PROCEDURES OVERVIEW

Brussels Delivery

EBBR_DEL

NOT FOR REAL AVIATION

In Brussels (EBBR), IFR clearances are issued by the clearance delivery controller. However if EBBR_DEL is not online IFR clearances can be issued by the next position (Ground controller, Local controller (Tower), Approach controller, or Center controller).

EBBR_DEL: 121.950

ATIS

Before you come online, or when you have just come online, check with EBBR_TWR (or higher positions if online) what the runways in use are.

IFR CLEARANCE

CLEARANCE LIMIT

This always is the destination airport (e.g. Luxembourg).

DEPARTURE INSTRUCTIONS

The Standard Instrument Departure Route (SID).
A SID is usually a routing to avoid populated areas, and it is named according to the fix the routing leads to.
If the pilot doesn't have the SID's, you can give him departure instructions containing a heading and altitude.

ALTITUDE

The initial flight level for EBBR: FL 60
As it's included in the SID, it is normally not required, but not all the pilots on VATSIM know where to find the information so it's good to include it in your clearance.

TRANSPONDER CODES

In Brussels, there are different series of transponder codes according destination. On VATSIM this is not practicable and thus not done. VATEUD has assigned all vACC's with a transponder code range which we can use in order to avoid interference with other vACC's. The available transponder code allocation for EBBR: 7101 - 7127 (7101-7177 in total for Brussels FIR of which 7171-7177 is reserved for ELLX)
Normally EuroScope will have set a proposal squawk, nevertheless you should always check if it's correct. This should be the first thing you do when you see a callsign appearing on your radar.

RUNWAY

Since the pilot can find the departure runway in the voice ATIS, there is no need to include the runway in IFR clearances.

PHRASEOLOGY

Scenario 1: Pilot has the charts for the current SID:
Brussels delivery, Beeline 27A with information Alpha, stand 160, requesting clearance to Amsterdam.
Beeline 27A, cleared to Amsterdam via HELEN3C departure. Climb initially to FL60. Squawk 7101.

Cleared Amsterdam via HELEN3C, initial climb FL60, squawk 7101, Beeline 27A
Beeline 27A, Readback correct. Startup approved. For taxi clearance contact ground on frequency 121.87.

As you noticed the pilot has to readback the clearance. The controller checks the readback for errors, and if the readback is correct, gives the startup clearance (start of engines approved). If it contains errors, the controller will give the full clearance again until the pilot gets it right. Clearance delivery is not responsible for pushback or taxi clearance. This is the job of the ground controller.

Scenario 2: Pilot doesn't have the charts for the current SID:
Brussels delivery, Beeline 27A with information Alpha, requesting clearance to Amsterdam.
Beeline 27A, cleared to Amsterdam. After departure, at 700 feet, right turn to intercept the R-316 HUL to HELEN. Climb initially to FL60. Squawk 7101.

Cleared Amsterdam. After departure, at 700 feet, right turn to intercept the R-316 HUL to HELEN. initial climb FL60, squawk 7101, Beeline 27A
Beeline 27A, Readback correct. Startup approved. For taxi clearance contact ground on frequency 121.87.

If the flight plan filed by the pilot is wrong you should also give him an amended (and correct) route. See the letters of agreement with neighboring vACC's for specific routings to follow. Standard routes can be found in the Pilot Section -> Routes