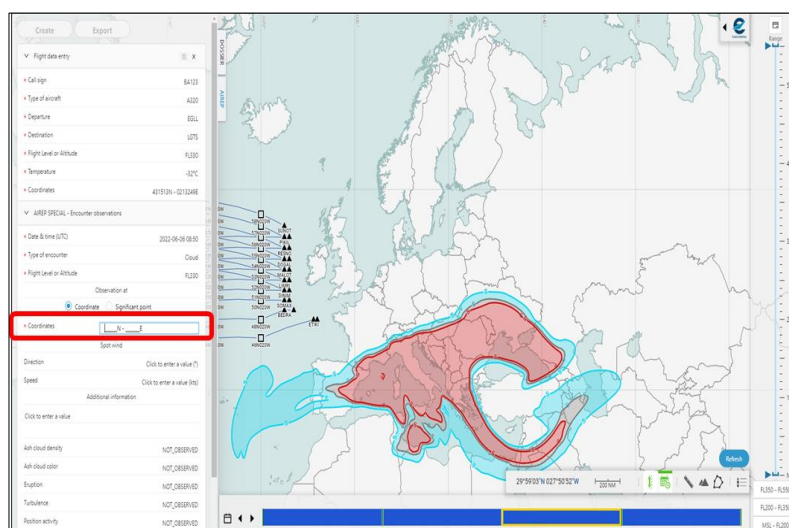


## Encounter observed at – Coordinates

Coordinates of the encounter observed are expressed in LATITUDE and LONGITUDE at the moment of the observation.

Latitude (N/S) is presented in degrees (2 numeric) and minutes (2 numeric) and seconds (two numeric) with values between 1-59 by defining N/S (e.g. 462023N).

Longitude (E/W) is presented in degrees (3 numeric) and minutes (2 numeric) and seconds (2 numeric) with values between 1-59, by defining "East" or "West" (e.g. 0780504W). Filing coordinates is the most preferred and mandatory for defining the location of the encounter. If coordinates are provided there is no need for filing "Point" or "Bearing" and vice versa. When either "Point" or "Bearing" is provided, the report can be saved without coordinates.



## Encounter observed – Bearing from a point

The observed encounter can be defined by the name of the closest point (2-5 numeric depending of the type of the point – NDB, VOR, five letter name code) followed by the magnetic bearing (3 numeric) and distance in nautical miles from the point (e.g. DUB 180 40 NM; BENAM 150 30NM; LN 090 55NM.).

## Spot wind during of encounter observation

Spot wind is describing the wind direction (degrees) and speed (knots). Direction is given in three numeric (e.g. 090) and speed is given in three numeric (e.g. 085).

### 8.5.1.3 Section 3 – ADDITIONAL INFORMATION

Section 3 gives additional information about the observed encounter and ZZZZ in the aircraft type, ADEP and ADES fields. There is a **free text** field and some drop-down menus.

#### Additional information free text

Free text of the observed encounter, aircraft type, ADEP and ADES should not have more than 255 characters. It should contain information other than what is already contained in the drop-down menus.

The screenshot shows the AIREP form interface. The 'Additional information' dropdown menu is highlighted with a red box. The form contains the following fields:

- Call sign: 84123
- Type of aircraft: A320
- Departure: BSL
- Destination: LPT
- Flight level or altitude: FL330
- Temperature: -27°C
- Coordinates: 48°19'30"N 02°12'46"E
- AIREP SPECIAL - Encounter observations:
  - Date & time (UTC): 2022-09-08 08:50
  - Type of encounter: Cloud
  - Flight level or altitude: FL330
  - Observation at:
    - Coordinate: 48°19'30"N 02°12'46"E
    - Spot wind: 120°
    - Speed: 120kts
  - Additional information: (dropdown menu highlighted with a red box)
- Ash cloud density: NOT\_OBSERVED
- Ash cloud color: NOT\_OBSERVED
- Eruption: NOT\_OBSERVED
- Turbulence: NOT\_OBSERVED
- Reaction activity: NOT\_OBSERVED
- Other observed feature: NOT\_OBSERVED
- Effect on aircraft: NOT\_OBSERVED

### Additional information drop-down menu

For each item of the drop-down menu choose the description that fits best to the observed encounter. Choose 'Not observed' if it does not correspond to the observation.

The screenshot shows the AIREP form interface with the 'Additional information' dropdown menu open. The options are:
 

- White cloud in front of us
- Ash cloud density: NOT\_OBSERVED
- Ash cloud color: NOT\_OBSERVED
- Eruption: BLACK
- Turbulence: DARK\_ORGY
- Reaction activity: LIGHT\_FLASH
- Other observed feature: NOT\_OBSERVED
- Effect on aircraft: OTHER
- Other effects: NONE

 The 'Additional information' dropdown menu is highlighted with a red box.

### 8.5.2 Publication of an AIREP

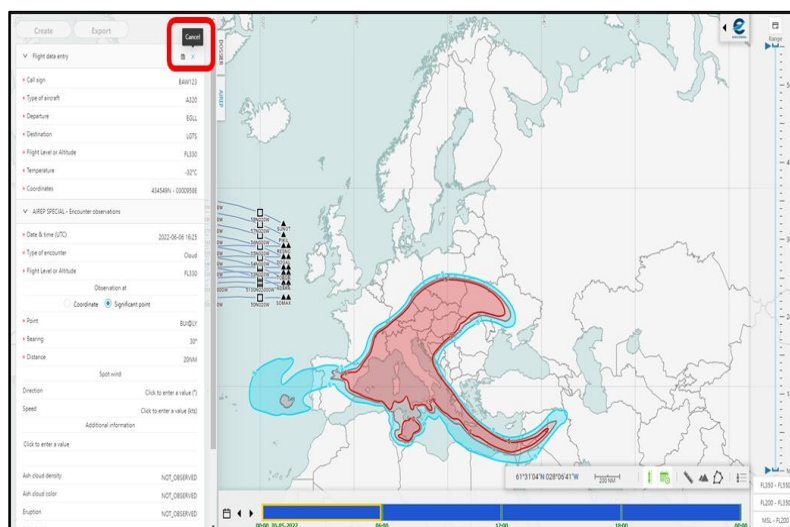
When at least all mandatory fields of a Crisis AIREP are completed, push the button Publish. Upon publishing the report, it is uploaded on the map.

