

Software & Manuals

Here is an overview of all related software as well as manuals and guides. Usage procedures are found here as well as in the GOP

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EuroScope ATC Client

Installation guides, modification and troubleshooting

Introduction

VATSCA has in collaboration with AeroNav made the sector files, plugins, and other files available via GNG, this means:

- Sectorfiles are now automatically updated
- AIRAC data is automatically updated
- Sectorfiles are downloaded from Euroscope Directly

This guide will take you through installing and updating the GNG files. ***Please read it carefully!***

We always recommend running the latest version of Euroscope for the best compatibility.

Installation

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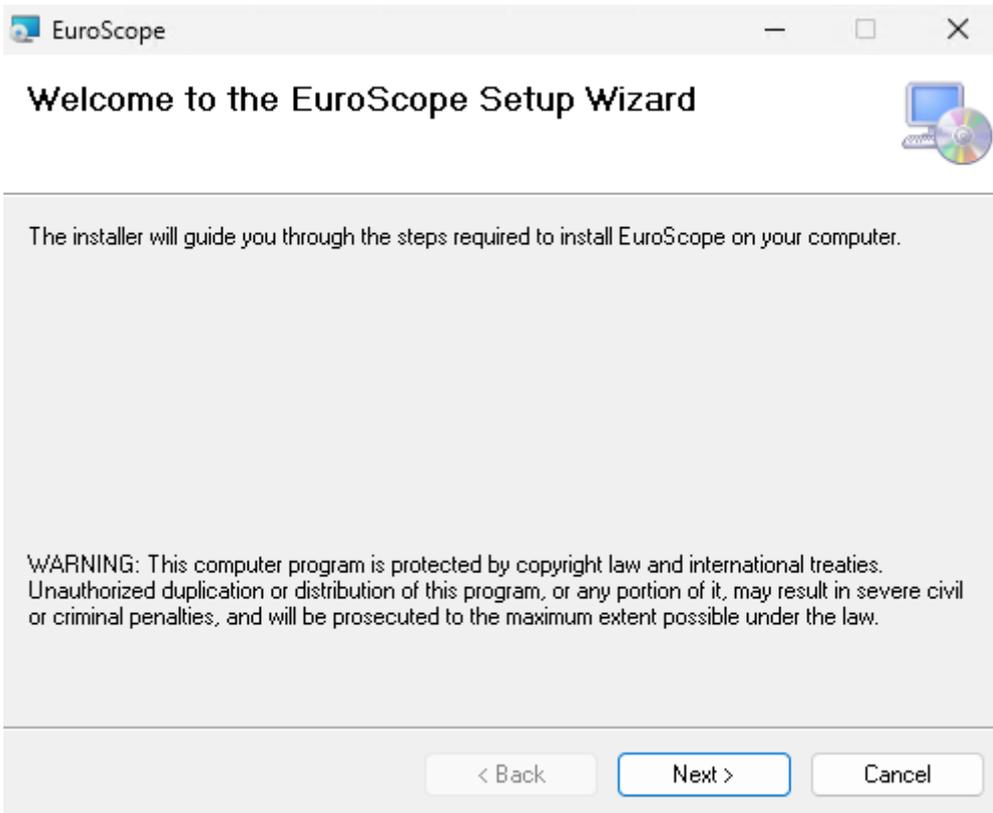
Prerequisites

Before installing EuroScope be sure to download and install the latest C++ redistributable package from Microsoft. They can be downloaded from [here](#)

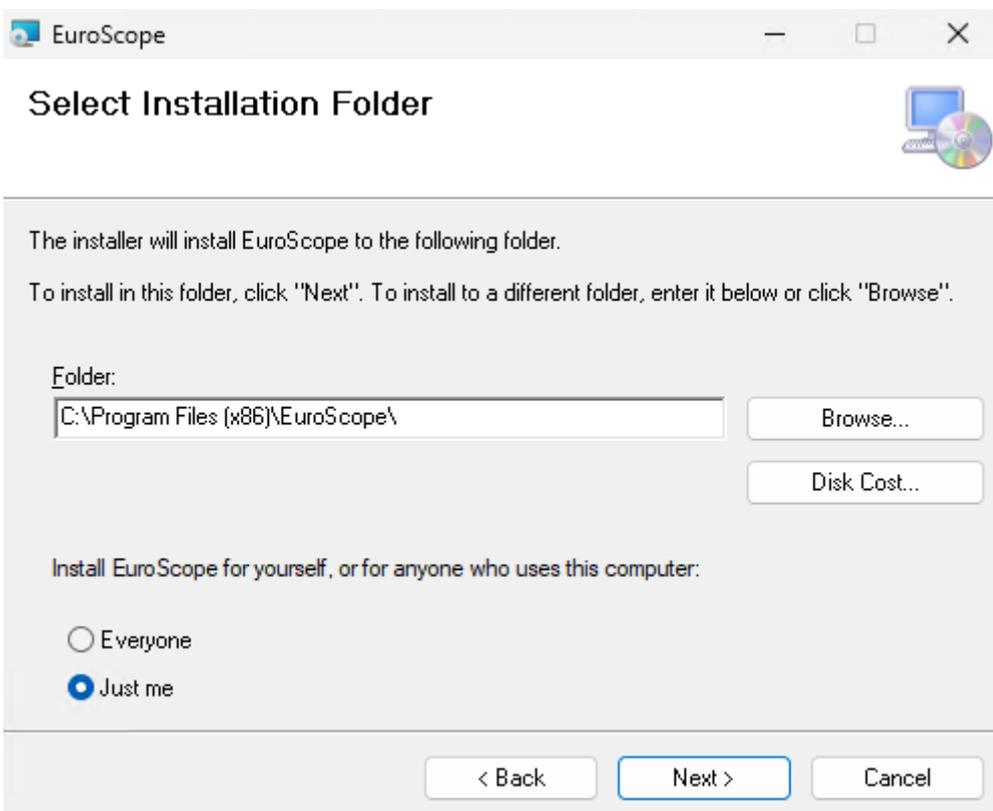
Also, download and install a modified version of the Euroscope font from [here](#)

