

Software & Resources

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Euroscope Setup

Required Software

- **Euroscope** – The controller client used in the Reykjavik FIR (and throughout VATSIM Scandinavia).
 - The currently-recommended version of Euroscope is **v3.12.3**. Download it here: <https://euroscope.hu/install/EuroScopeSetup.3.2.13.msi>

Setup Guide

Step 1: Install Euroscope

Download and install Euroscope from the link above, following the prompts of the installer.

Make sure that you are running the **currently recommended version** of Euroscope, as listed above. Older versions may not have as much functionality, and newer versions may not be as stable.

Step 2: Disable Auto METAR Addition (*Optional – Recommended for C1+ Controllers*)

The below is optional, because the issue of METAR list clutter is generally only an issue for C1+ controllers controlling BIRD, due to the amount of airports that may be "active" under their airspace.

For APP/TWR/GND/DEL positions, controllers may find it easier to leave "Auto display METARs" **ticked**. With only 1-2 active airports at most, there is no clutter in the METAR list, and it saves time to have the METARs for those airports

displayed automatically by Euroscope.

For BIRD controllers covering Iceland top-down, to make sure that Euroscope correctly recognizes that you are responsible for departures and arrivals for Icelandic airports (including AFIS fields), all these airports are added as "active" airports whenever you log on as BIRD.

Unfortunately, this also means that Euroscope will try to add the METAR for every Icelandic airport which BIRD may be responsible for. This is because of how Euroscope currently handles the addition of METARs to the METAR list.

This can cause a lot of clutter for BIRD controllers in the METAR list. Thus, it is recommended to follow these steps as a workaround.

Go to OTHER SET (in the green toolbar), click on "General Settings," and then UNTICK "Auto display METAR of active airports." (The red option highlighted below.)

General Settings

Page 1 | Page 2

OK Cancel

Keys

Aircraft select key Num + Set

Primary frequency send key Num * Set

Units of measure

Imperial (miles, feet, knots)

Squawk options

Squawk interval 2600 2677 Assign

VFR squawks 7000 ☒ Random Squawk

WTC symbols

Light L Medium M

Heavy H A380 J

Display options

☒ Display airspace lines ☒ Show route when accepting ☒ Show CLAM warnings

☒ Display FIX name at route points ☐ Lock show route when accepting ☒ Show RAM warnings

☒ Display ETA at route points ☒ Rotate texts along the route ☒ Never close FREQ chat

☐ Zoom center under the cursor ☐ Rotate radar target symbol ☐ Rotate flight plan track symbol

☒ Show tooltips ☒ Show conflict tool on temporary altitude setting

On the ground filter: altitude: 2000 ft, speed: 40 kts

TAG display options

☒ Allow correlated aircraft tag untagged ☐ Allow assumed aircraft tag untagged ☒ Show rectangle over FP track

☒ Allow concerned aircraft tag untagged ☐ Show detailed over untagged ☒ Show rectangle over ASEL

Miscellaneous options

☒ Assume aircraft on the ground as STBY ☒ Use calculated heading ☒ Show 'A' for altitudes

☒ Keep scratch pad content after direct ☐ Compensate FS heading bug ☒ Show 500 ft items for non VFR

☒ Use hovering TAG for key commands ☒ Auto Proxy connections ☒ Highlight ASEL AC in lists

☒ Auto messages for TEXT aircraft ☐ Capitalize FP fields and scratch pad

☐ Set active APT by owned sectors ☐ Inhibit auto flight strip push on handoff

☒ Auto display METAR of active airports ☒ Use ISECT.TXT for scratch pad UNICOM 122.800

Coordination options

☐ Do not use accepted coordination color ☒ Put incoming coordinations to first place

☐ Do not use refused coordination color ☐ Allow direct beyond COPX point

Professional mode

Correlation mode S-mode S-mode transponders IEFGRWQ

Correlation distance 30 NM Do NOT auto correlate the following squawks: 1200,2000,2200,7000,7700

☒ Simulate radar coverage and outage ☒ Do NOT auto correlate duplicated ☒ Accept pilot squawk

☐ Show VFR Flight Plan track ☒ Show IFR Flight Plan track ☒ Auto start FP tracks

This will mean that when you log onto any position, **no METARs will be added automatically**. You may add METARs *manually* to the METAR list for the airports you need by typing the command `.qd [ICAO code]`, e.g. `.qd BIKF`. Pressing the **F2** key is a shortcut for the `.qd` text command.