The screenshot shows the AIREP form interface with the 'Publish' button highlighted with a red box. The form contains the following fields:

- Call sign: 84123
- Type of aircraft: A320
- Departure: BSL
- Destination: LPT
- Flight level or altitude: FL330
- Temperature: -27°C
- Coordinates: 48°19'30"N 02°12'46"E
- AIREP SPECIAL - Encounter observations:
  - Date & time (UTC): 2022-09-08 08:50
  - Type of encounter: Cloud
  - Flight level or altitude: FL330
  - Observation at:
    - Coordinate: 48°19'30"N 02°12'46"E
    - Spot wind: 120°
    - Speed: 120kts
  - Additional information: (dropdown menu)
- Ash cloud density: NOT\_OBSERVED
- Ash cloud color: WHITE
- Eruption: NOT\_OBSERVED
- Turbulence: NOT\_OBSERVED
- Reaction activity: NOT\_OBSERVED
- Other observed feature: NOT\_OBSERVED
- Effect on aircraft: NOT\_OBSERVED

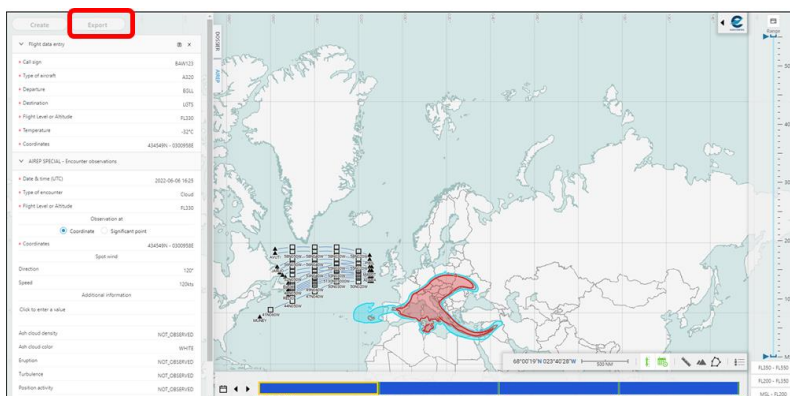
### 8.5.3 Cancel an AIREP

To cancel an AIREP, push the cross icon. Only the originator AO or FMP of the upload has the right to cancel a specific AIREP.



### 8.5.4 Export AIREPs into a .csv file

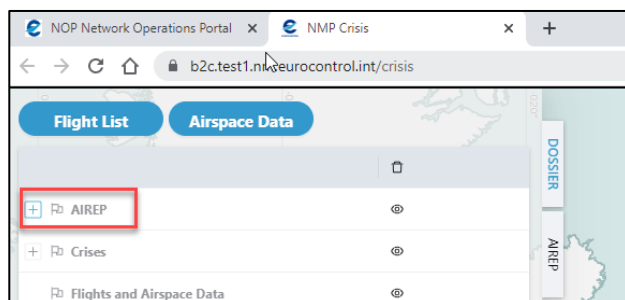
To export 'Published' AIREPs into a CSV file press the button 'Export'. The CSV file is the transition step towards the move of reported AIREPs into an excel sheet and allows production of statistics. Sorting of the elements is done in the produced file.



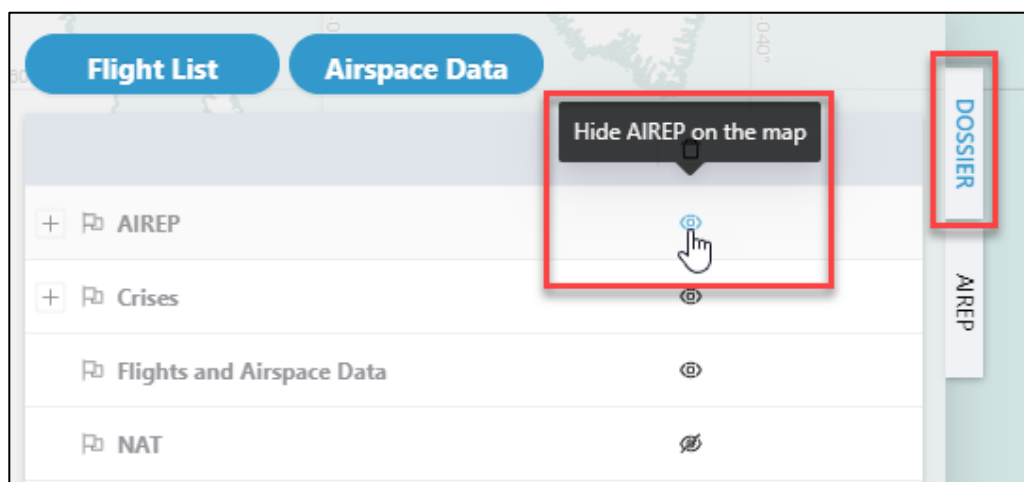
## 8.6 Dossier Tray – manage AIREP display elements

Click on the DOSSIER tab and the tray opens. Click on the + symbol next to AIREP.

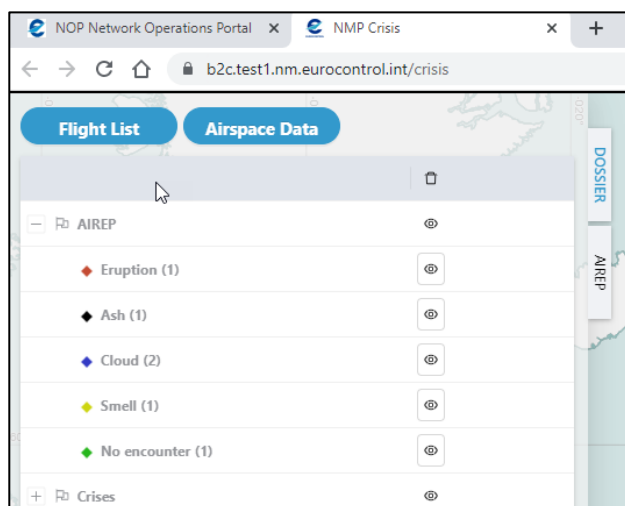






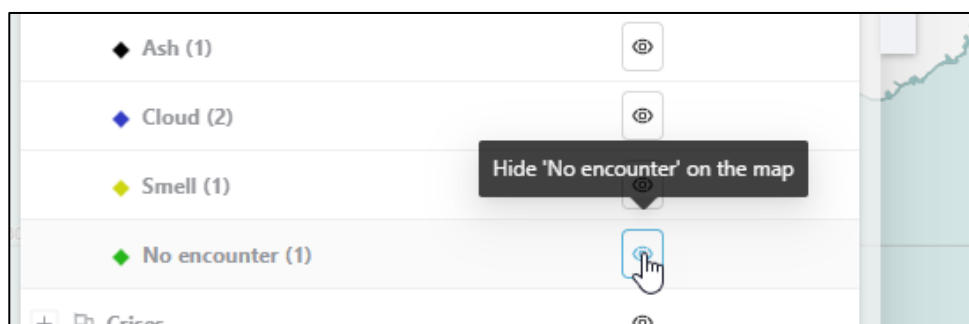
To hide ALL AIREPS from the map, click on the "eye symbol". To unhide click again.



All currently active AIREP types are listed with the amount of each type (Eruption, Ash, Cloud, Smell and No encounter).