Installation (Text)

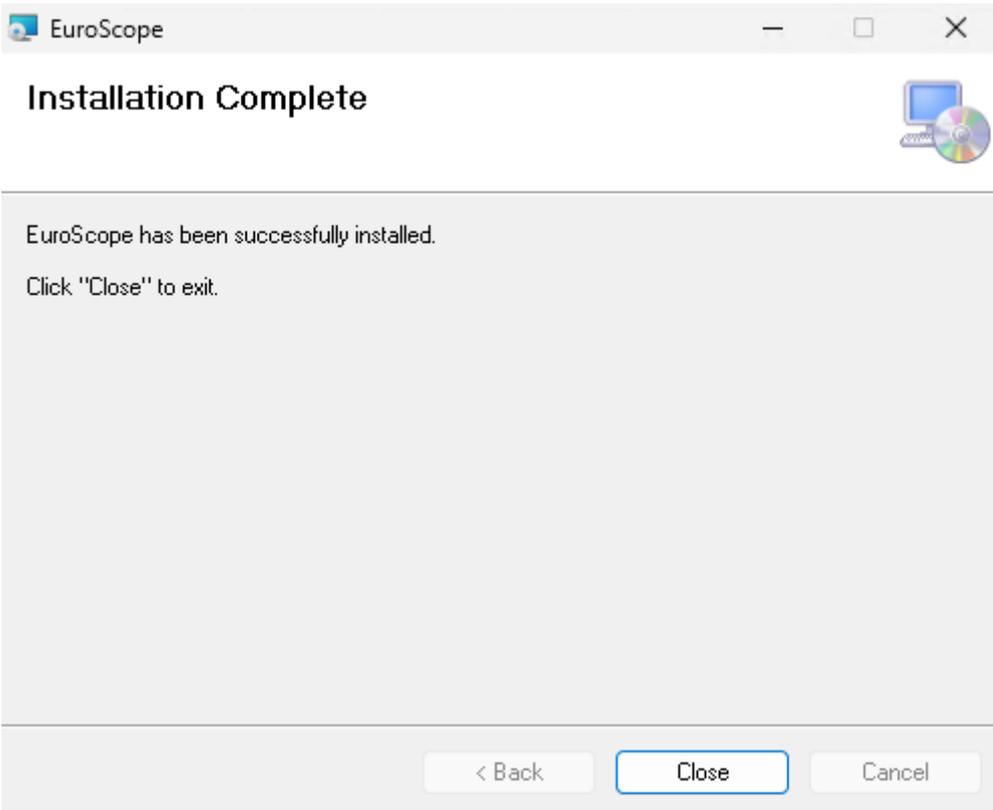
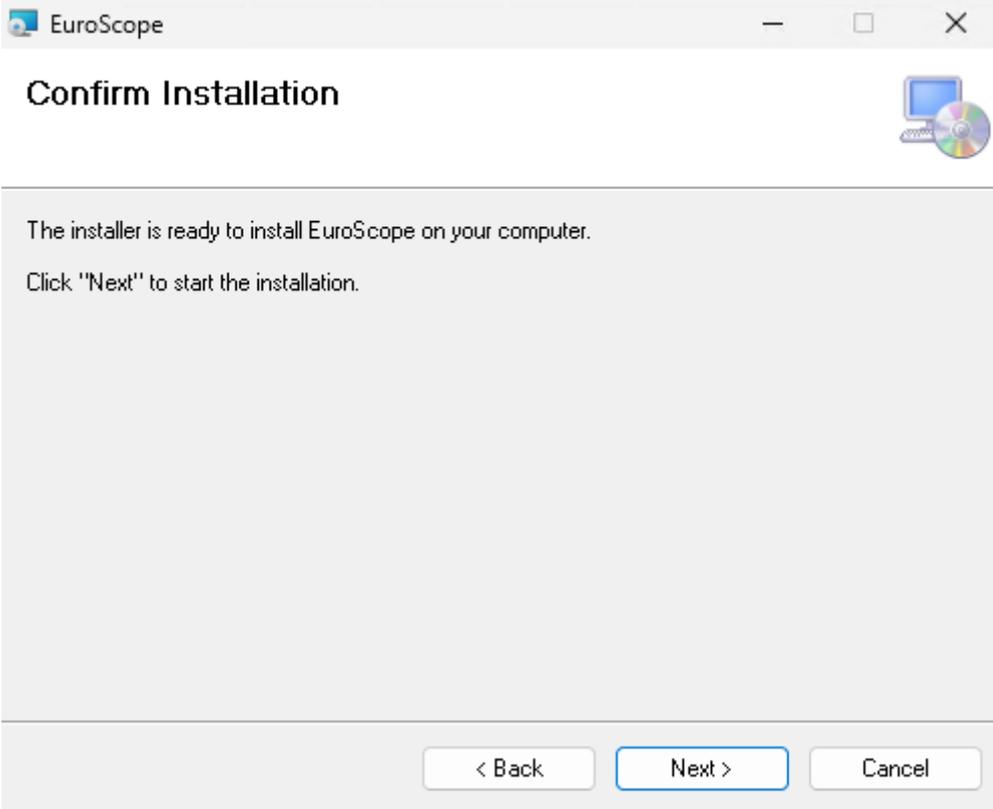
Installation of EuroScope is straightforward. Just follow the instructions of the installer. Well, you should only specify the folder you would like to put the files.



