

Unit II - Toronto Clearance Delivery

Planned Departures		198	Find → Stdby	Find → Issue							
MDW	CS JZA7721	2330 V104 YXU	CYXU	CS JGO328	0005 *YYZ079 J594 MS	CYHZ	CS SSV010	2210 V265 THORL EWA	MUCF	CS JZA8648	0110 V265 THORL EWA
KPIT	CS JGO148	2335 GOPEV LANRK C	CYOW	CS JGO194	0005 CALON V36 BIGE	CYYC	CS PIA790	2300 V34 YEE YX1 YCB	EGCC	CS JZA7936	0110 V265 THORL EWA
KMKE	CS KLM692	2310 V98 J586 YCF J58	EHAM	CS SSV516	2130 V265 THORL EWA	MUSC	CS TSC240	2145 OAKVL V265 THC	MMUN	CS JZA7725	0110 V104
KCLE	CS WJA934	1948 BULGE V252 GEE	KLGA	CS JGO196	0000 GOPEV MSS V2C	CYUL	CS GGN7428	0115 V252 J16AUCIL S	KBDL	CS SSV162	2235 V265 THORL EWA
KMSP	CS AWI737	0140 *V265 THORL JH	KIAD	CS WJA699	2013 GOPEV MSS CEE	CYUL	CS JZA7759	0015 V443 YOO HADAF	CYQG	CS WJA1505	2126 *YYZ081 BEJAT
EGLL	CS JZA7815	2300 *V34 YEE J557 V	CYSB	CS WJA665	2005 CALON V36 BIGE	CYYC	CS JGO121	0015 CALON V36 BIGE	CYVR	CS WJA798	2120 YYZ081 BEJAT
EDDM	CS GGN7406	2355 V252 AIRCO V31	KROC	CS GGN7424	0030 V252 GEESEE11	KHPN	CS JGO325	0010 V98 YCF J589 YM	CYQB	CS JGO185	0055 V36 YW J531 S8
KLAX	CS UAL1109	2000 V320 ECK J84 FN	KORD	CS EGF853	0100 V252 GEE RKA2	KLGA	CS JGO147	0010 GOPEV MSS J581	CYQM	CS WJA1552	2115 *YYZ079 J594 M
KEWR	CS JZA7719	2255 V104 YXU	CYXU	CS JZA7954	2330 V252 WELTI J16 A	KBDL	CS SSV524	2135 V265 THORL JHM	MUCC	CS JGO178	0045 V36 YW J531 S8

YZ CLEARANCE	250/11G16	0043:35	0	APP 1	05	A60+	DEP 1	05	A60+	06L C 60+
	250/13	3001		APP 2	06L	A60+B ?	DEP 2	06L	A60+B ?	

1- Introduction

The function of the Clearance Delivery controller at Toronto Pearson is to issue a pre-departure IFR clearance to aircraft planning to depart IFR, and to gather and issue flight information to aircraft requesting to depart VFR. The Pearson Clearance Delivery controller uses the frequency 121.30 MHz. In order for the Clearance Delivery controller to be able to perform their duties correctly, they must first have a grasp of the airspace of the Toronto Terminal and its surrounding areas. This knowledge is vital for the controller to be able to look at a filed flight plan and quickly decide whether the flight plan will fit in with the standard traffic flow within the terminal airspace. If a flight plan needs to be modified, the controller must issue the changes to the pilot promptly. Failing to catch an inappropriate routing can lead to confusion between the pilot and the departure controller once the aircraft is airborne. The departure controller may have to deny the pilot from flying the initial portion of their filed route altogether if it will cause a conflict with arriving traffic. Obviously this type of situation is to be avoided. With all the different methods VATSIM pilots use to generate a routing, the controller will encounter many acceptable variations of a route to the same destination. The clearance delivery controller must become familiar with all of the different formats of which flight plans may be filed.

