

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 releases its sector files in collaboration with AeroNav through the dedicated AeroNav sector file website. This means that sector files for Denmark must be manually installed and applied in EuroScope in order to function correctly. They cannot be downloaded automatically.

This guide will walk you through the initial installation of EuroScope, followed by your first sector file installation, and finally how to update your sector files when new versions are released.

The Copenhagen FIR currently uses the following version of EuroScope:

<https://euroscope.hu/install/EuroScopeSetup.3.2.3.2.msi> ↗

Installation

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Prerequisites

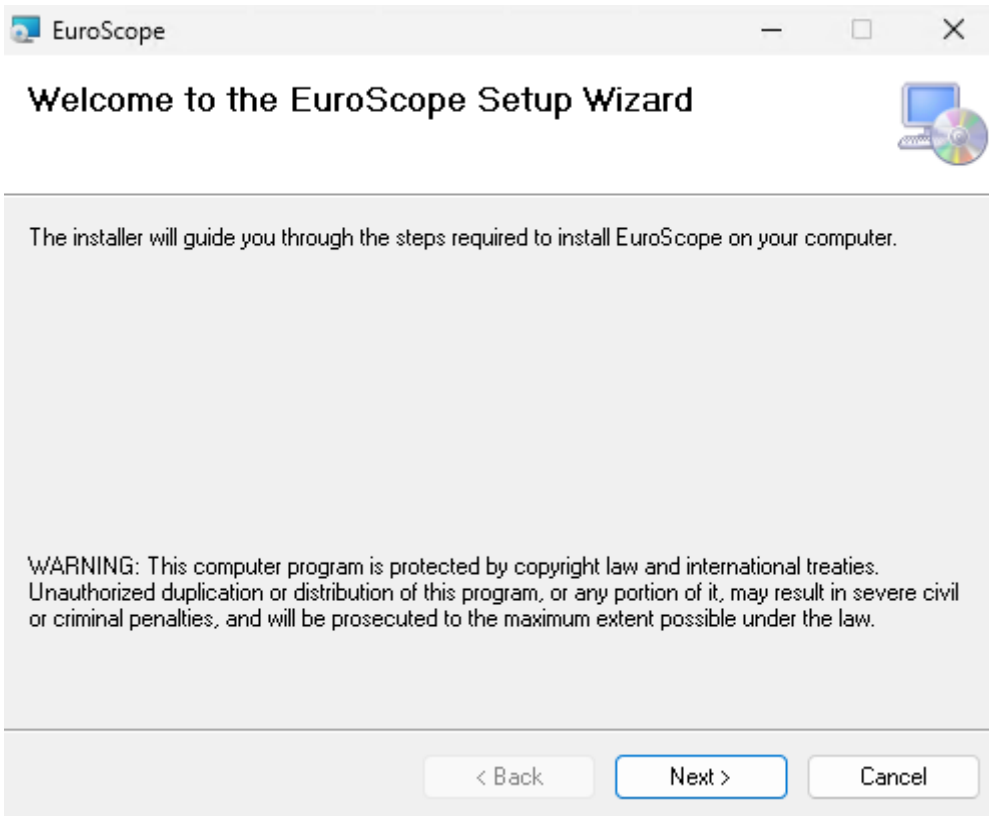
Before installing EuroScope, make sure to download and install the latest Microsoft C++ Redistributable packages. These can be downloaded from [here](#) ↗

Additionally, download and install the modified EuroScope font from [here](#) ↗

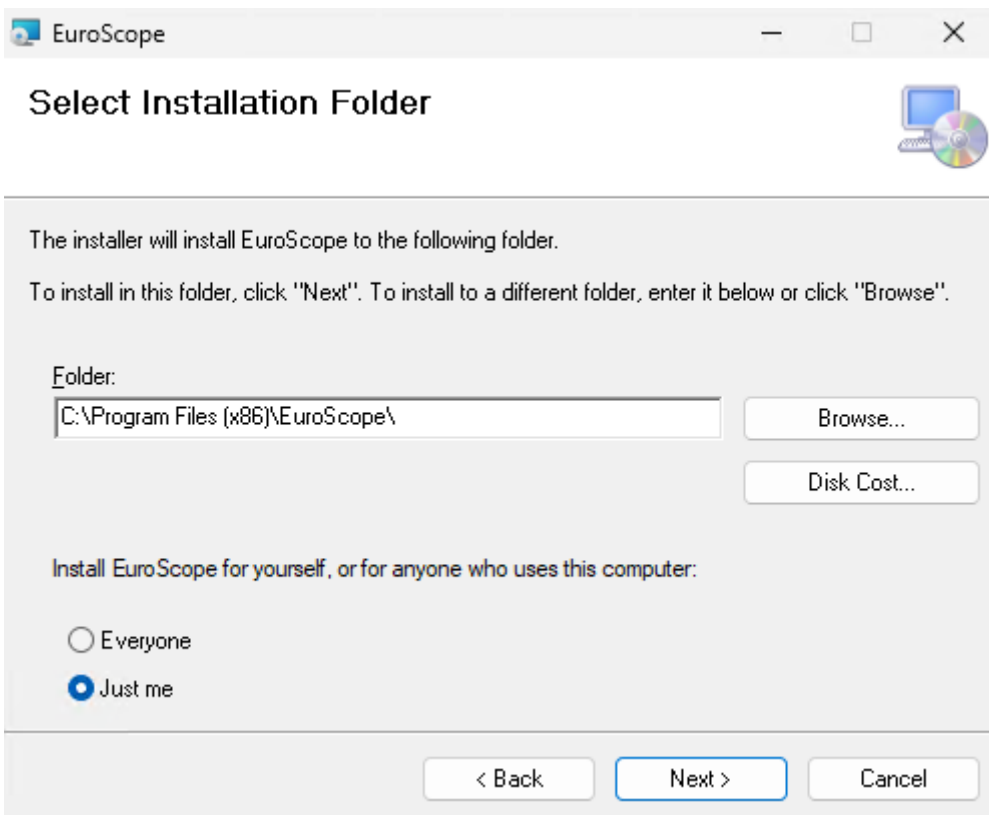
Installation of Euroscope

The installation of EuroScope is straightforward. Simply follow the installer instructions. The only step requiring input is selecting the folder where you want the files installed.