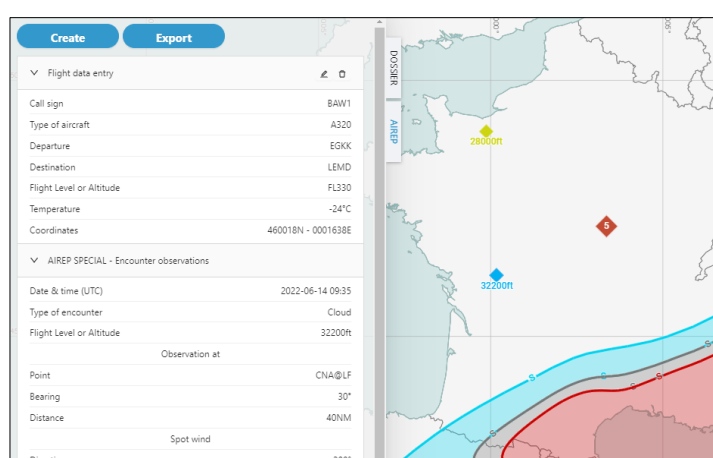


It is now possible to determine which AIREP type(s) should be displayed. Pressing the  and  icons either show or hide an AIREP type on the map. Via the same symbol next to the text AIREP, all AIREPS are hidden/displayed.



The **published** reports **are** plotted on the EVITA map together with the ash cloud **forecast**, flights, **NAT tracks**, airspaces or local areas.

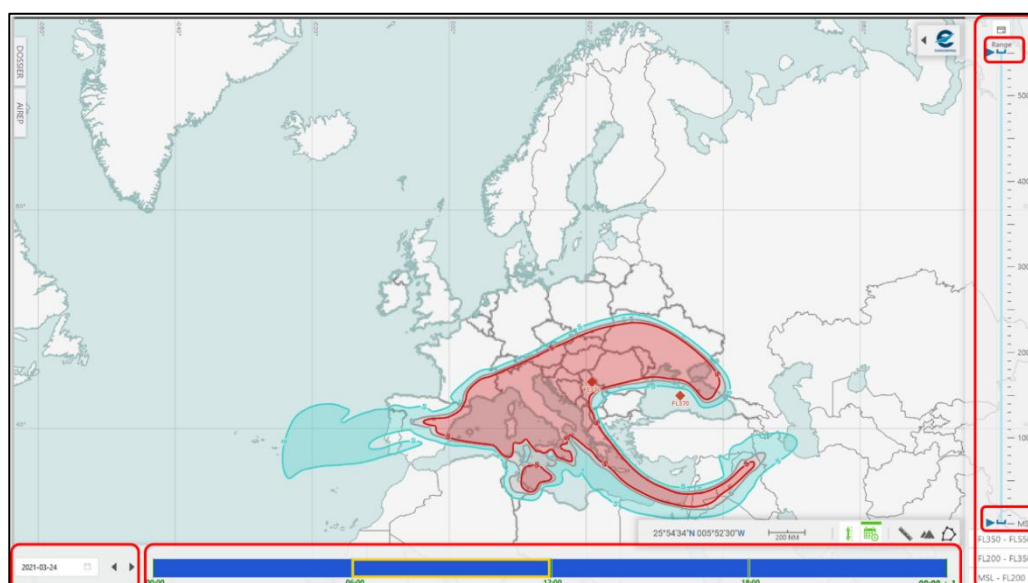
**When clicking on any AIREP on the map, the AIREP tray opens with the details.** Various filter capabilities **exist**.



## 8.7 Filter AIREPs

The map provides some filters to refine the display of the AIREP reports:

- Time: select time line corresponding to the 6 hours ash cloud forecasts
- Flight Level: filter by flight level
- Dossier: hide/unhide AIREPs on the map



### Filter by time

The time line is at the bottom of the map, next to the calendar.

It consists of four time blocks. Each time block covers the six hours display period of an ash cloud snapshot from the Volcanic Ash Advisory Centre: 00.00–06.00; 06.00–12.00; 12.00–18.00; and 18.00–00.00. To see AIREPs within a specific date and time block, select the date within the calendar on the left bottom side of the map and by clicking on one of the four time blocks select the time block of six hours.



**Please note:** AIREPs are real time observations, so no plots are possible in a future time block. Observations too far in the past are also not relevant any longer. We will therefore only display AIREP in the present time block AND the previous one.

Example: An AIREP for 13:30 will be displayed in the current time block 1200-1800 and in the previous block 0600-1200.

### Filter by Flight Level

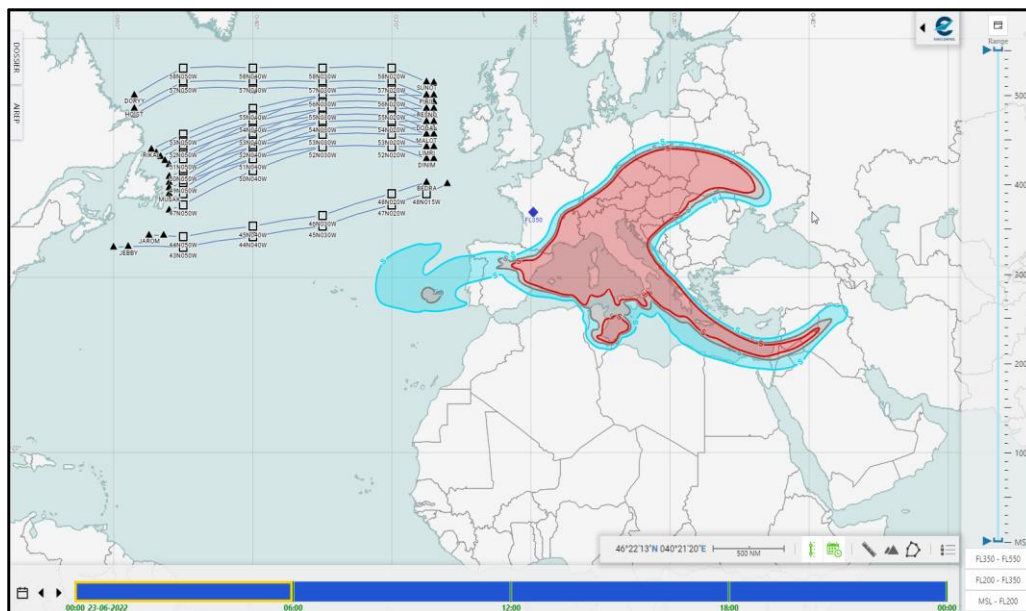
On the right hand side of the map is the FL filtering tool. To see AIREPs within a certain range of FLs set the filtering with the blue arrows or the 3 pre-defined level bands.

This function works as described in section 8.1 Level Bands.