Press Next to get to the location selector screen:

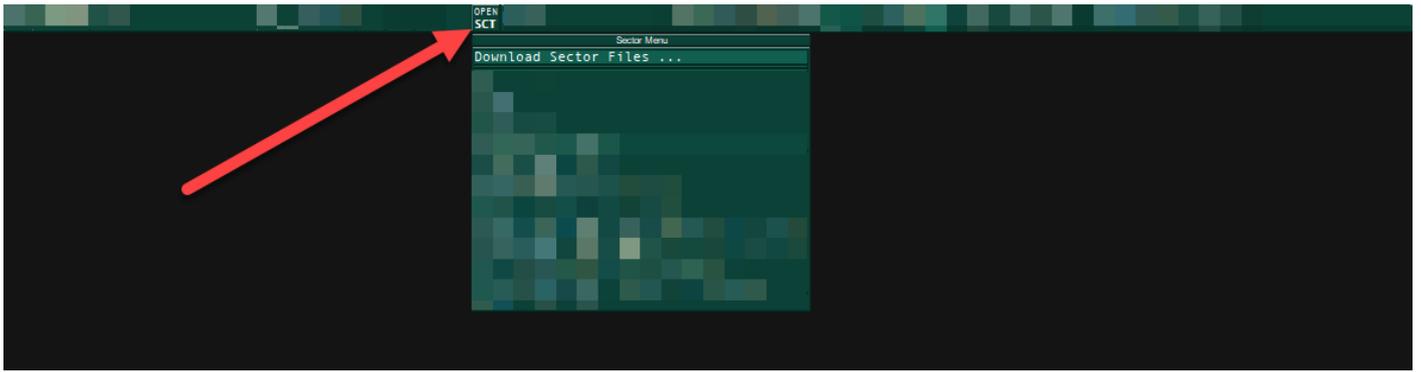


Select the appropriate folder where you would like to place EuroScope. Then press Next again to see the final confirmation screen:

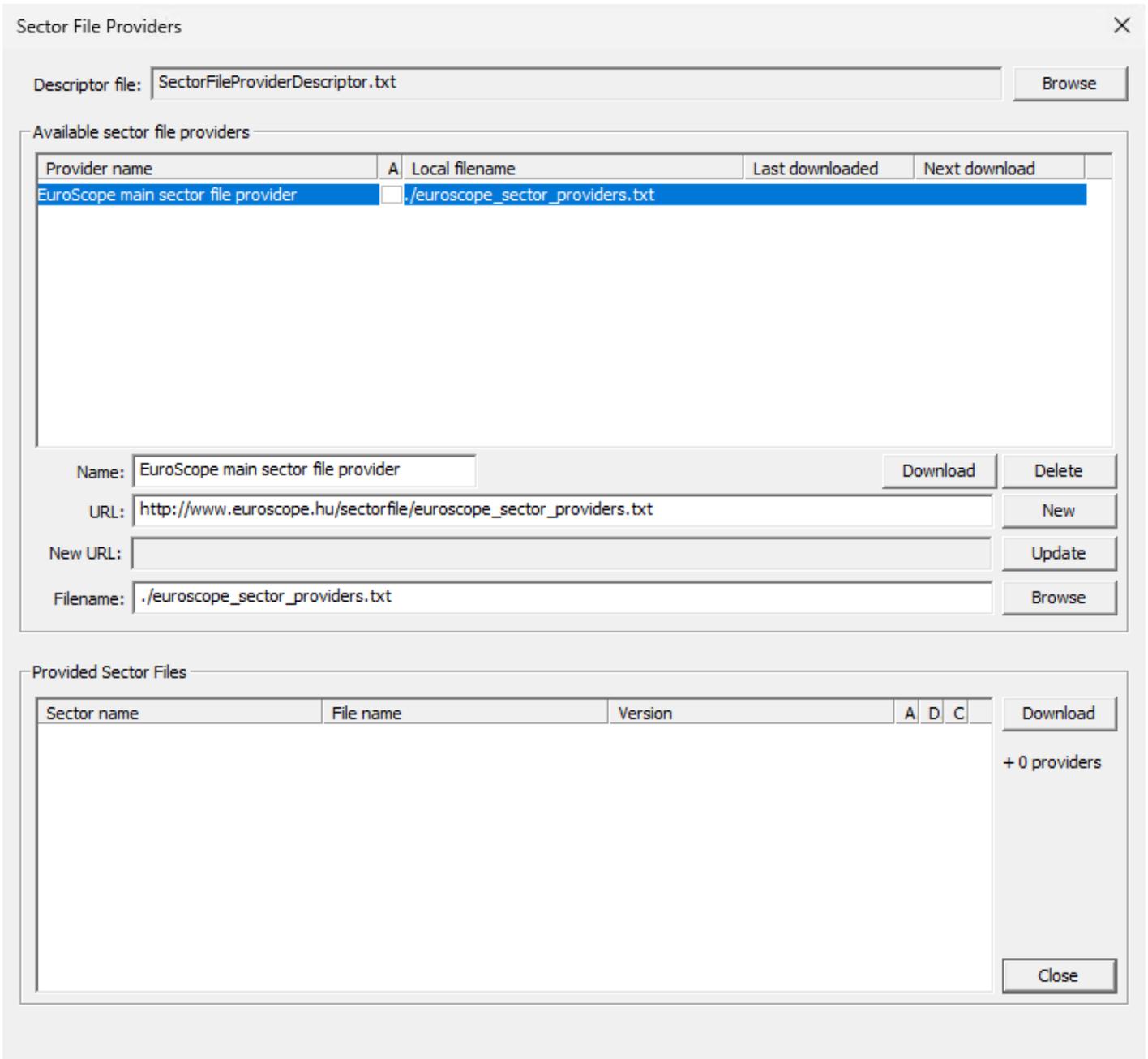


Sectorfiles

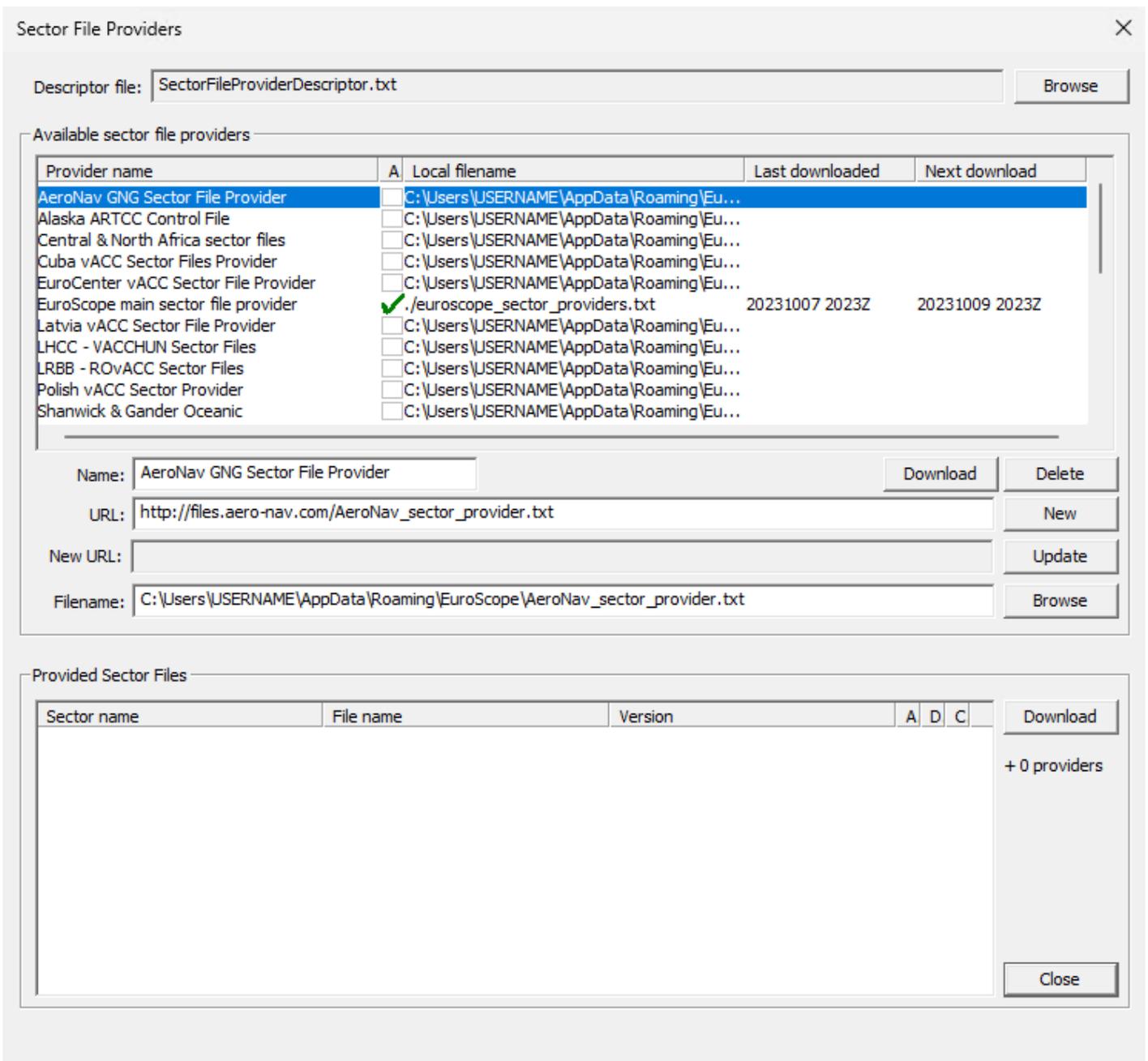
Start Euroscope and cancel the sector selector In Euroscope click «Open SCT» at the top and select «Download Sector Files»



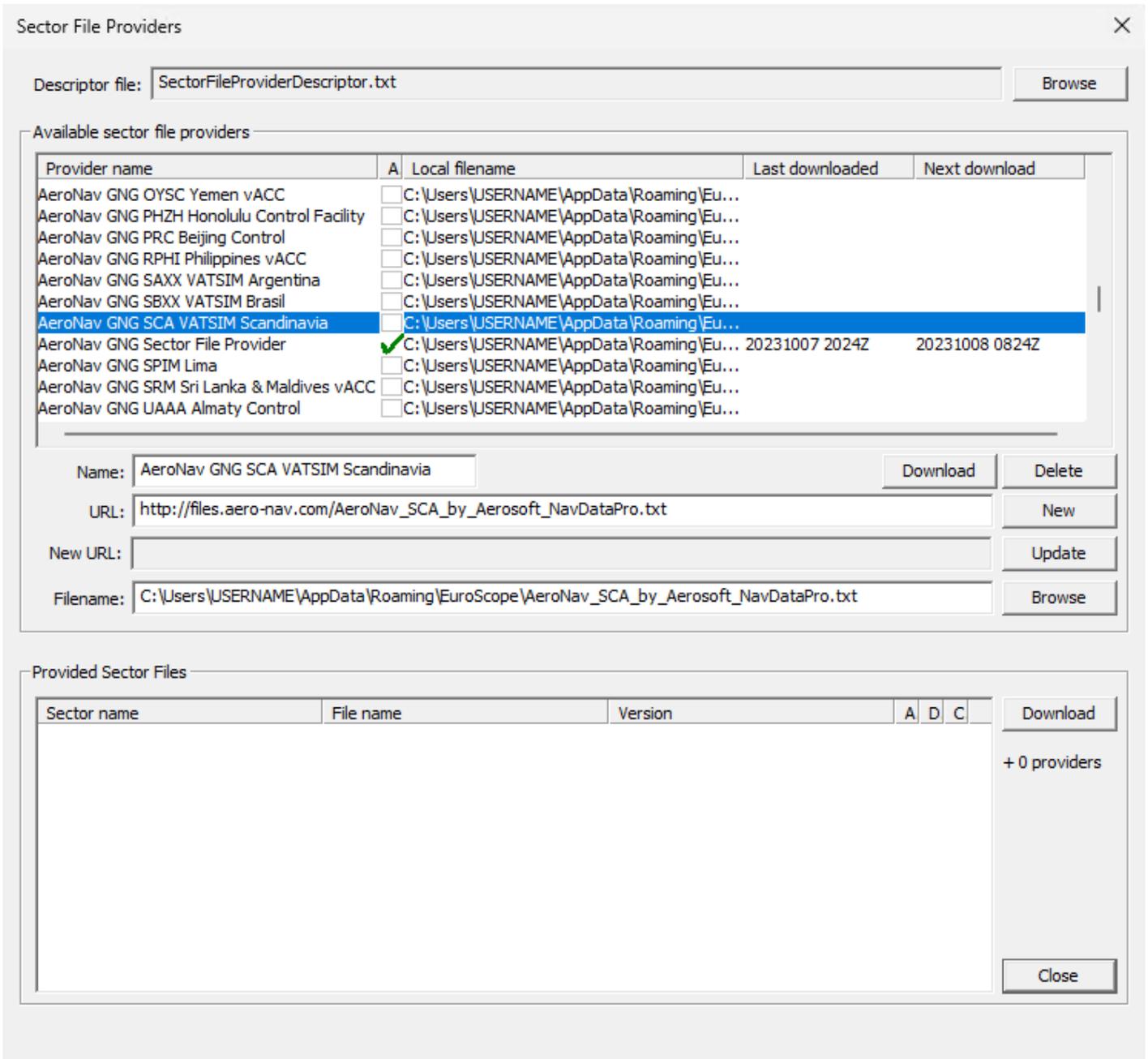
On the first installation, you will only have “EuroScope main sectorfile provider” Select it and click download, this gives us all the Sectorfile providers.