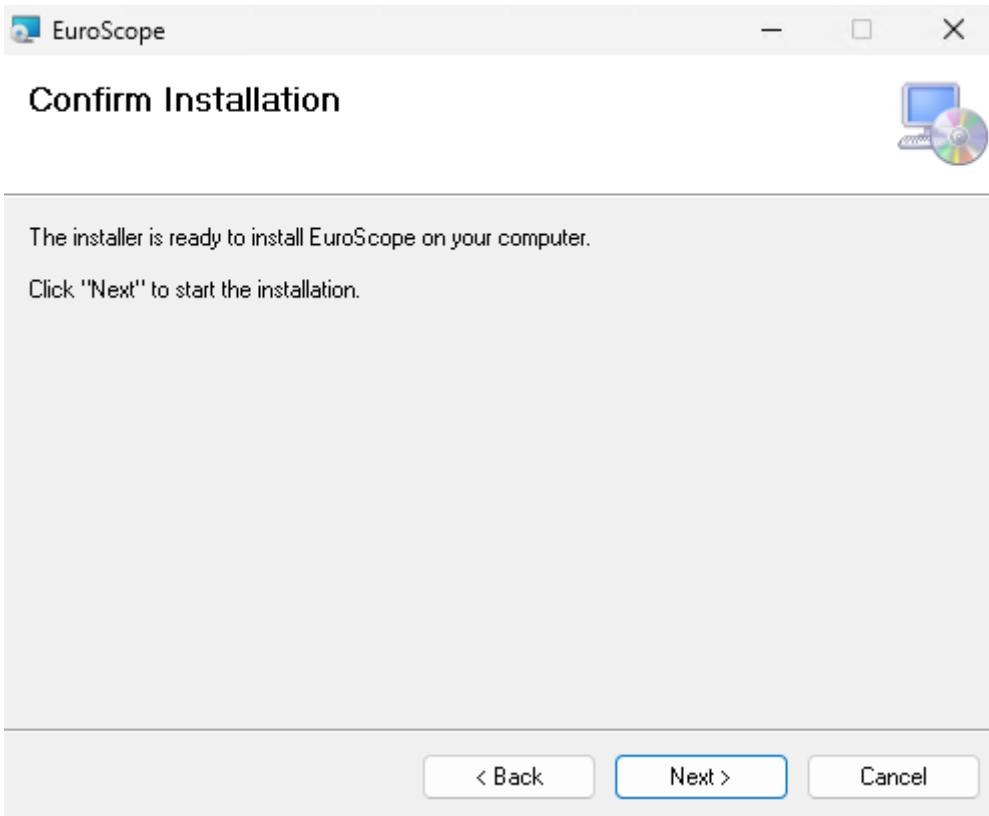
Click "Next" to reach the location selection screen:



Select the folder where you would like EuroScope to be installed. The recommended location is the C: drive.



Then click "Next" again to proceed to the final confirmation screen.



And that's it, the installation is complete! Click "Close" to exit the installer. Your first instinct might be to launch EuroScope, but don't do that just yet. First, install your sector files as described below.

Installation of Sector Data

Begin by opening File Explorer. You can do this easily by pressing *Windows + E*. Next, locate your AppData folder. The easiest way is to click the address bar, type "%appdata%", and press Enter; this will take you directly to the folder.



Locate your EuroScope folder. It should look roughly like this.
























Name	Date modified	Type	Size
ATCOsimEffects	30/07/2025 21.55	File folder	
DataFiles	30/07/2025 21.55	File folder	
Hungary	30/07/2025 21.55	File folder	
PlugIn	30/07/2025 21.55	File folder	
Scenario	30/07/2025 21.55	File folder	
Settings	30/07/2025 21.55	File folder	
AeroNav_SCA_by_Aerosoft_NavDataPro	30/07/2025 21.56	Text Document	2 KB
AeroNav_sector_provider	28/12/2025 18.07	Text Document	9 KB
alias	07/05/2014 21.58	Text Document	4 KB
EuroScope - EULA	07/05/2014 21.59	Microsoft Word 9...	41 KB
euroscope_sector_providers	28/12/2025 18.06	Text Document	4 KB
Hungarian Matias	19/02/2023 12.14	PICS Rules File	1 KB
ipaddr	28/12/2025 18.05	Text Document	1 KB
ipaddr_local	07/05/2014 21.58	Text Document	1 KB
SectorFileProviderDescriptor	28/12/2025 18.07	Text Document	27 KB
version	28/12/2025 18.06	Text Document	1 KB

Next, go to files.aero-nav.com/SCA. Log in using your VATSIM/Navigraph account, then download the ZIP file named "EKDK EKDK_FIR-Full-Package".

Once downloaded, open the ZIP file. Inside, you should see a set of files and folders, including the EKDK folder.

Name	Size	Packed	Type	Modified	CRC32
..			File folder		
EKDK	54.812.710	17.979.256	File folder		
aeronav_copyrig...	3.498	867	Text Document	02/02/2026 13.36	A398FF3F
DK AIR.prf	2.302	598	PICS Rules File	02/02/2026 13.36	C7179F64
DK GND.prf	2.358	610	PICS Rules File	02/02/2026 13.36	1EAA9B6E
EKDK-EKDK-Co...	575.033	80.101	ESE File	02/02/2026 13.36	05EF587D
EKDK-EKDK-Co...	4.890.967	596.724	Windows Script C...	02/02/2026 13.36	20AF3D90

Copy all contents of the ZIP file into your EuroScope installation directory. After doing so, your EuroScope folder should resemble the structure shown below.