Logging Onto The Network

To connect to VATSIM (or Sweatbox, the training server used for mentoring controllers), click on the big "CONNECT" button at the top-left of your Euroscope window.

A window will pop up asking for the details of your connection. Make sure that you review the following settings:

- **Select Connection Mode:** For typical controlling & observing on VATSIM, or if you are a *student* participating in a Sweatbox mentoring session, you should always select "**Direct to VATSIM.**"
 - "*Start SweatBox simulator session*" is for **mentors only**. Students should never need to select it.
 - Ignore the other options unless you really know what you are doing.
- **Callsign:** If you are logging onto a specific ATC position, use the dropdown menu to select it.
 - Selecting a position from the dropdown menu will automatically populate your INFO lines, as well as your Facility type.
 - If you are logging on as an observer, then manually type in your callsign as **[YOUR INITIALS]_OBS.** E.g., If John Smith were logging on as an observer, their callsign should be "**JS_OBS.**"
 - You will also need to manually change your **Facility** (dropdown menu directly to the right of Callsign) to "**Observer.**"
 - You may sometimes need to change your observer callsign if someone else with the same initials is also logged on, but this is very rare.
- **Real Name:** Input your name or CID here, following the approved name conventions outlined in [VATSIM Code of Conduct section A4\(b\)](#).
- **Certificate:** Input your VATSIM CID here.
- **Password:** Input your VATSIM password here.
- **Server:** If you are logging onto VATSIM itself, select "AUTOMATIC." If you are logging onto Sweatbox for a training session, select "SweatBox."
 - Whether you are on the main VATSIM network, or on Sweatbox, the **Connect to VATSIM** checkbox should **always be ticked**. (Sweatbox is not part of the "main" VATSIM network, but it is still operated by VATSIM.)

Once you have reviewed all of the above items, you should be ready to connect to the network!

If you are an advanced/knowledgeable controller, and know what you are doing, you may also consider reviewing the following items:

- **Logoff time:** Pretty self-explanatory. Lists when you plan to log off in UTC (Zulu) time.
- **INFO lines:** These lines, which provide essential information about your ATC position, are usually auto-populated whenever you select an ATC position in the Callsign dropdown.
 - However, controllers may sometimes wish to add additional information to the INFO lines, e.g., adding their CPDLC logon (if choosing to provide CPDLC service), or providing a link to their livestream (e.g., on Twitch.)
 - In these circumstances, controllers may make appropriate edits to the INFO lines. Any edits/additions should be kept brief & concise.

Controllers should generally never touch the "Range" setting, unless specifically advised to do so. Position ranges are carefully adjusted to provide full coverage over a controller's airspace, without violating VATSIM's maximum visibility ranges (as defined in VATSIM Code of Conduct section C8.)

Connecting an ATIS

Thanks to the help & support of one of our controllers, Ollie Killeen, the sector file is automatically configured with Euroscope to generate an ATIS.

At the top of your Euroscope window, you should see four small boxes labeled with dashes.



These represent the four ATIS's that you are allowed to connect to VATSIM. **These are set up for BIKF, BIRK, BIAR, and BGGH, in that order left-to-right.**

As a reminder, TWR controllers may only connect **one** ATIS — the one for the aerodrome they are controlling. APP & CTR controllers may connect multiple ATISes if they are covering multiple aerodromes top-down. **Given current SOP, there should never be an instance in which all four ATIS's are connected at once, since there is no single ATC position that controls BIKF, BIRK, BIAR, and BGGH top-down.**

To connect an ATIS, firstly, **select your active runways in Euroscope**. Then, click on the box corresponding to the airport whose ATIS you want to connect (e.g., to connect an ATIS for BIKF, click on the leftmost box.)

An ATIS setup window will open.