2- Clearance Format

All IFR clearances should be issued in the same format. This leads itself to ease of comprehension by the pilot as the information is issued to them and copied. The format of an IFR clearance can be found in MANOPS **M412.1** and the accompanying note **M412.1 Note**. Of the ten points in the reference, the items of most importance with regards to Pearson Clearance Delivery are:

- Prefix
- Clearance Limit
- SID
- Route
- Altitude
- Departure Instructions
- Special Information

Prefix

The only prefix of an IFR clearance is "ATC clears". This prefix is used if the person issuing the clearance to the aircraft is not the controller who has generated it. That is to say that the clearance is being relayed to the aircraft by some middle agency such as an Airport Controller or a Flight Service Specialist (FSS). At most airports with Control Towers there is an agreement in place between the Tower and the ACC that permits the Tower to issue IFR clearances on behalf of the Centre. This type of situation would be in place at busier airports in order to reduce the co-ordination between the Tower and the Centre Controller. Toronto Pearson is one such example. In these cases the Clearance Delivery Controller may omit the prefix. On VATSIM we operate assuming a similar agreement is in place between the Toronto ACC, and all airports with Towers.

Clearance Limit

The clearance limit issued to an aircraft departing from Pearson shall be the destination airport. A flight plan containing more than one airport is called a "round robin" flight. The controller is to clear the aircraft to the final destination airport on a round robin flight, which may even be back to Toronto Pearson in some cases.

SID

SID stands for Standard Instrument Departure. The definition can be found in the MANOPS. All four of the SID procedures in use at Pearson are Vector SIDs. Not all pilots have access to, or the ability to fly a SID. When this situation arises, the controller must issue full, detailed departure instructions to the aircraft, which may simulate the appropriate SID procedure that they would normally be assigned. These instructions are explained in the 'Departure Instructions' section found below. In order to assign an aircraft the proper SID, the active runway configuration at Pearson must first be known as there can be more than one SID available which may be assigned for any given runway. By knowing the current runway configuration and aircraft type (jet/prop), only then can the proper SID be assigned.

Remember to use judgment before simply issuing a SID to a pilot. By looking at the filed flight plan the Clearance Delivery controller must decide if they will need to confirm that the pilot has, and is able to fly a SID. A pilot that does not know what a SID is and simply repeats the SID name in the readback of their clearance may fly unpredictably on departure. A pilot that does not realize what they will be expected to do on departure by ATC even though they read back the name of a SID may decide to depart and turn on course climbing to their filed cruise altitude without notice. This can result with the Departure and Arrival controllers having losses of separation with other aircraft inside the terminal area.

Route

A controller able to accept the route that the pilot has originally filed should use the term "Flight Planned Route" when issuing the clearance. If unable, then once the route amendments have been made, the newly issued portion of the route shall be stated explicitly as part of the clearance so as to avoid any confusion. The controller is to refile any route revision on ASRC so that it is updated on the VATSIM system.

Altitude

The SIDs themselves state the initial altitude an aircraft is authorized to climb to after departure. Jets maintain 5,000 ASL while Non-Jet aircraft (piston, turboprops) maintain 3,000 ASL. Therefore, an aircraft that is able to fly one of the published SIDs need not be issued the applicable altitude (3,000 or 5,000) with their clearance.

Departure Instructions

The SIDs themselves detail the specifics of how the aircraft is to be flown after departure. Apart from the AVRO SID which requires runway heading be flown unless instructed otherwise, the three other SIDs require turns from runway heading during initial climb out. All aircraft are to be assigned their departure runway as part of their pre-departure clearance, and if unable to fly a SID are to be given instructions as how to proceed for their initial climb-out.