Name	Date modified	Type	Size
 ATCOsimEffects	30/07/2025 21.55	File folder	
 DataFiles	30/07/2025 21.55	File folder	
 EKDK	24/01/2026 12.45	File folder	
 Hungary	30/07/2025 21.55	File folder	
 PlugIn	30/07/2025 21.55	File folder	
 Scenario	30/07/2025 21.55	File folder	
 Settings	30/07/2025 21.55	File folder	
 aeronav_copyright	23/01/2026 22.12	Text Document	4 KB
 AeroNav_SCA_by_Aerosoft_NavDataPro	30/07/2025 21.56	Text Document	2 KB
 AeroNav_sector_provider	28/12/2025 18.07	Text Document	9 KB
 alias	07/05/2014 21.58	Text Document	4 KB
 DK AIR	07/02/2026 16.07	PICS Rules File	4 KB
 DK GND	06/02/2026 16.02	PICS Rules File	4 KB
 EKDK-EKDK-Copenhagen_2026012321122...	23/01/2026 22.12	ESE File	562 KB
 EKDK-EKDK-Copenhagen_2026012321122...	10/02/2026 13.27	RWY File	1 KB
 EKDK-EKDK-Copenhagen_2026012321122...	23/01/2026 22.12	Windows Script C...	4.777 KB
 EuroScope - EULA	07/05/2014 21.59	Microsoft Word 9...	41 KB
 euroscope_sector_providers	28/12/2025 18.06	Text Document	4 KB
 Hungarian Matias	19/02/2023 12.14	PICS Rules File	1 KB
 ipaddr	28/12/2025 18.05	Text Document	1 KB
 ipaddr_local	07/05/2014 21.58	Text Document	1 KB
 SectorFileProviderDescriptor	28/12/2025 18.07	Text Document	27 KB
 version	28/12/2025 18.06	Text Document	1 KB

You can now open EuroScope for the first time. Once it has loaded, you'll be greeted by the following window. If you're just starting out as an observer for your S2 training, select the "DK_GND" file and click "Open".

Name	Date modified	Type	Size
ATCOsimEffects	30/07/2025 21.55	File folder	
DataFiles	30/07/2025 21.55	File folder	
EKDK	24/01/2026 12.45	File folder	
Hungary	30/07/2025 21.55	File folder	
PlugIn	30/07/2025 21.55	File folder	
Scenario	30/07/2025 21.55	File folder	
Settings	30/07/2025 21.55	File folder	
DK AIR	07/02/2026 16.07	PICS Rules File	4 KB
DK GND	06/02/2026 16.02	PICS Rules File	4 KB
Hungarian Matias	19/02/2023 12.14	PICS Rules File	1 KB

File name: EuroScope profile files (*.prf)

Updating sectorfiles

Updating of Sectorfiles

Sector files are updated:

- Approximately every 28 days, when a new AIRAC cycle is released;
- Whenever a major change is published in our internal files.

When a new sector file update is released, go to <https://files.aero-nav.com/SCA>. Download the "EKDK EKDK_FIR-Update-Only" package instead of the full package.

Begin by opening File Explorer. You can do this easily by pressing *Windows + E*. Next, locate your AppData folder. The easiest way is to click the address bar, type "%appdata%", and press Enter; this will take you directly to the folder.


























Locate your EuroScope folder.

As with the initial installation, open the ZIP file and copy all contents into your EuroScope installation directory. You will be prompted to overwrite existing files; make sure to select "Yes".

At your own discretion, it can be a good idea to delete the following three files before installing new sector files. This helps ensure that EuroScope does not accidentally load outdated or additional ESE or RWY files when launching.

This can happen because some file names are not always identical and therefore may not be overwritten during the update process. This step is not always necessary, but it can be beneficial in certain cases.

Name	Date modified	Type	Size
 ATCOsimEffects	30/07/2025 21.55	File folder	
 DataFiles	30/07/2025 21.55	File folder	
 EKDK	24/01/2026 12.45	File folder	
 Hungary	30/07/2025 21.55	File folder	
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 Scenario	30/07/2025 21.55	File folder	
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 DK GND	06/02/2026 16.02	PICS Rules File	4 KB
 EKDK-EKDK-Copenhagen_2026012321122...	23/01/2026 22.12	ESE File	562 KB
 EKDK-EKDK-Copenhagen_2026012321122...	10/02/2026 16.50	RWY File	1 KB
 EKDK-EKDK-Copenhagen_2026012321122...	23/01/2026 22.12	Windows Script C...	4.777 KB
 EuroScope - EULA	07/05/2014 21.59	Microsoft Word 9...	41 KB
 euroscope_sector_providers	28/12/2025 18.06	Text Document	4 KB
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 ipaddr_local	07/05/2014 21.58	Text Document	1 KB
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 version	28/12/2025 18.06	Text Document	1 KB

CDM - Collaborative Decision Making Tool

What is CDM

CDM is a modern tool helping us to manage traffic flow, both in and out of Copenhagen but also to ensure capacity is not breached other places. Likewise it is used by other airports to modulate traffic flow to help our sectors

CDM is MANDATORY for **ALL** online controllers to different extents!

ATFCM is management of CTOTs as is mandatory for ALL controllers regardless of position as long as traffic load allows. This is discussed under "Simplified CDM Procedures"

A-CDM is management of TSAT for sequencing within the airports, and is mandatory for TWR/GND controllers to the extent feasible. This is discussed under "Expanded CDM Procedures"

CDM Module should always be running regardless

Abbreviations and Explanations

CDM: **Collaborative Decision Making**: patent term concerning flow restriction and planning to ensure appropriate ATC capacity during all phases of flight

ATFCM: **Air Traffic Flow Control Management**: Tool to modulate flights based on sector capacity by use of CTOTs to modulate traffic limitation around Europe.