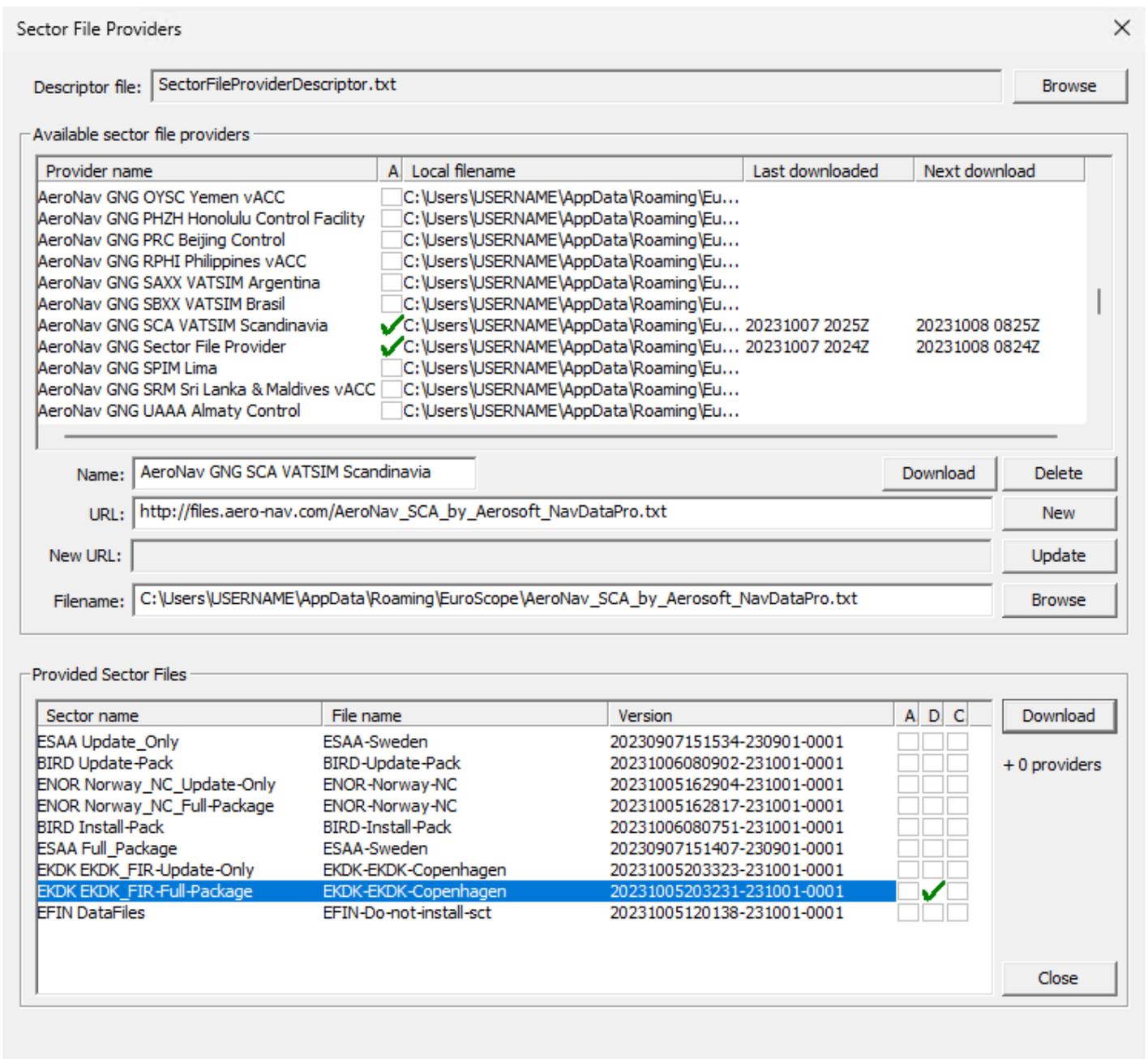
Now find “AeroNav GNG Sector File Provider” select it, click download, and check the automatic update box