Special Information

The only piece of special information issued is the aircraft's four digit SSR or transponder code. The transponder or 'squawk' code assigned is to be unique for each aircraft and selected from the banks of squawk codes allocated for use by the Toronto FIR. For our purposes the codes are:

IFR Flights remaining within the FIR	5501 – 5577
IFR Flights departing the FIR	6301 - 6377
VFR	1201 – 1277

3- Runway Configurations and Assigning SIDs at Pearson

It is the responsibility of the Pearson Tower controller to decide which runway or runways are active at any time. Criteria for selecting actives can be found in Unit IV which deals with Toronto Tower. Once the Clearance Delivery controller has been advised of the runway configuration, pilots who have, and are able to fly one of the published SIDs are assigned one.

For simplicity on VATSIM, SIDs used are:

- a- LESTER SID Aircraft departing any east-west runway or 33L
- b- DOUGLAS SID Aircraft departing 33R when 33L **is** used for arrivals
- c- PEARSON SID Aircraft departing 33R, when 33L **is not** used for arrivals
- d- AVRO SID Assigned to aircraft departing 15L or 15R

4- Aircraft Unable to Fly a SID

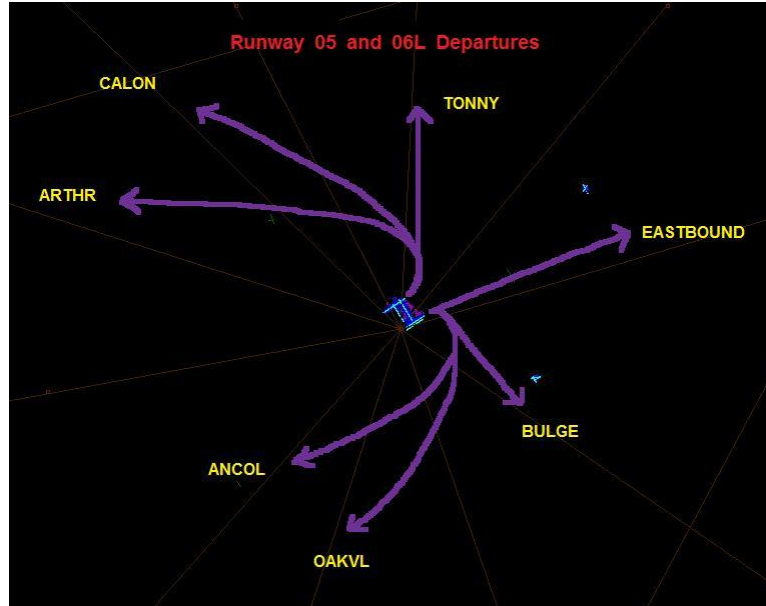
Aircraft that do not have, or are unable to fly a SID must be given a full, detailed departure clearance, which explicitly states their initial climb-out altitude. To retain consistency with the SIDs, Prop aircraft are to maintain 3,000 and Jet aircraft are to maintain 5,000. Unless otherwise stipulated, aircraft will be instructed to climb out on runway heading for vectors to their filed route. In the case of a 33L or 33R jet departure, a pilot without SIDs may be instructed to climb on a heading of 345 to simulate the Pearson, Lester or Douglas SID for their departure runway.

5- Assigning the Appropriate Departure Runway in a Dual Runway Configuration

This is a topic which on VATSIM, the actual CYYZ procedures may be deviated from for simulation purposes due to the lower traffic loading on VATSIM. In reality when there are two east-west runways open for arrivals and departures simultaneously, Pearson airport functions as two separate airports- a North and a South airport. Under this type of 'dual' configuration more staff is required as there may be two tower controllers, two departure controllers and two arrival controllers. Normally due to the size of the airport, number of taxiways, and volume of airport traffic there is usually always two ground controllers on duty at any given time, even when not in a dual configuration. When 'dualing' one of each type of controller provides service to aircraft using one of the two runways. For example, one controller works the north parallel, while the other provides service to aircraft utilizing the south parallel. At times such as these when traffic dictates that a parallel east-west operation be in use, the assigned departure runway depends solely on the initial route of flight of the departing aircraft. What this means is that aircraft are not simply assigned the closest runway to their parking position on the field for departure. With this type of scheme both departure controllers will never have to turn their own aircraft towards the other's, thus avoiding a criss-cross situation in the air. The North Departure controller's aircraft will never conflict with the South Departure controller and vice versa. In essence, crossing of aircraft is done on the ground rather than in the air to reduce complexity at the expense of less than optimal taxi distances for some aircraft.