ATIS connection A setup

Text ATIS

ATIS callsign: BIKF_ATIS

ATIS frequency: 128.300

Get METAR: BIKF 212100Z 18009KT 9999 -SN BKN021 00/M01 Q0958

Current ATIS info: - T +

ATIS maker URL: [https://atis.olli.ovh/?arwy=\\$arrwy\(\\$atisairportA\)&drwy=\\$deprwy\(\\$atisairportA\)&metar=](https://atis.olli.ovh/?arwy=$arrwy($atisairportA)&drwy=$deprwy($atisairportA)&metar=)

Extracted URL:

☐ Automatically generate new ATIS using the URL

Test URL

Connect ATIS Disconnect ATIS Can not connect ATIS Close

Tick "**Automatically generate new ATIS using the URL,**" and then click "**Test URL.**" The Text ATIS section will automatically fill up with the appropriate ATIS text for your aerodrome, for example:

Text ATIS

KEFLAVIK ATIS T, ISSUED AT {2110} UTC. RWY {19} IN USE. EXP ILS OR RNP APCH, RWY {19}. RWY {01} CONDITION AT {1917} UTC. BRAKING ACTION GOOD, COVERAGE {100}, CONTAMINATION WET. WEATHER AT {2100} UTC. WIND {180} DEG {9} KT. VIS {10} KM OR MORE. LIGHT SNOW. BKN {2100} FT. TEMP {0}. DP MINUS {1}. QNH {958} HPA, {28.29} INCHES. TRL {90}. REPORT MACH NUMBER FOR OCEANIC CLEARANCE. ADVISE ON INITIAL CONTACT YOU HAVE ATIS T.

ATIS callsign

ATIS frequency

Get METAR

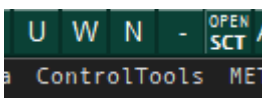
Current ATIS info

ATIS maker URL

Extracted URL

☒ Automatically generate new ATIS using the URL

Check that the output looks correct (correct active runway included, etc.) If everything looks good, click "**Connect ATIS**" at the bottom-left of the window. You can then close the ATIS setup window. The boxes at the top left of your screen will change from showing dashes, to showing the current ATIS letter.



If you need to disconnect an ATIS (e.g., you are on APP/CTR and a controller has logged onto TWR beneath you, and they will take over the ATIS connection), simply click "**Disconnect ATIS.**" (If you are closing/logging off VATSIM, you do not need to click "Disconnect ATIS" — just disconnect yourself from the network, and all your ATISes will disconnect with you.)

Optional Features

RDF

RDF, or **Radio Direction Finder**, is a system used by some air traffic management systems which finds and indicates the location of incoming radio signals, allowing ATC to pinpoint who is transmitting.

RDF is not used in real life by Reykjavik ACC. However, as some controllers find RDF a helpful tool when controlling the large bandboxed BIRD airspace, options for it are present – but disabled by default – in the BIRD sector file. When enabled, the TopSky plugin will draw a circle around any aircraft currently transmitting.

To enable RDF, follow these instructions:

- Go to `%AppData%\Euroscope\BIRD\Plugins` and open **TopSkySettings.txt**.
- Find the settings below in the text file:

```
; -- RDF --  
// -- RDF is not used IRL in the BIRD FIR, but you can enable it anyway by removing the  
slashes // below --  
// RDF_Mode=1  
// RDF_AntennaPos=0
```

- Remove the slashes `//` from in front of the bottom two lines (`RDF_Mode=1` and `RDF_AntennaPos=0`)
- Save the text file and close it.

The TopSky implementation of RDF only works with the "AFV for VATSIM" client. It does **not** work with TrackAudio or other such alternative solutions.

Updating Your Software

Euroscope

Do not update Euroscope unless advised to.

The most stable version of Euroscope is not always the newest one.

Euroscope's development process can be somewhat unstable, and new releases may have bugs that break or lower the quality of the controlling experience.

If the facility engineer has announced that controllers should update to a new version of Euroscope, follow the instructions provided by the facility engineer to update Euroscope. (Generally, you will just need to download the new installer from the Euroscope website.) Otherwise, **do not update** your Euroscope install.

Sector File

Proceed to this link [Sectorfile](#) to find out where to download and setup your Sectorfile within Eurocope.

Voice Communication Setup

Required Software

- **Audio for VATSIM (AFV) Standalone Client** – This client is necessary to connect to the VATSIM audio servers, as EuroScope doesn't natively support the new Audio for VATSIM (AFV) codec.
 - *Link:* <https://audio.vatsim.net/docs/atc/euroscope>
- Alternatively, instead of AFV, one may also use the **TrackAudio** voice client.
 - *Link:* <https://github.com/pierr3/TrackAudio/releases>
 - This software offers a higher fidelity radio simulation, but does not RDF (see the RDF section in this guide for more info on what that is.)

Sectorfile Download & Setup

This guide details how to install the the Reykjavik FIR Sectorfile necessary to control (Iceland, Greenland, and the Faroe Islands) on VATSIM.