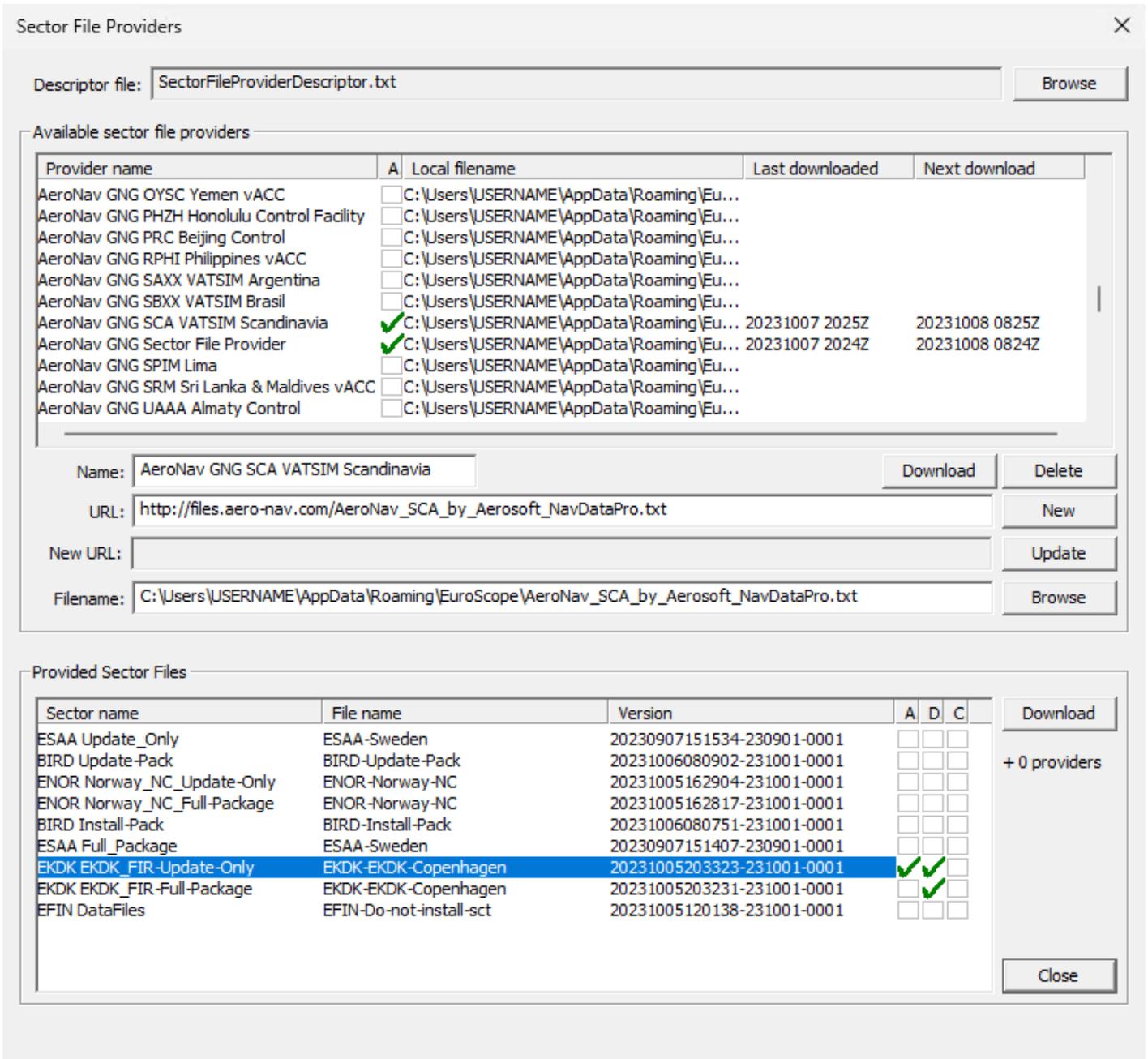
Once downloaded, you will have 50+ sectorfile locations to pick from, find "AeroNav GNG SCA VATSIM Scandinavia" select it, and click download, remember to check the auto-update box



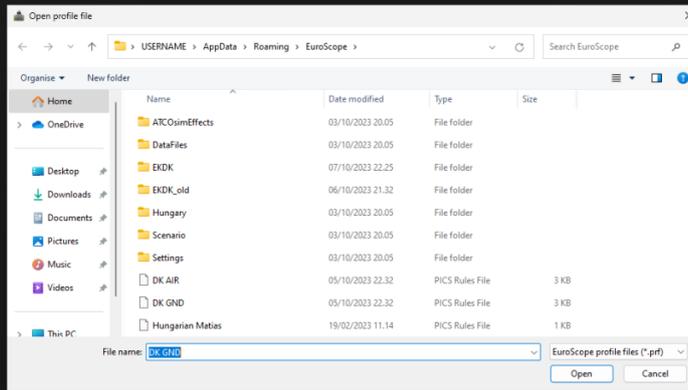
Now at the bottom of the window, you can find the “EKDK EKDK FIR-Full-Package” Download it, DO NOT click the automatic here as this is only for the first-time installation.



Once downloaded click the “EKDK EKDK FIR-Update-Only” download it, and click the automatic here as this is what updates your sector files



Now close EuroScope, cancel any popups and start EuroScope again. Now you should see the DK AIR and DK GND sectorfiles, for <S2 select GND.



Installation (Video)

IMAGE ALT TEXT HERE

Updating sectorfiles

If you installed EuroScope following our guide, files should automatically download.

Sectorfiles will update

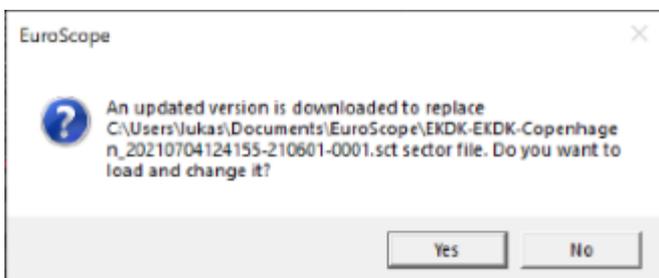
- Approx. Every 28 days when new AIRAC comes
- When a major change is published within our internal files

Please be advised: Sometimes it can take 1-2 minutes before the prompt for updates appears. It can sometimes be slow

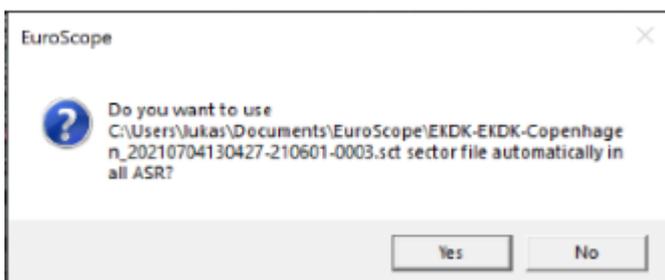
What to look for

When an update is published you will automatically be alerted via Euroscope by a total of **Three** messages.