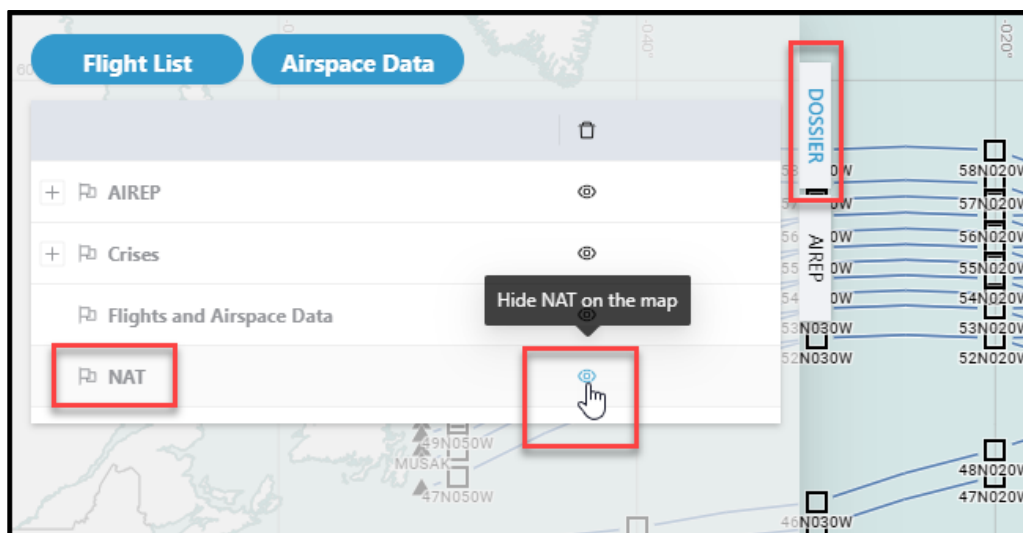
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## 9 NAT tracks

When opening the map for the current day or a day in the recent past, the east and/or westbound North Atlantic tracks are displayed. The NAT tracks display is standard turned on but can be hidden anytime.



To hide the NAT tracks, open the DOSSIER tray and click on the “eye symbol”. To unhide click again.



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## 10 EVITA map functionality

A dedicated e-learning module is available online as described in [section 1.6](#).

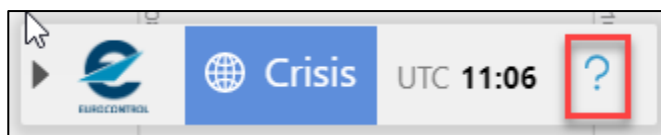
In addition, EVITA map functionality is described in the Help File of the NOP Portal. It can be accessed from two places:

### **Access the online help files from the map info tray**

At the top right corner of the map click on the arrow to open the info tray.

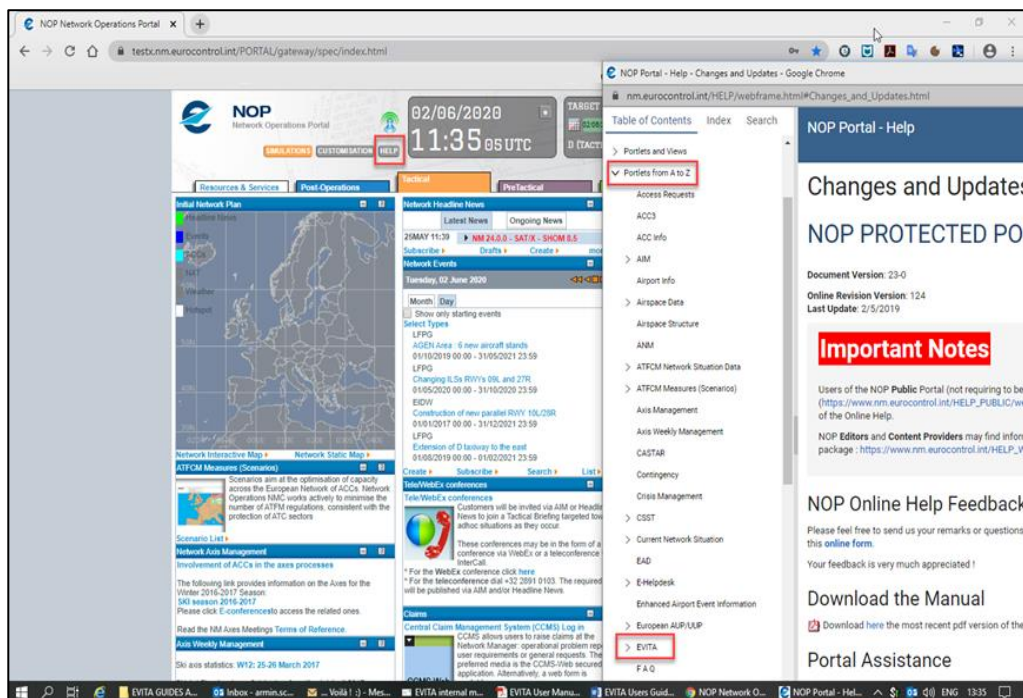


Select the ? symbol to open the help file.

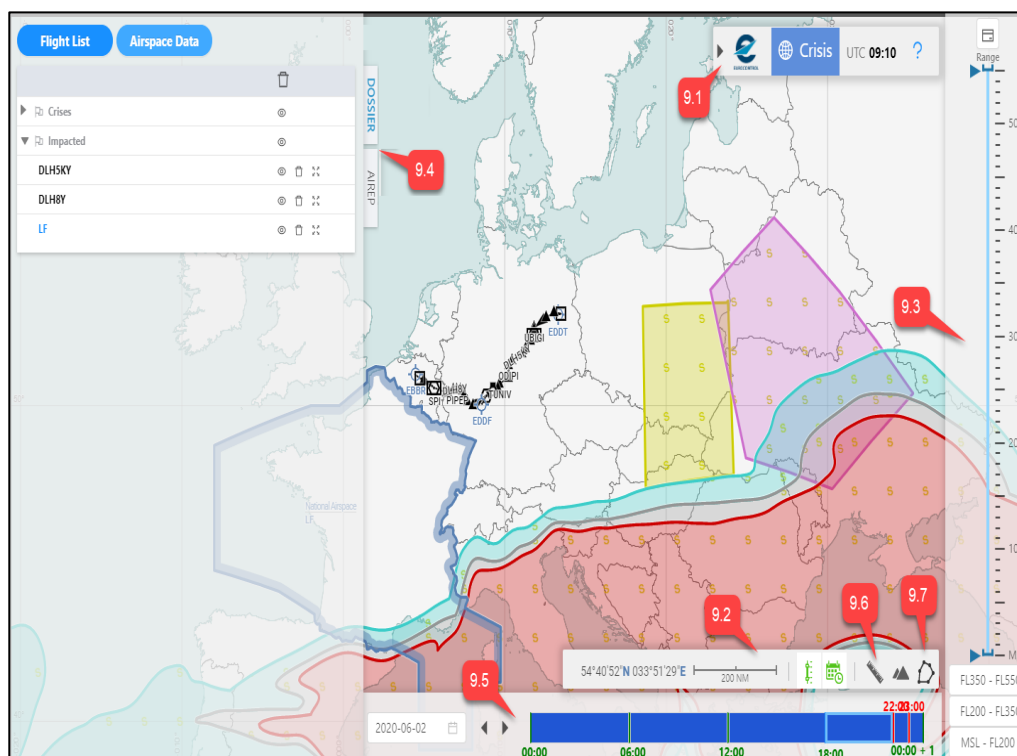


### **Access the online help files from the NOP portal**

After login to the Restricted NOP Portal the Help file can be accessed via the menu on the left of the date/time field. From the Table of Contents expand Portlets from A to Z and then > EVITA.