A-CDM: **Airport-Collaborative Decision Making**: local airport flow regulations based on turnaround and TOBTs to ensure planes taxi and take off in a manner avoiding congestion

EOBT : **Estimated off block time:** Time filed by the flightplan as planned start up time

TOBT: **Target off block time:** Time filed by the pilot after entering airplane as proposed start up time

TSAT: **Target Start Up Approval Time:** System created time for start up approval to comply with CDM/ATFCM

ASRT: **Requested Start Up Time:** Time pilot has requested start up, to search for earlier TSATs

CTOT: **Calculated Takeoff Time:** Time the pilot should take of at +10/-5 min, to comply with ATFCM.

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. A controller may also set this time.

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
- Making extra separation between two identical SIDs
- 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 "vats.im/vgds" to "Confirm" their off block time. This should be done by pilots who want to avoid extensive delay, but is not mandatory

The screenshot shows a dark-themed interface for a pilot. At the top left, there is a user icon and the ID '1226374 ()'. In the top center, there is a blue button labeled 'ATFCM Prediction'. At the top right, there is a yellow button labeled 'Refresh' with a circular arrow icon. Below these, a large grey box contains a loading spinner and the text 'Checking start-up eligibility...'. The main area displays several fields in a grid:

CALLSIGN: ----	TOBT: ⓘ ----
TSAT: ⓘ ----	Taxi: ⓘ ----
CTOT: ⓘ ----	Reason: ⓘ ----
ATFCM: ⓘ ----	SID: ⓘ ----

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)

Simplified CDM Procedures (APP/CTR)

Starting CDM (All Controllers)

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

Write **.cdm master EKCH** to activate!

```
[13:04:24] Version: 2.2.8.21.2 loaded.  
[13:04:36] Successfully set master airport EKCH
```

```
CDM Plugin|.cdm master EKCH
```

How to do controller change correctly

1. The Old controller changes to Slave with command `.cdm slave EKCH`
2. Once there are no master controllers, the new controller gets the master "role" by writing `.cdm master EKCH`

Simplified CDM Procedures (Top-down by APP/CTR)

This part of CDM is known as the ATFCM

Simplified CDM procedures are done from departure list. Please know that:

- You **are** completely allowed to perform expanded CDM procedures if your capacity allows
- You **MUST** adhere to displayed CTOT for takeoff
- You **may** ignore TSATs without CTOTs, if workload is too heavy.

Reference Material

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

Actions for simplified CDM procedures are identical as expanded, but with more freedom

Your departure list now features a TOBT, a TSAT and a CTOT.

C/S	TOBT	TSAT	CTOT	ATYP	W	R	DSQ	CFL	ADEP	ADES	RFL	SID	DRWY	ASSR	Gate	STATE	CLR
SESVD	1535			P28R	L			A15	EKCH	ESMS	A15		22R	7000			
SAS503	1536	1536		MD82	M			340	EKCH	EGLL	340	NEXENDC	22R	2200	D4		
NAX7041	1540	1540		B788	H			400	EKCH	KFLL	400		22R	2200	C29		
NSZ938	0000	~		B738	M			330	EKCH	ENGM	330		22R	2000	A15		
SAS1635	1700	~		A320	M			200	EKCH	EDDF	200		22R	2200	B9		

TOBT shows the estimated time of departure filed by the pilot.

- **TOBT:** Is Light green when the time is valid but not yet within the window for startup.
- **TOBT:** Is Dark green when the time is within time for startup approval.
- **TSAT:** Is Light green when the time is valid but not yet within the window for startup.
- **TSAT:** Is Dark green when the time is within time for startup approval.
- **TSAT:** Is Yellow when the time is within 1 minute from expiring
- TSAT is blank if time is expired.
- CTOT: Is **Green**, **Orange** or **Red** depending on the type of restriction triggering the CTOT.

Procedures

Aircraft calls for ATC Clearance

If **CTOT** is present: Advise of CTOT. You MUST in this case adhere to the TSAT.
Advise pilot about CTOT!

If no **CTOT**: No further action required at this stage

Aircraft calls for STARTUP/PUSHBACK

- Right click on TOBT to signal aircraft ready for startup.

if CTOT is present:

- Adhere to TSAT Displayed . If TSAT is not yet within startup window (**Light green**), pilot must wait.
- When TSAT is within startup window (**Dark Green**) (+/- 5min) Start-up can be approved.

if no CTOT is present

- Start and push can be approved, regardless of TSAT time
- Be aware that non-adherence to TSATs may result in longer waiting times at the runway.

Explanations

NIL

Expanded CDM Procedures (TWR/GND/DEL)

Starting CDM (All Controllers)

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

Write **.cdm master EKCH** to activate!

```
[13:04:24] Version: 2.2.8.21.2 loaded.  
[13:04:36] Successfully set master airport EKCH
```

```
CDM Plugin|.cdm master EKCH
```

How to do controller change correctly

1. The Old controller changes to Slave with command `.cdm slave EKCH`
2. Once there are no master controllers, the new controller gets the master "role" by writing `.cdm master EKCH`

Expanded CDM Procedures (TWR/GND/DEL)



This is both conducting ATFCM via CTOTs and A-CDM through use of TSATs

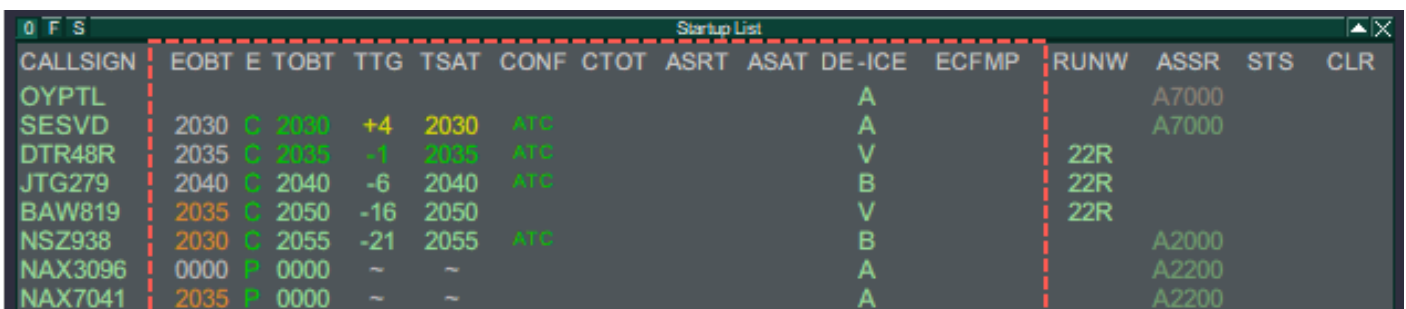
Expanded CDM procedures are done from Startup list, but can be done via departure list for TWR. Please know that:

- You **should** adhere to A-CDM procedures unless traffic load is low, either through Departure list or Startup list.
- You **MUST** adhere to displayed CTOT for takeoff

Reference Material

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

With expanded mode there is a lot more information, but procedures are very similar



CALLSIGN	EOBT	E	TOBT	TTG	TSAT	CONF	CTOT	ASRT	ASAT	DE-ICE	ECFMP	RUNW	ASSR	STS	CLR
OYPTL										A			A7000		
SESVD	2030	C	2030	+4	2030	ATC				A			A7000		
DTR48R	2035	C	2035	-1	2035	ATC				V		22R			
JTG279	2040	C	2040	-6	2040	ATC				B		22R			
BAW819	2035	C	2050	-16	2050					V		22R			
NSZ938	2030	C	2055	-21	2055	ATC				B			A2000		
NAX3096	0000	P	0000	~	~					A			A2200		
NAX7041	2035	P	0000	~	~					A			A2200		

Descriptor

There are four main descriptor of times (EOBT, TOBT, TSAT, CTOT), separated by three descriptors (E, TTG, CONF), and an additional four additional items (ASRT, ASAT, DE-ICE, ECFMP).

- **EOBT:** Estimated Off Block Time
 - The pilot filed off block time from the flightplan (e.g. Simbrief). The one passengers shows up for.
- **TOBT:** Target Off Block Time.
 - The pilot filed off block time, via our CDM tool to confirm actual time of start-up readiness.
- **TSAT:** Target Start-up Approval Time.

- The time our system calculates based off the TOBT, to have the pilot fit into the sequence.
- For internal capacity mainly
- **CTOT**: Calculated Takeoff Time
 - A Takeoff time at which the aircraft must depart within -5/+10 min of. TSAT is adjusted accordingly.
 - For external capacity (ECFMP, ATFCM)

(Color) Coding	EOBT	TOBT	TSAT	CTOT
LIGHT GREEN	--	Valid, but not yet Active		--
DARK GREEN	--	Active		By CDM Server*
YELLOW	--	TOBT+4	TSAT+4	Default Color
RED	Flight Suspended	--		By CAD*
ORANGE	EOBT >5min from TOBT			By Manual Event*
WHITE	Default color			

*Not important to know

- **E**: A descriptor about the validity of the filed TOBT.
- **TTG**: Time until the TSAT (- equals time to go, +equals past TSAT)
- **CONF**: A descriptor if the TOBT has been confirmed (or altered) by either "pilot" or "ATC"

(Color) Coding	E	TTG	CONF
DARK GREEN	Correct (C) or Passed (P)	-35min until +3 min	Default Color
YELLOW	--	+4min until +5 min	TSAT+4
RED	Invalid (I)	--	

- **ASRT**: Actual Start-up Request Time
 - The pilot requested start-up if done so before TSAT is active.
- **ASAT**: Actual Start-up Approval Time
 - When start-up approved (STUP or PUSH in Status), ASAT activates and rest of line goes gray.
- **DE-ICE**: De Icing assigned
 - De-ice is required for the pilot, hence taxi out time will be extended.
- **ECFMP**: European Central Flow Management Position
 - A note on what is the origin of a particular flow measure. Only for information.

Procedures

Procedures depends on whether you are handling SEQ only or DEL+SEQ.

Aircraft calls for ATC Clearance (if within AOR)

If **CTOT** is present: Advise pilot about CTOT!. Advise on earliest startup time (TSAT)

If no **CTOT**: No further action required at this stage.

Aircraft calls for STARTUP/PUSHBACK

Check your timings and note:

- If TSAT is **Dark Green**, Start-up can be approved.
- If TSAT is **Light Green**, Pilot is still more than 5 minutes early. he must wait.
- If TSAT is **Yellow** Start-up can be approved, but be quick, it will soon expire.
- If TSAT is **Blank**, Flightplan expired and new TOBT must be filed.

If TSAT is **Light Green** or a **CTOT** is present or TOBT is **Invalid** (expired), try to improve it by sending a "Ready message" by *right clicking on the TOBT. This updates the TOBT to current time, and tries to recalculate everything to look for an earlier time.

If TSAT remains **Light Green** after that, Start-up cannot yet be approved.