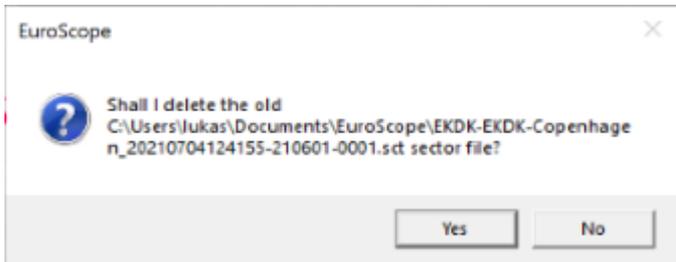
1. A new Sectorfile is available, do you want to **download** --> Click **Yes**



2. Do you want to **use** the downloaded sectorfile --> Click **Yes**



3. If you want Euroscope to **delete** old sectorfile --> Click **Yes**



vACDM

What is vACDM

vACDM is the second generation of CDM plugins which helps us manage start-up times in order to minimize delays and queues at the holding points.

vACDM is MANDATORY to use if you sit on EKCH_DEL

Abbreviations for CDM

EOBT : Estimated off block time

TOBT: Target off block time

TSAT: Target Start Up Time

ASRT: Requested Start Up Time

TTOT: Target Takeoff Time

What does it all mean?

Quick Breakdown for the basic rules

EOBT is always filed as part of the flight plan

TOBT is filed and changed during the boarding as predicted ready time may be changed back and forth. Pilot can freely choose this time. It is essentially a "Fine Tuning" of EOBT

TSAT is the time the CDM has targeted the pilot to start up on. This is based on

- 40 slots pr. hour meaning a takeoff time every 90 seconds
- Taxi time to the runway
- Finding a slot - taxi time which is as close as possible to the pilot filed TOBT.

ASRT is purely a marker you use to remind yourself pilot has requested start-up

ASAT is the time he has been given startup which is also in a way a marker.

Pilots **KNOW** their TOBT (it is filed by them)

Pilots **DO NOT** know their TSAT (It is constantly changing and is calculated by the system)

What to expect from Pilots

1. Pilot have a off block time or EOBT. **This is filed with the flightplan**
2. TOBT is automatically calculated and will initially be identical to the EOBT
3. Pilots will access "cdm.vatsim-scandinavia.org" to "Confirm" their off block time. This should be done by pilots who want to avoid extensive delay, but is not mandatory


VDGS
Logout

Logged in as Lukas Agerskov

SEARCHING
FOR
CALLSIGN...

19:24:48 UTC

Set TOBT (UTC-Time when ready for pushback)

Info: Your TOBT (Target Off-Block Time) is the time you are fully ready for pushback. The initial TOBT you see here is the one extracted from your flight plan on VATSIM. Once you "confirm" or "update" your TOBT in the field above, ATC is able to better plan a departure sequence.

Pilots shall call within +/- 5 minutes of their **TOBT** (the one they know)

Start-up shall only be granted within +/- 5 minutes of the **TSAT** (the calculated one)

User guide & Procedures

How to Start vACDM

As the first thing when you log on you must activate vACDM to use it

Write **.vacdm master** to activate

```
NA\938 on 118.105 | .vacdm master          NA\938 (NOR SHUTTLE) (Lukas): B738 I:2000 EKCH==>ENGM at FL330 Route: VEDAR LUNIP ENGM
```

Now you should see something like this in your startup list.

CALLSIGN	EOBT	TOBT	TSAT	ASRT	ASAT	TTOT	ECFMP	RUNW	ASSR	STS	CLR
SAS675	1115	1115	1115			1127		22R			
GEC1373	1345	1345	1345			1402		22R	A0311		OK
EWG36NM	1712	1712	1712	1717	1717	1721		22R	A4513	PUSH	OK
SAS1621	1720	1720	1720			1740		22R	A1775	PUSH	OK
AUA068	1735	1735	1735			1747		22R	A0201		
SAS1616	1735	1735	1735			1755		22R	A6211		OK
TRA19N	1735	1735	1735			1748		22R	A4556		OK
NSZ3562	1745	1745	1745			1805		22R			
SAS19F	1745	1745	1745			1805		22R	A4777		OK

Press on the top of the TSAT column where it says TSAT! This orders the list after that and makes it easier to manage

EOBT; TOBT; TSAT; ASRT,ASAT,CTOT

Colors

There are different colors which represents different timings. They may seem complicated but you learn them fast.

- **ORANGE** = Invalid or Expired
- **LIGHT GREEN** = Valid but not Confirmed
 - **TSAT Light Green** means TSAT not yet within the start up window
- **DARK GREEN** = Valid and Confirmed
 - **TSAT Dark Green** means within time and Start Up should be approved.
- **LIGHT YELLOW** = Valid but not Confirmed (More than 5 minutes delay expected)
- **DARK YELLOW** = Valid and Confirmed (More than 5 minutes delay expected)

Explanations

Here is the start-up list sorted for TSATs. See for each number what is happening