The following overview shows the section numbers where the corresponding map items are explained.



## 10.1 Info Tray

The Info Tray is located at the top right hand corner of the Map.

- 1 Click on the Expand arrow to open the Info Tray:



- 2 Collapse arrow - to close the Info Tray
- 3 Company logo
- 4 Map type and UTC Time
- 5 Link to Help files




## 10.2 Map Controls

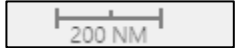
A series of controls and indications are grouped at the bottom of the Map display:








They comprise the following features:


 Coordinates: Indicates the coordinates of the point designated by the tip of the mouse pointer.


 Scale: Indicates the scale of the map as set by the current zoom factor (ranges from 2 NM to 2000 NM).

 LevelBand: EVITA objects are defined for a given altitude or range. Make use of this tool to get to see the object as defined at the desired flight level.

 Timeline: Navigate back and forth in time. Visually reflect the changes to objects in the course of the day, the week, the year, based on their specific timestamp and validity.

 Measuring tool: Allows you to measure distances on the map.

 Vertical view: Displays the vertical definition for a given selected flight.

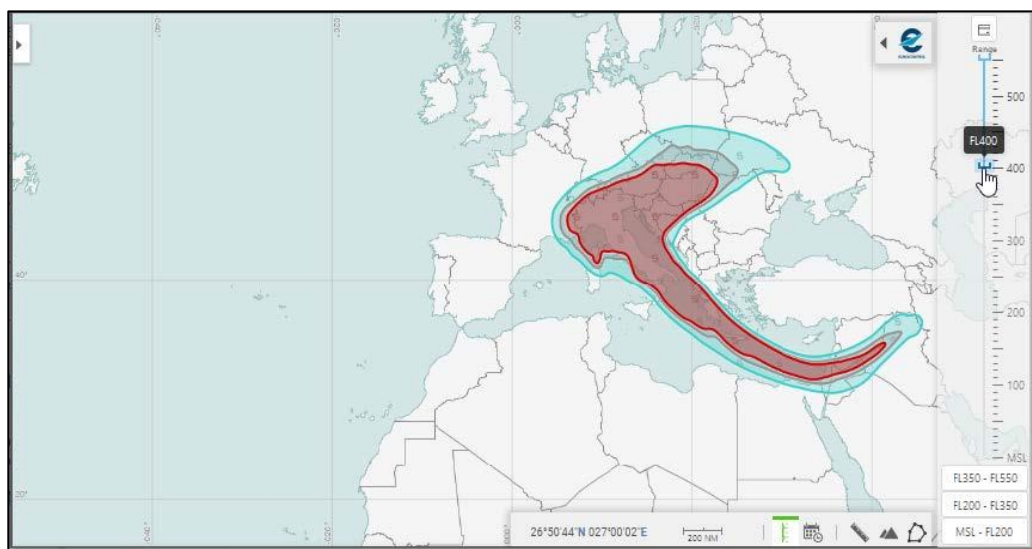
 Area drawing tool: Used to draw polygons and export resulting coordinates.

## 10.3 Level Band

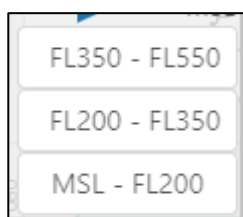
The **Levelband** serves to specify the **Range** inside which *Entities* and all related objects are to be drawn or displayed on the map. By default, the Range is **MSL > FL550**.

### 10.3.1 Range Mode

To specify a given **Range**, use the mouse pointer to set the *Upper* and/or *Lower* slider to the desired value.




Alternatively, one of the predefined *Range buttons* can be used.



### 10.3.2 Slice Mode

The Slice mode selects a single FL value that can be moved up or down the scale.

 Use this button located on top of the vertical FL scale to toggle between Range and Slice mode.

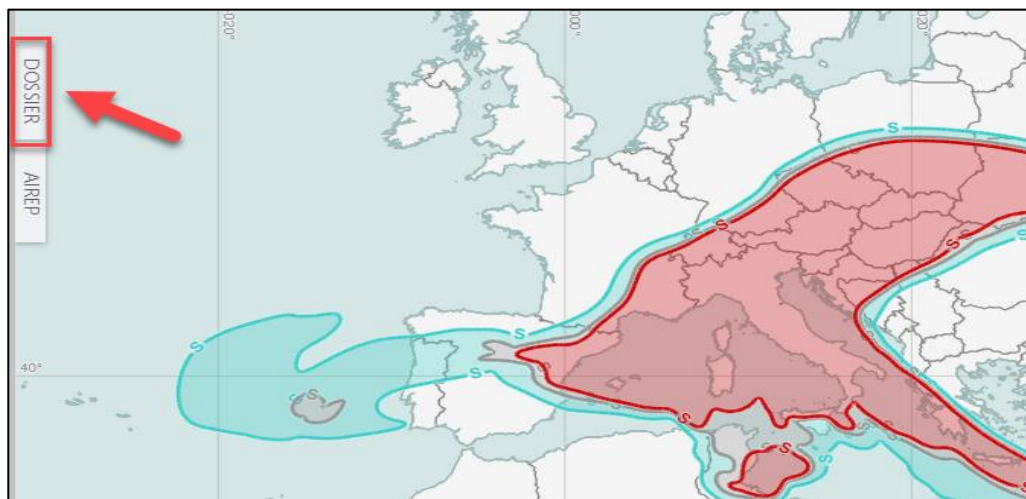
## 10.4 Map Dossier and AIREP drawer

In the map DOSSIER all elements called for display on the map are listed. There are various possibilities to change how the information is displayed.