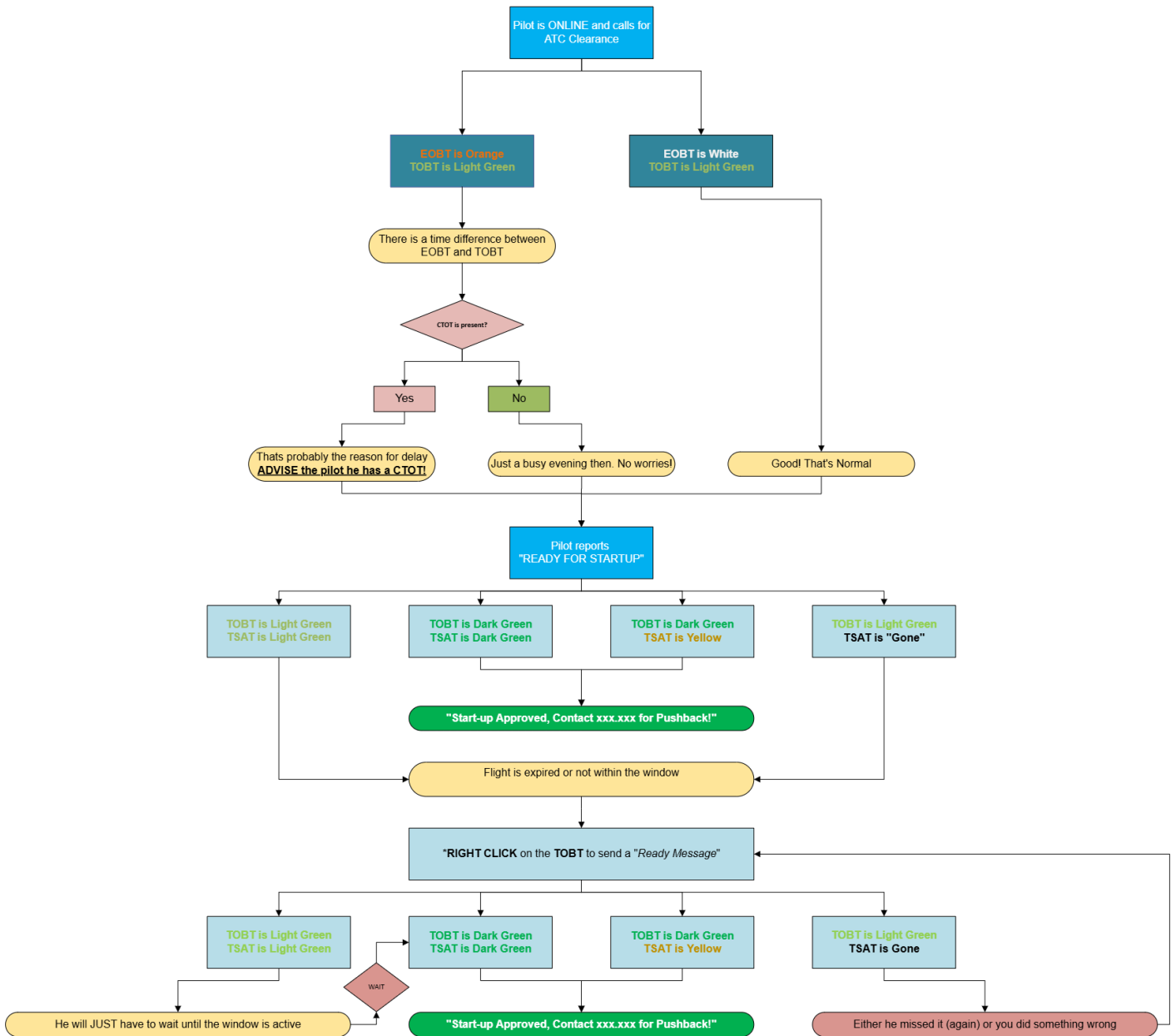
- Click **ASRT** to remind that a request has been made by the pilot
- Approve Startup when TSAT turns **Dark Green**

When start-up approved

- Update Status to STUP or PUSH to activate **ASAT**, and blank out the rest of the times. Aircraft is released.

Flow Chart

Right click on image and select "Open in new tab" to see picture in higher resolution



Arrival Load Balancer - ALB

Arrival Load Balancer - ALB

Manual

https://sodgaard.github.io/Euroscope-ALB_Releases/

VACS

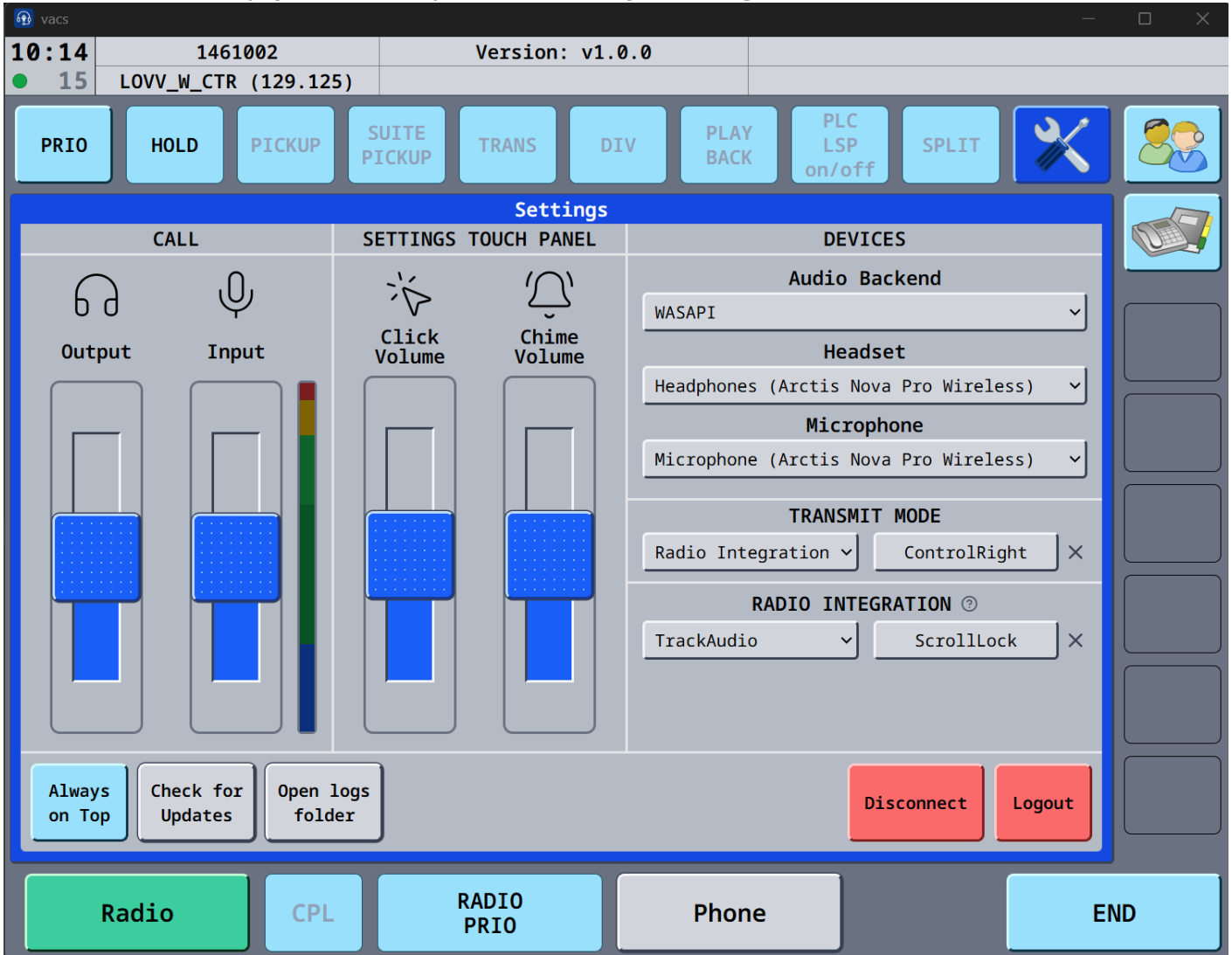
We are starting to use a new communication tool, for easier coordination. This will give a better way of getting in contact with the different controllers, needed for coordination.

