



# THE DELIVERY POSITION (DEL)

## 1. Introduction

The Delivery (called DEL) controller has the responsibility of issuing IFR departure clearances.

The **DEL** controller must dispose of all charts needed to ensure the best possible service.

The **DEL** controller is responsible for:

- Issuing IFR route clearance (flight plan validation )
- Checking that pilots read back correctly all the items of the clearance
- Transferring the aircraft to the **GND** controller for push-back operations

The **DEL** controller is never responsible for:

- Push-back and taxi
- Inbound traffic arriving at the apron
- VFR traffic

On IVAO, ramp and gate areas are not explicitly differentiated from apron. Therefore, push-back is handled by the GND controller as in real life over a boarding area not necessarily located at a ramp or gate position.

## 2. DEL controller task

### 2.1. IFR clearance delivering

As soon as he starts his connection, the **DEL** controller must acknowledge the ATIS issued by the **TWR** controller in order to be informed about the active and closed runways. In the case no active departure runway is declared, he should ask the **TWR** controller to correct his ATIS.

In the absence of the **TWR**, the ATIS should be picked up from the **APP**, **GND** or **CTR** following this order.

The initial flight level given in the clearance should be coordinated with the **APP** or, in the case of his absence, with the **CTR** controller. The **APP** controller might demand the standard published levels or any other level as a function of charts or the actual and upcoming traffic.

The IFR departure clearance is determined from the FPL route according to the airport configuration.

The delivery position	Version 2.0	31 december 2016	Page 1
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The departure clearance must be issued following a **precise order** and always containing the **following four items**:

1. The **standard instrument departure (SID)** procedure or a multi-directional departure procedure which has been coordinated with the APP controller
2. The **active runway** for departures
3. The **initial flight level or altitude**
4. The **transponder code**

Whenever the **DEL** controller is not able to find a suitable SID corresponding to the first waypoint of the FPL route, he has to:

- Invite the pilot to modify his flight plan
- Propose a multi-directional departure procedure negotiated with the **APP** (or **DEP**) controller (together with the eventual constraints given by the **APP**)

## 2.2. Verification of flight plan

When the DEL controller issues a departure clearance, one of his main tasks is the flight plan (FPL) verification.

**No pilot can obtain a departure clearance without a correct flight plan.**

The following items have to be checked by the **DEL** controller and, if necessary, modified by the pilot (the controller is entitled to ask for modifications):

- Departure airport ICAO code
- Consistency of the route between the departure and with available standard instrument departure (SID) procedures
- Cruise altitude or flight level as required by the route (semi-circular rule)
- Consistency of the flight rule (IFR or VFR) with the submitted FPL
- Consistency of the submitted FPL with the aircraft characteristics and its declared on-board equipment
- Consistency of the alternate airport with the route and the arrival airport.

The delivery position	Version 2.0	31 december 2016	Page 2
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### 3. Special IVAO procedures

All special IVAO procedures are mandatory since they fit to situations or special IVAO features which cannot happen in real life while they may occur on the network because of its proper limitations.

#### 3.1. Specific pilot demand

In the case of a specific pilot demand concerning the departure procedure, the **DEL** controller should coordinate it with the radar controller in charge of departure and initial climb trajectories. In IVAO, this is the task of the **DEP** controller, if present, or the **APP** controller or, at last, the **CTR** controller. If no higher position is connected, the **DEL** controller is entitled to decide about special demands. In this case, he handles the demand as a function of his own skills, of the traffic, of the type of demand and of the pilot's ability.

#### 3.2. Limitation on departure clearance delivery

In the case of over-occupation of the **GND** controller, the **DEL** controller should delay the delivery of the departure clearances. Do not issue any departure clearance before being sure that the **GND** controller is able to manage the traffic movement towards the active runways within a reasonable time.

#### 3.3. Coordination

Once the pilot has read back the delivery clearance, the **DEL** controller must **fill the SID ("Cleared WP") and initial flight level ("Cleared FL") fields** of the aircraft flight strip using IvAc.

A pilot who is clearly pushing back **without having been cleared should be warned by a FORCE ACT** to invite him to contact the ATC. In the case of no answer, or if the pilot does not pick up the ATIS within 1 minute, or if he pursues the push-back or taxiing, a new FORCE ACT must be sent, together with a **private chat message** (be careful to the use of a proper language). Please check the pilot's active frequency and communicate with other controllers of the aerodrome about his activity. If no answer from the aircraft, a supervisor can be called using the text command in COMMBBox: **.WALLOP** <reason of the call in English>

#### 3.4. Restrictions

Even in the absence of the GND controller, the DEL controller does not have any delegation on ground management.

#### 3.5. Transfer

Cleared traffic must be transferred to the closest higher controller (GND, TWR, DEP, APP and CTR, following this sequence). In case any higher controller is not available, the pilot should be released to air-to-air UNICOM frequency 122.800.

These special cases never happen in real life since pilots do not forget to contact the Delivery and at least one controller beside DEL is present to issue taxi clearances.

The delivery position	Version 2.0	31 december 2016	Page 3
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