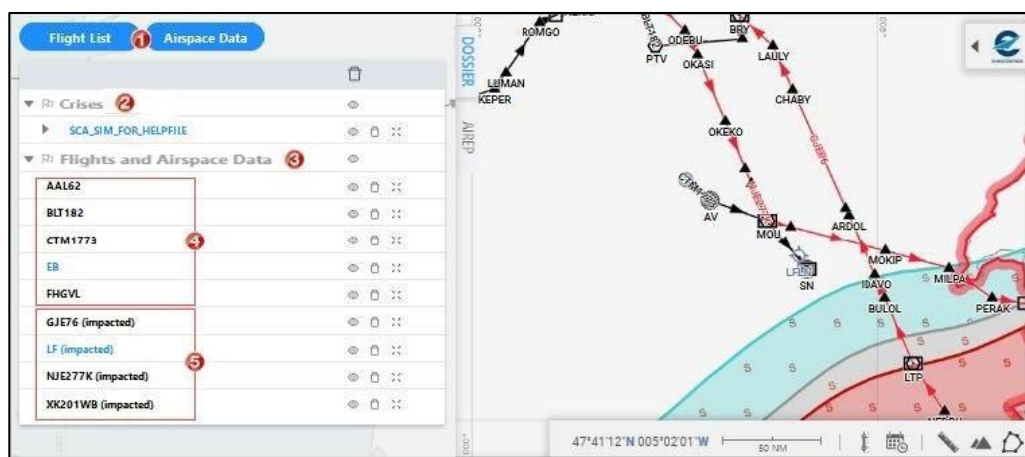
In the AIREP drawer the complete description of a special air report (AIREP) is given when an AIREP symbol is available and selected from the map (through mouse click).

### 10.4.1 Map dossier

Click on DOSSIER to expand the tray.



Once opened, the *Map Dossier* displays the various layers and objects related to the current map view:



① The **Flight List** and **Airspace Data** buttons respectively open the corresponding *Flight List* and *Airspace* detached views from the NOP for further action.

② The first section is labelled **Crises**, and lists all elements of the *Crisis* as selected in the **Evita Selector**.



③ The second section lists all **Flights and Airspace Data** previously selected in the *Flights* or *Airspace Data* portlets (impacted or not).

④ Items not impacted are shown without comment.

⑤ Impacted items are marked **(impacted)**.

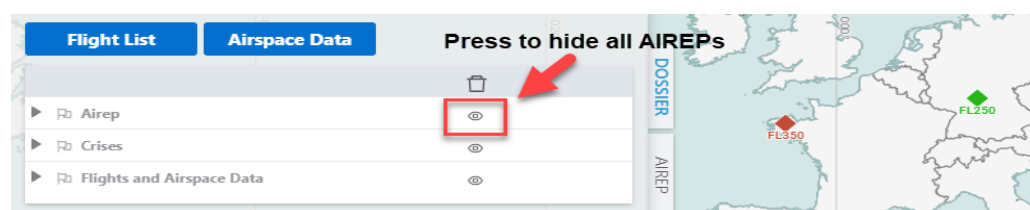
#### 10.4.1.1 Map Dossier functions and commands

##### 10.4.1.1.1 Show/Hide object

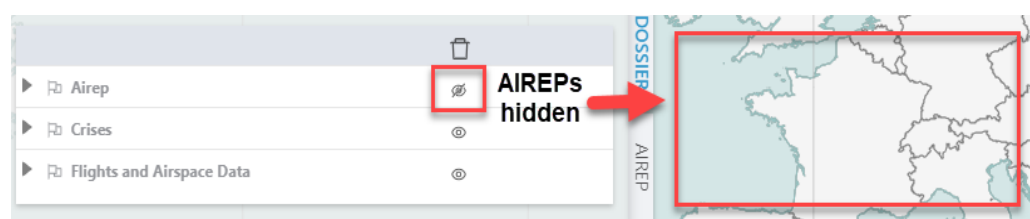
Using the  and  icons toggles the visibility state of the corresponding layer on/off.

##### 10.4.1.1.2 Show/hide all AIREPS

With the  and  icons the AIREPs can be hidden/displayed on the map.



All AIREPs hidden.



Click on  to show the AIREPs again.

### 10.4.1.1.3 Delete entry



Use the **Delete** command to remove the corresponding entry from a list or from the map. **Warning: at top level, the Delete command removes the whole table content.**

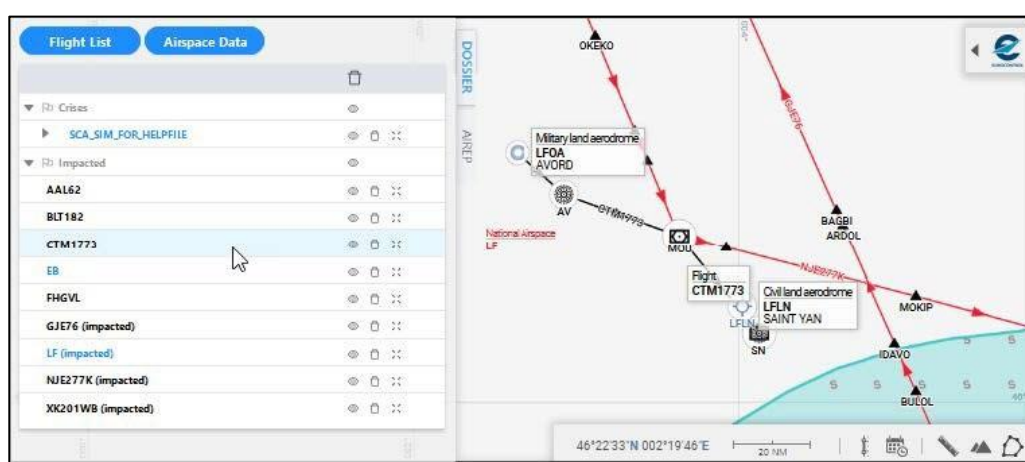
### 10.4.1.1.4 Fit/Unfit



Use the Fit command: the selected object(s) fully occupy the available map space.

### 10.4.1.1.5 Details

Mouse over a given row in the list to highlight the item - in this example, the *Flight CTM1773*:

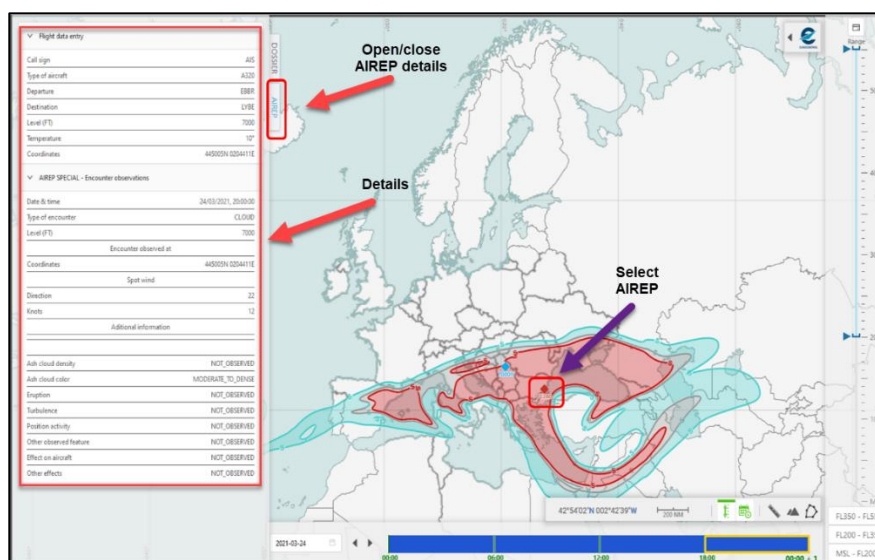


## 10.4.2 AIREP details

Whenever an AIREP is published, it can be displayed on the map. Once displayed, all details of the individual AIREPs can be viewed.