1. Download Instructions

[DOWNLOAD VACS](#)

2. Installation and Configuration

Install it and setup your audio preferences by clicking on the **SETTINGS**



If you cannot see input impacts, click on the VU meter, and you can now see the input. Under transmit mode, you can choose Push to mute, and use the button, as you are using in trackaudio, this way the mic in VACS will be muted if in a call.

3. Profiles

Profile is now automatically fetched from the server.

4. Usage

You now call a **station** instead. Simply select the ATC station you want to reach (e.g., "CH TWR", "DK B", "DK UA"), and vacs will automatically route your call to the controller currently in charge of that station. Top-down coverage and sector inheritance typical to VATSIM are handled automatically, ensuring your call always reaches the right person. If a station is covered by multiple controllers (e.g., during a coordinator/mentoring session), they will all receive the call and can choose to answer it.

This brings coordination much closer to its real-life equivalent - you dial a position rather than a specific person.

Additionally, you can now select the station you are calling **from**. This gives the recipient more context, indicating which region they should expect to coordinate with you on.

- **Single click** on a station you control sets it as a **temporary call source**. Your next call will originate from this station, then reset automatically.
- **Double click** (clicking the same key again) sets it as the **default source**, which persists across calls.
- **Clicking again** unsets it.

You can have both a temporary and a default source selected at the same time. The temporary source takes priority for the next call and then reverts to the default.

vacs

10:10 10000001 Version: v2.0.0
● 10 LOWW_APP

PRIO HOLD PICKUP SUITE PICKUP TRANS DIV PLAY BACK PLC LSP on/off SPLIT

1 PRA LW EC 2 ACC N1 EC ACC E1 EC

PRA LS EC BRA APP EC BUD 128.10 EC BUD 133.20 EC ACC S1 EC

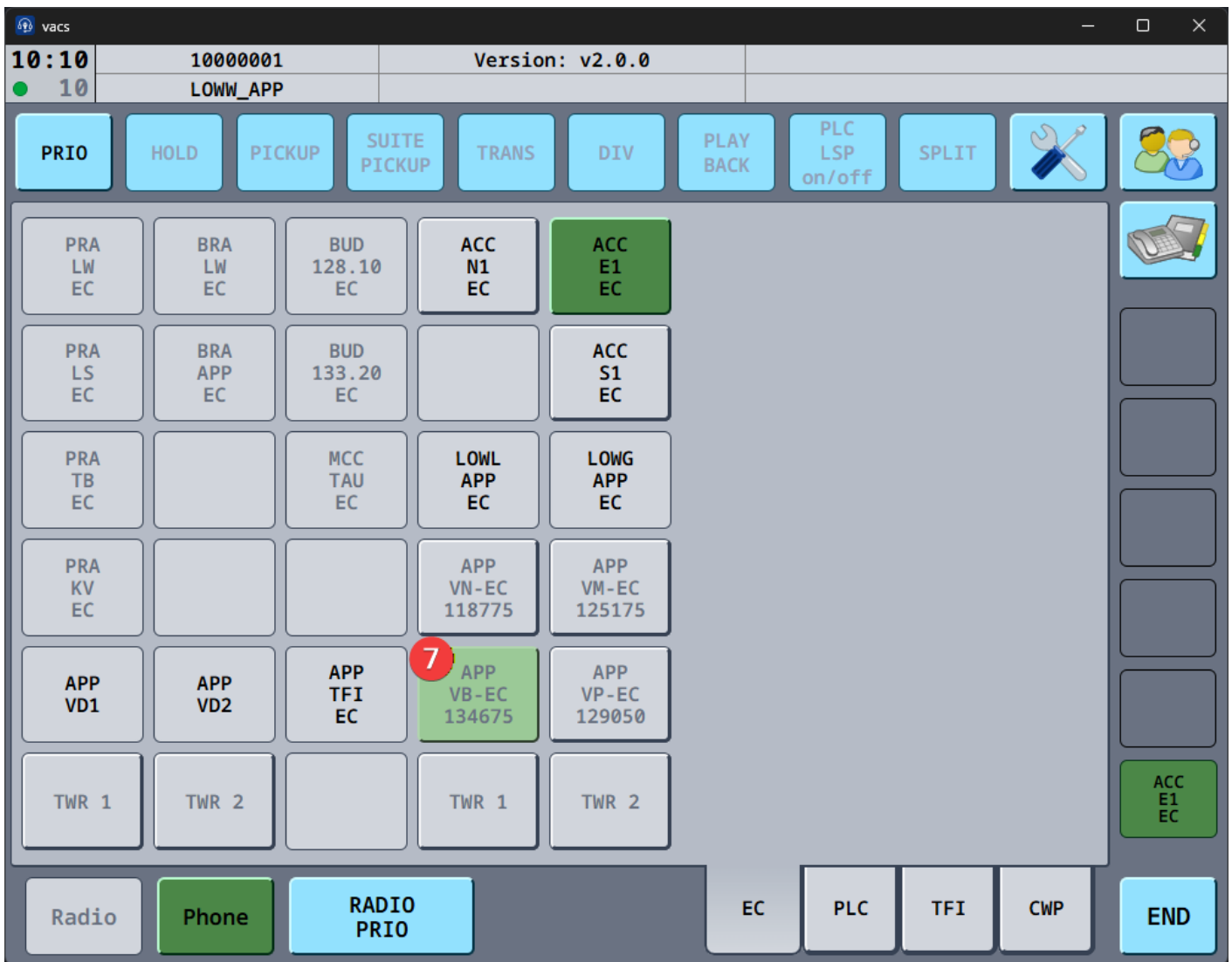
PRA TB EC MCC TAU EC 3 LOWL APP EC LOWG APP EC