CALLSIGN	EOBT	TOBT	TSAT	ASRT	ASAT	RUNW	ASSR	STS	CLR
GEC1373	1345	1345	1345			22R	A0311		
BOE7689	1510	1510	1510			22R			
RYR24Y	1710	1740	1740	1740	1740	22R	A0243	PUSH	OK
PGT41KQ	1755	1747	1748	1747	1747	22R	A6037		OK
DLH9EW	1750	1750	1750			22R			
NSZ3562	1745	1750	1750	1751	1751	22R	A2175	PUSH	OK
VKG11	1650	1750	1750	1750	1750	22R	A4654		OK
UAE9917	1735	1753	1753	1752	1752	22R	A1074	PUSH	OK
SAS51P	1752	1755	1755			22R	A6537		OK
THY39	1755	1755	1755			22R			
ETH725	1800	1750	1800	1756	1756	22R	A1736		
EWG4JH	1820	1756	1800			22R	A5065		OK
NSZ3518	1800	1800	1800			22R	A0553		OK
WZZ42LH	1805	1800	1800			22R	A4574		OK
EJU73UA	1800	1754	1807			22R	A4661		OK
ALM077A	1805	1805	1818			22R			
SAS78DL	1800	1800	1810			22R	A0507		OK
DLH9WE	1825	1825	1825			22R			
SAS839	1825	1825	1825			22R			

1. DLH9EWs TSAT is expired.

- It is marked as **ORANGE**
- He must file a new one via cdm.vatsim-scandinavia.org

2. SAS51P has filed EOBT at 1752.

- He has CONFIRMED his TOBT to be 1755 which is why it is **DARK GREEN**.
- His TSAT is 1755, and is within the 5 minute window for startup. He can be approved for startup

3. THY39 has filed EOBT at 1755,

- He has NOT confirmed the TOBT, which is why its **LIGHT GREEN**.
 - His TSAT is 1755, and is within the 5 minute window for startup. He can be approved for startup
4. **EWG4JH has filed EOBT at 1820**
- He has CONFIRMED his TOBT for 1756, which is why it is **DARK GREEN**.
 - his TSAT at 1800 is **LIGHT GREEN**, because he is NOT yet within his 5 minute window for startup.
 - He must wait until 1755 at the earliest (TSAT-5), OR change his TOBT
5. **EJU73UA has filed EOBT at 1800**
- He has CONFIRMED his TOBT for 1754. which is why it is **DARK YELLOW**.
 - These are **DARK YELLOW** because they are confirmed, but they are providing him with more than 5 minutes delay between his TOBT and TSAT.
6. **SAS78DL has filed EOBT at 1800**
- but has NOT confirmed the TOBT which is why it is **LIGHT YELLOW**
 - These are **LIGHT YELLOW** because they are unconfirmed and are providing him with more than 5 minutes delay between his TOBT and TSAT.
7. **ETH725 has requested startup, but is not yet within 5 minutes of his TSAT.**
- ASRT is marked in **DARK GREEN**, for tactical marker,
 - He must still wait until TSAT turns **DARK GREEN** as well.
8. **VKG11 already had startup approved,**
- ASAT is **DARK GREEN** and all the rest is Grayed out.
 - He is on his way to Apron for Pushback

Procedures

Following steps are needed while using vACDM. It is not difficult but takes a few minutes to get used to

TOBT does not have to be confirmed for pilot to request pushback. It is only to give a more precise indication

Whether pilot has TOBT confirmed or not does not require anything from you. You can confirm it for him by Left **clicking on the TOBT** and select one of the following from the "*TOBT menu*"

CALLSIGN	EOBT	TOBT	TSAT	ASRT	ASAT	TTOT	CTOT	ECFMP	RUNW	ASSR	STS	CLR
SAS675	1115	1115	1115			1127			22R			
GEC1373	1345	1345	1345			1402			22R	A0311		OK
EWG36NM	TOBT menu	1712	1712			1721			22R	A4513	PUSH	OK
SAS1621	TOBT now	1720	1720			1740			22R	A1775		OK
	TOBT edit											
	TOBT confirm											

- TOBT now: Set the TOBT to current time
- TOBT edit: Write the TOBT in yourself
- TOBT confirm: TOBT stays at the time provided but becomes confirmed

If you edit the TOBT the TSAT may get changed to reflect the TOBT as well



Pilot requests startup

This gives you Three options depending on the color of the TOBT & TSAT. These three scenarios will guide you to what to do

Scenario 1: DARK GREEN TSAT

SAS51P 1752 1755 1755

Call has correctly be made within TOBT +/-5 and TSAT is within the window for startup.

Left click on TSAT to Assign Start-up and observe ASAT time being activated and rest of "line" grayed out.

SAS51P	1752	1755	1755	1752	1752
--------	------	------	------	------	------

Scenario 2: YELLOW TOBT (dark/light), LIGHT GREEN TOBT

CALLSIGN	EOBT	TOBT	TSAT	ASRT
ALM077A	1805	1805	1818	

Pilot has called (probably) within his TOBT time but a delay is expected due to traffic congestion.

Click on **ASRT** to mark he has requested start up, and wait until pilot is within his TSAT window

CALLSIGN	EOBT	TOBT	TSAT	ASRT	ASAT
ALM077A	1805	1805	1818	1752	

Scenario 3 Green TOBT (dark/light), LIGHT GREEN TSAT

CALLSIGN	EOBT	TOBT	TSAT	ASRT	ASAT
SAS839	1825	1825	1825		

Pilot has called before his TOBT. Set TOBT to "now" by either:

- **RIGHT** click on the TOBT time to automatically do this
- **LEFT** click on the TOBT time and select it through the TOBT menu

Doing this will result in one of two scenarios

- TOBT becomes DARK GREEN, and TSAT becomes Dark Green because a TSAT within the new TOBT time is found.

- **See Scenario 1**

- | CALLSIGN | EOBT | TOBT | TSAT | ASRT |
|----------|------|------|------|------|
| SAS839 | 1800 | 1800 | 1802 | |

- TOBT becomes YELLOW and TSAT remains LIGHT GREEN. A delay can be expected.

- **See Scenario 2**

- | CALLSIGN | EOBT | TOBT | TSAT | ASRT |
|----------|------|------|------|------|
| SAS839 | 1800 | 1800 | 1825 | |

Once start-up is approved, hand over to apron and that is done.