Click with the mouse pointer on an AIREP on the map. Open the AIREP drawer. The details for the selected AIREP are shown.

To close the drawer simply click on AIREP again.



AIREPs can be hidden from the map completely in the drawer DOSSIER as explained in 9.4.1.1.1.

## 10.5 Timeline

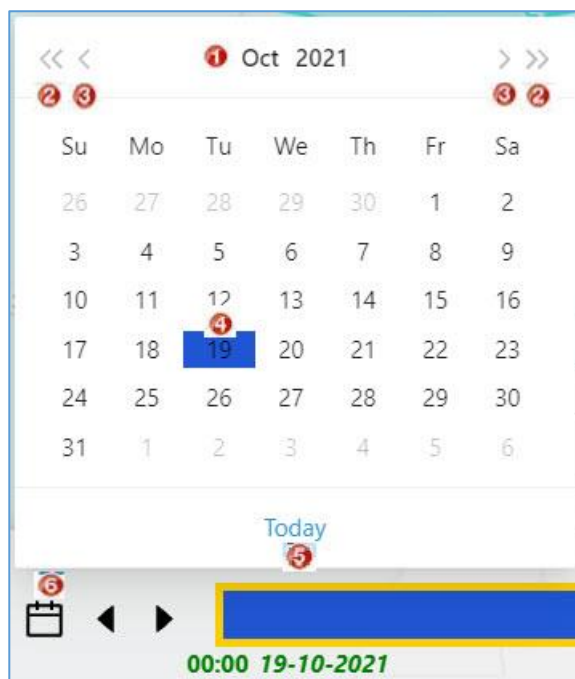
Objects and layers plotted on the EVITA map have a specific timestamp and validity and so may vary in the course of the day, the week, the year.

### 10.5.1 The Timeline component

Allows to specify the period for which the crisis events are plotted on the map.



### 10.5.2 Date Picker



- ① The current **Month, Year**,
- ② Backward and forward incremental navigation from **Year** to **Year**,
- ③ Backward and forward incremental navigation from **Month** to **Month**,
- ④ Against a solid colour background, date(s) for which a **Forecast** or **Danger Area** is available,
- ⑤ Shortcut to select **Today** from any calendar page,
- ⑥ Date picker symbol to open the calendar. To close, a date needs to be chosen.

### 10.5.3 Time Controller

The Time controller provides a simple means to move the time pointer back and forth and have the layers dynamically reflect the changes.

The timeline is divided in 6-hours blocks of different colours and indicates when a forecasted event is available for display at a given time segment:



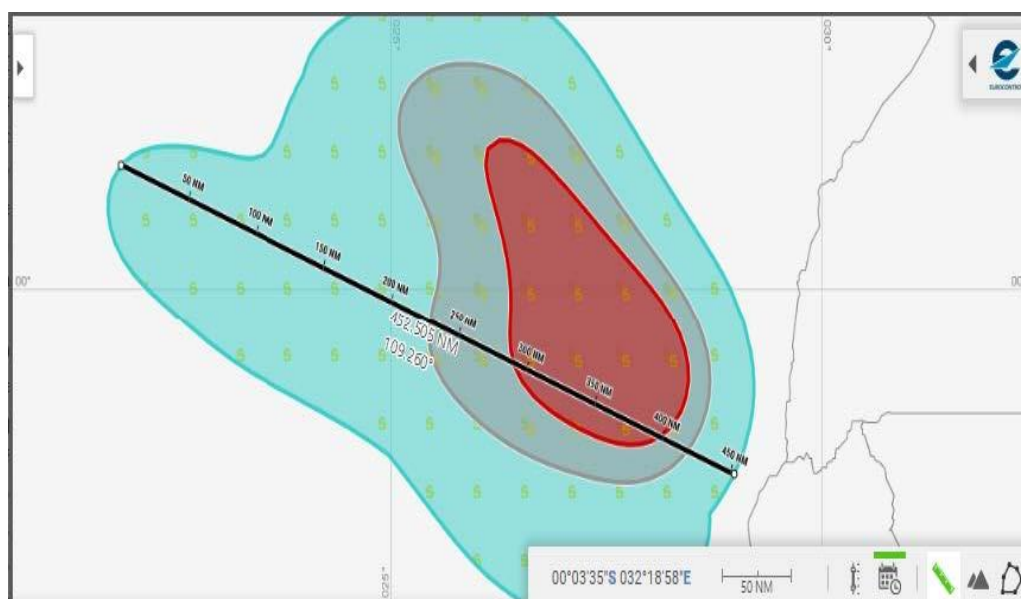
- ① Green indicates that there are forecasts for two crises for that time range,
- ② Dark blue is used for one crisis forecast of one crisis,
- ③ White indicates that no forecast is to display for that time range.

### 10.5.3.1 Navigation

1. Use the *Backward* / *Forward* arrows to scroll the timeline back or forth.
2. Click inside a time range block to display the corresponding forecast, if any available or otherwise made (in) visible by means of the other map controllers.

## 10.6 Measuring Tool

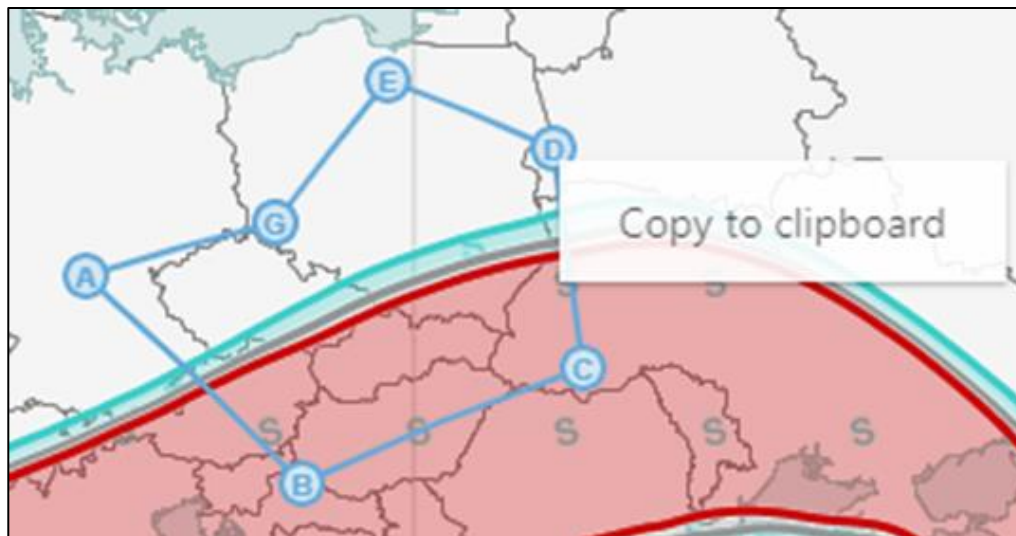
This tool allows drawing straight segments between locations identified by a sequence of left-click selections. It computes the segment length and the running total length based on the sum of the shortest distances on great circle to go from one point to another point, expressed in NM.