PRA KV EC 4 APP VN-EC 118775 APP VM-EC 125175

APP VD1 APP VD2 APP TFI EC 5 APP VB-EC 134675 6 APP VP-EC 129050

TWR 1 TWR 2 TWR 1 TWR 2

Radio Phone RADIO PRIO EC PLC TFI CWP END

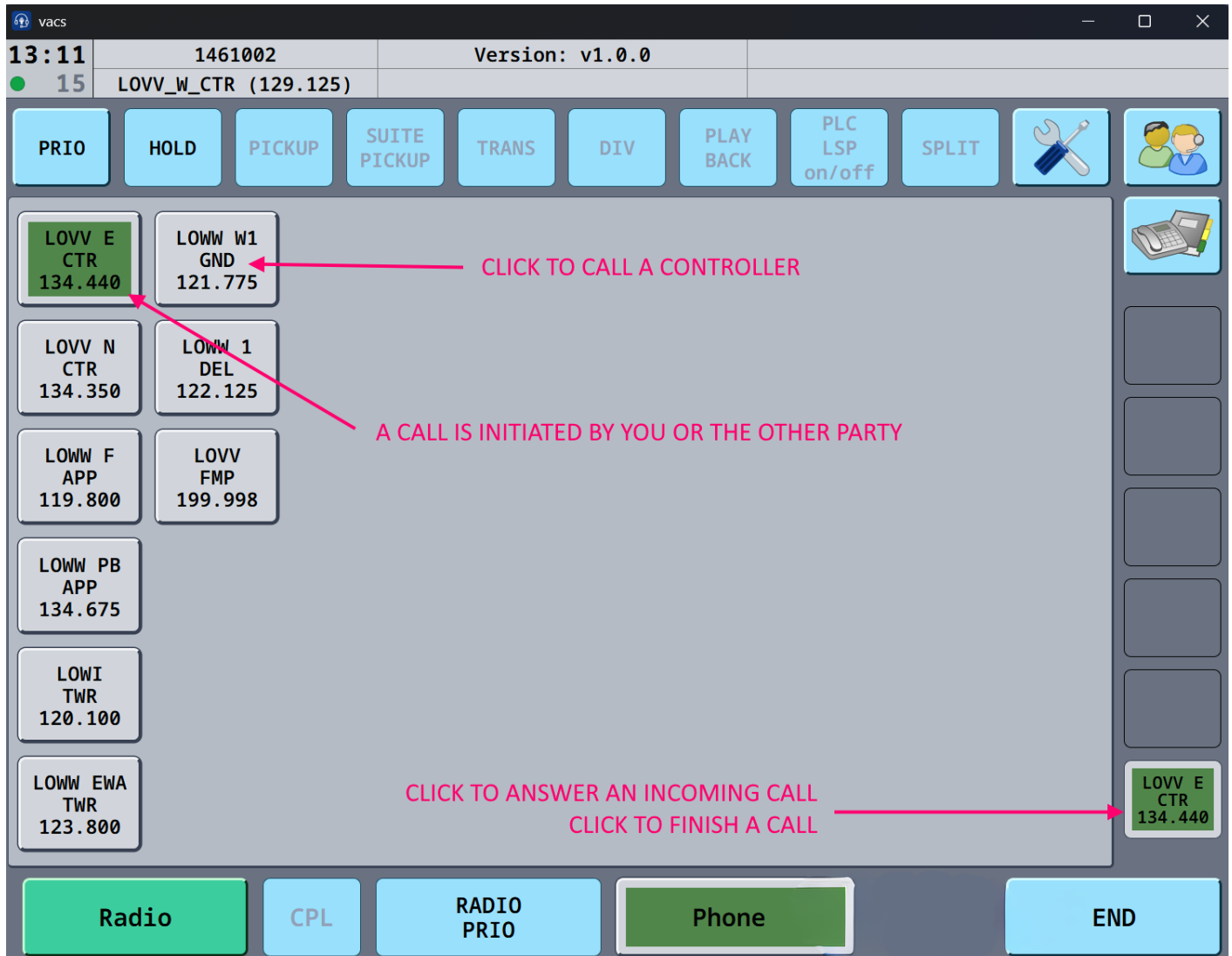


1. Button that does not reference a station (disabled button with grey text)
2. Station that is online and callable (enabled button with black text)
3. Button referencing a station not currently online on vacs (disabled button with black text)
4. Temporary call source (enabled button with grey text and peach background color)
5. Default call source (enabled button with grey text and honey background color)
6. Station currently controlled by your position (enabled button with grey text)
7. Target station of incoming or accepted call (enabled button with grey text and sage background color)

To Call a controller : Click on the icon of the controller you want to call. The open line appears in the bottom right corner in green, and a call tone appear until the VACS line is picked up.

To answer a call: The green icon in the bottom right, will appear signifying the controller trying to call you. Press that bottom right icon, to answer the call.

to finish a call: Click the green icon in the bottom right corner. The icon will disappear, and all icons turn gray, signifying no active call is ongoing.



Flightstrips

IMAGE ALT TEXT HERE

The project can be found on [Github](#) and docs are docs.flightstrips.dk