If you have any questions, please contact the current Sectorfile Developer for the Reykjavik FIR.

The standard method of installing the sector file has changed from using Euroscope's download system to **downloading from the Aeronav GNG website.**

Download the Reykjavik FIR (BIRD) Sector File from GNG

- Go to <https://files.aero-nav.com/BIRD>
- Log in using your **Navigraph Account**

A free Navigraph account is enough — no subscription required.

FILES **BIRD** · VATSIM Scandinavia - Iceland & Greenland ▾

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Login



AIRAC Packages

Navigation data *sponsored by*
 **Navigraph**

You need to be logged in to download these packages.

You will need a VATSIM account and a free Navigraph account. A current Navigraph subscription is **not** required.

Login with VATSIM/Navigraph

Client	Packagename	AIRAC	Version	Released	Download	
ES	BIRD Install-Pack	2608 / 01	2	2026-08-08 11:06:37	zip	7z
ES	BIRD Update-Pack	2608 / 01	2	2026-08-08 11:07:09	zip	7z

- Download both packages, choosing either ZIP or 7Z:
 - **BIRD Install-Pack**
 - **BIRD Update-Pack**

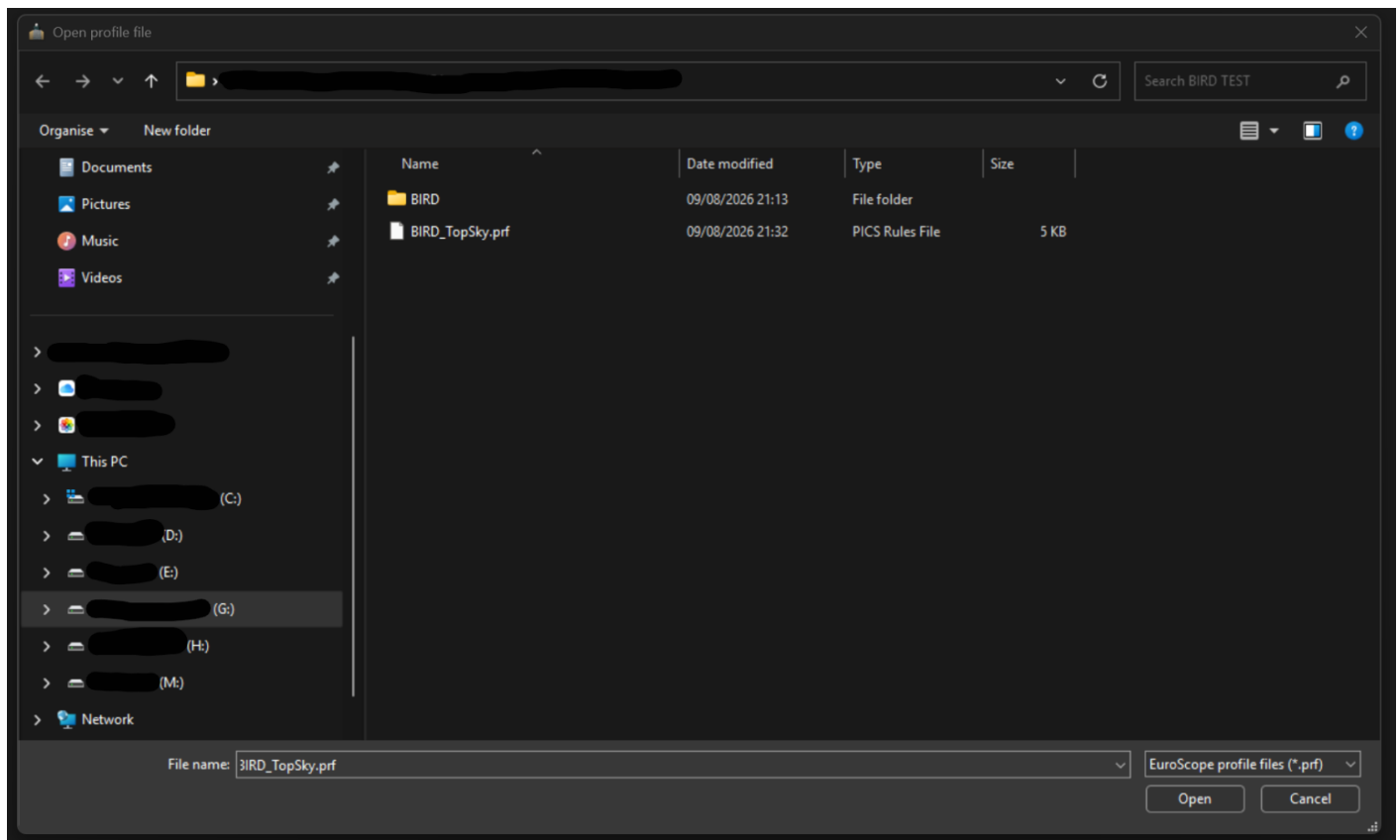
Install the Sector File Manually

1. Choose (or create) a folder on your PC where you want to keep the BIRD sector file — pick somewhere you'll remember, since this is the folder you'll point EuroScope to when loading your profile (e.g. `Documents\EuroScope\BIRD`)
2. Unzip the **BIRD Install-Pack** into that folder first — this is your base installation
3. Unzip the **BIRD Update-Pack** into the *same* folder, replacing/overwriting any files it conflicts with — this applies the latest AIRAC data on top of the base install

Name	Date modified	Type	Size
 BIRD	09/08/2026 21:13	File folder	
 aeronav_copyright.txt	08/08/2026 13:07	Text Document	4 KB
 BIRD_TopSky.prf	09/08/2026 21:32	PICS Rules File	5 KB
 BIRD-Install-Pack_20260808110637-260801-00...	08/08/2026 13:06	ESE File	206 KB
 BIRD-Install-Pack_20260808110637-260801-00...	08/08/2026 13:06	Windows Script Com...	6,656 KB
 BIRD-Update-Pack_20260808110709-260801-0...	08/08/2026 13:07	ESE File	206 KB
 BIRD-Update-Pack_20260808110709-260801-0...	09/08/2026 21:32	RWY File	0 KB
 BIRD-Update-Pack_20260808110709-260801-0...	08/08/2026 13:07	Windows Script Com...	6,656 KB

Load the BIRD Profile in EuroScope

1. Launch EuroScope
2. Use **File → Open Profile** (or the equivalent prompt on first launch) and browse to the folder from Step 5