## 10.7 Area Drawing Tool

The Area drawing tool allows to draw complex polygons directly on the Map.



- Click to sequentially add points to the closed path
- Double click to finish adding points
- If necessary, select individual points and move them to reshape the path.

When done, export the coordinates of the points forming the polygon:

Right click to **Copy to clipboard...** and paste in the desired field or document (i.e. to create a local area on the map, see chapter 7).

## 10.8 Mouse controls

Several mouse actions are available to change the way content is displayed:

### 10.8.1 Zooming

#### Wheel controls

*Roll up to zoom in - roll down to zoom out*

**Tip:** Press and hold the [Ctrl] key down while rolling up or down the mouse wheel to get smaller/finer increments.

#### Click controls

*Left-Double-click to zoom in - Right-double-click to zoom out*

### 10.8.2 Panning

Click and drag the map in any direction to have map follow the mouse movements.

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# 11 Definitions

## Co-ordinate Formats

EVITA supports the following co-ordinates format:

### "L co-ordinates format"

- i) The latitude direction is represented on the left of the latitude digits, and
  - ii) The longitude direction is represented on the left of the longitude digits
- E.g. "N063122" or "W0093122"

### "R coordinates format"

- i) The latitude direction is represented on the right of the latitude digits, and
  - ii) The longitude direction is represented on the right of the longitude digits
- E.g. "063122N" or "0093122W"

In input:

- a) The latitude digit representation is either:
  - i) dd: interpreted as dd0000, or
  - ii) ddmm: interpreted as ddmm00, or
  - iii) ddmmss: the latitude representation is then said to be "complete"

where:

- iv) dd is in [ 00, 90 ]
- v) mm is in [ 00, 59 ]
- vi) ss is in [ 00, 59 ]
- vii) If dd is 90, mm and ss are both 00

- b) The longitude digit representation is either:

- i) ddd: interpreted as ddd0000, or
- ii) dddmm: interpreted as dddmm00, or
- iii) dddmmss: the longitude representation is then said to be "complete"

where:

- i) ddd is in [ 000, 180 ]
- ii) mm is in [ 00, 59 ]
- iii) ss is in [ 00, 59 ]
- iv) If ddd is 180, mm and ss are both 00

A "co-ordinates character" is defined as a character appearing within a latitude or a longitude representation, namely:

- a) "N" or "S", and
- b) "W" or "E", and
- c) [ 0-9 ]

### Co-ordinate Text

As described below, a polygon can be input as a “co-ordinates text”.

A valid co-ordinates text in input is formatted as follows:

- a) It is entirely consistent with either the L coordinates format or the R coordinates format, i.e. it does not contain some coordinates in the L format and others in the R format.
- b) It is not mandatory to have a separator between the latitude and the longitude of a point, or between the longitude of a point and the latitude of the next point (i.e. between points). If a separator is provided:
  - i) It may contain any number of characters, but;
  - ii) These characters must be printable and cannot be coordinates characters.

A few examples:

- a) 5323N 00514W - 5318N 00446W - 5318N 00433W -  
5243N 00116W - 5233N 00003W - 5157N 00208W -  
5235N 00444W - 5305N 00511W - 5323N 00514W  
[ Note the new lines and the loose separators ]
- b) 5522N 00841W - 5506N 00455W - 5445N 00544W -  
5413N 00456W - 5357N 00305W - 5340N 00105W -  
5135N 00045W - 5413N 00717W - 5522N00841W  
[ Note the new lines and the loose separators ]
- c) 5243N 00853W - 5330N 00618W - 5150N 00829W - 5243N 00853W
- d) 6416N01716W – 6100N01930W – 6100N02800W – 7200N02800W –  
7800N01000W – 7800N0L- 7230N0L – 7300N00800W – 6416N01716W.  
[ Note the presence of a dot at the end ]  
[ Note the presence of “7800N0L” and “7230N0L”: NOT supported ]

On input of co-ordinates text, EVITA may raise the following error:

#### INVALID\_FORMAT

- i) EVITA could not identify the very first latitude in the coordinates text and therefore could not deduce if the next points are to be interpreted as L or R format, or;
- ii) EVITA could identify the very first latitude in the coordinates text and therefore could deduce the L/R format, but following coordinates did not match that format: in such a case, EVITA displays the last valid coordinates identified.

When EVITA outputs a co-ordinates text, its format is:

- a) Always and entirely based on the L format.
- b) All latitudes and longitudes are represented as complete.
- c) A line displays a maximum of three points on a line, and certainly three points if there are still three points to output.

- d) The separator between a latitude and a longitude is a single blank character.
- e) The separator between two points on an output line is " - ", **namely**:
  - i) BLANK, followed by
  - ii) HYPHEN-MINUS (ASCII 45), followed by
  - iii) BLANK

### Prism Details

A prism is geometrically valid if and only if:

Its flight level range is not flat, i.e. its upper bound is strictly superior to its lower bound, and

- a) Its polygon is geometrically valid.

A polygon ("simple polygon" in geometrical jargon) is geometrically valid if and only if:

- a) It is explicitly closed, i.e. its last point is equal to its first point
- b) Apart from its first and last points, all its points are different
- c) It contains at least 3 different points; hence, the minimum number of points to describe a polygon is 4 (3 + closing one)
- d) It describes a single polygon, i.e. segments joining the polygon points do not intersect, and
- e) The maximum number of polygon points is limited to 1,000, including the closing one, hence 999 different points.

The points of a polygon are to be provided in the clockwise direction in order to avoid any ambiguity with regards to what is inside the polygon and what is outside: the inside of the polygon is what is on the right side of the first segment vector.

## 11.1 FAQ

**What does the 'S' character on the map stand for** – this appears on the map when the crisis is simulated.

Shortcuts now available from the EVITA portlet – see diagrams below:



Maximum number of flights that EVITA accepts to compute impact = 100

Maximum number of aerodromes that EVITA accepts to compute impact = 100

Maximum number of airspaces that EVITA accepts to compute impact = 100  
**Maximum size of an EVITA** polygon size, in points = 100

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# Abbreviations

Abbreviations and acronyms used in this document are available in the EUROCONTROL Air Navigation Inter-site Acronym List (AIRIAL) which may be found online:

<http://www.eurocontrol.int/airial/definitionListInit.do?skipLogon=true&glossaryUid=AIRIAL>.

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