3. Select the BIRD profile file (`.prf`) in that folder



Confirm you see a blue/green/grey radar display of Reykjavik CTA airspace — this means installation was successful

Sectorfile Changelog

This page contains an changelog to the Reykjavik FIR Sectorfile.

The Reykjavik FIR Sectorfile is installed as described in [THIS PAGE](#).

EuroScope does not allow for plugins to overwrite when updating the GNG package using the automatic download. After updating, close EuroScope then go to `%appdata%\EuroScope` -> ESAA > Plugins > Updated Plugin" and copy the .dll files in the folder. Thereafter go back in the "Plugins" folder and paste the .dll files there. Overwrite existing files when prompted.

BIRD Sector File Update — 08/08/2026

A new update to the **BIRD Sector File** has now been released. **AIRAC AIRAC updated to 2608 BIKF — Keflavik** Several updates have been made to the **Keflavik main apron** to align the sector file with current charts and NOTAMs.

- **Stands 1, 3 & 5 are now closed** due to ongoing apron works.
- Added **Stands 80L, 80R, 81L & 81R**
- Added **Stands 75L, 75R, 73L, 73R, 71R, 70L & 72R**
- Updated **tug release points** to reflect the current temporary locations during the apron works.
- General apron layout adjustments made to better reflect the current published layout.

BIRK — Reykjavík A few minor ground-layout corrections have been made:

- Adjusted taxiway dimensions/positioning.
- Updated apron sizing to more accurately reflect the real-world layout.
- Various small ground layout improvements.

BIAR — Akureyri Further improvements have been made to the airport layout:

- Added the **North Apron**

- Added **Stands 5 & 6**
- Added **Taxiway B**

A-CDM Plugin Added The **A-CDM plugin** has now been included with the sector files. With more pilots now making use of **VDGS, EOBT and TOBT functionality**, the plugin will give controllers greater visibility of planned departure timings and support improved departure management. This includes:

- Visibility of pilot **TOBTs**
- Improved awareness of planned departure sequencing
- Ability to provide **CTOTs** to departing aircraft
- Better coordination of departures during busier periods

A dedicated **A-CDM User Guide** will also be released shortly, providing guidance on:

- How to use the plugin
- How to log in and connect
- The available A-CDM functions
- Recommended controller workflows and procedures

vATIS Download & Setup / Profiles

COMING SOON!