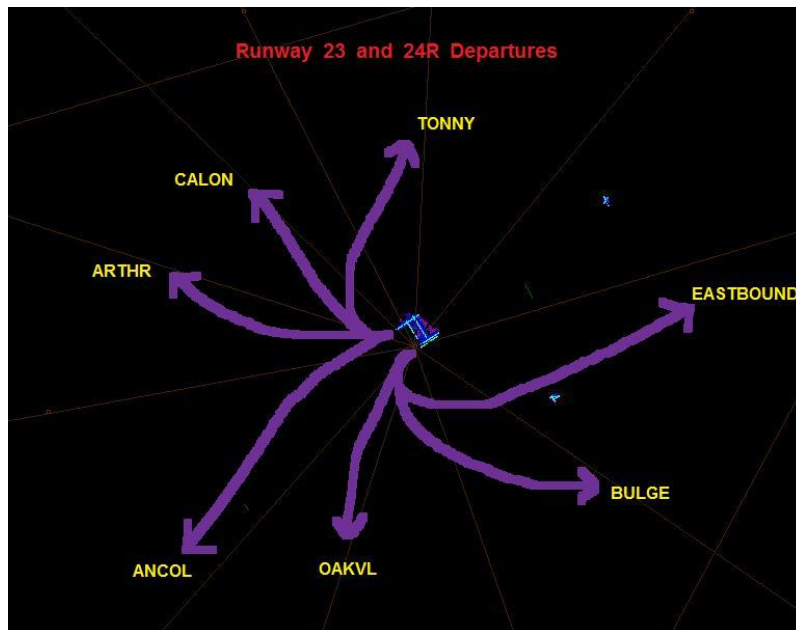
During dual East operations:

Runway 05 departures: V34, V36, V320
Runway 06L/R departures: All other airways



During dual West operations:

Runway 23 departures: V34, V36, V320, V443/37/104
Runway 24L/R departures: All other airways



6- Non Conforming Departures

There are exceptions to the rule of runway assignment based on initial flight planned airway. These include MEDEVAC or any other priority flights that need the shortest taxi route to a runway and aircraft that need a longer departure runway due to operational requirements. For example long-range transatlantic flights unable to depart 06L/R or 24L/R due to insufficient length would have to be assigned a longer departure runway such as 33R or 05/23. In non-routine cases such as these, coordination with the Tower and Ground controller must occur for pre-planning purposes. When a request is received for a non conforming departure runway, the Tower controller must be informed and approval granted to assign the runway. The Clearance Delivery controller will then assign the non conforming runway, issuing the SID which may have changed, and advise the Ground Controller of the aircraft with the change.

On VATSIM when a dual operation is in use and with typical traffic levels, there may not be the need to enforce the runway assignment structure based on outbound airway. If there will not be steady departure traffic it may be possible to grant each aircraft the closest runway to them to reduce taxi times. Before issuing aircraft the closest runway, Clearance Delivery must obtain a blanket approval from Tower. Tower may rescind this approval at any time.

7- Approving and Amending of Flight Plans

The most important aspect of the Clearance Delivery position is being able to quickly recognize an appropriate versus an inappropriate flight plan, and be able to provide an alternate routing to the pilot. In addition to the filed route, the requested cruise altitude must be verified for direction of flight and corrected when necessary. The Clearance Delivery controller must become familiar with the different formats that pilots file flight plans with. Some appear with only fixes, VORs and NDBs while others may be comprised of a combination of Victor and High Level Jet Routes. It is important to become familiar with the preferred routes from Pearson to the most popular destinations, as they provide the most ideal routings for the aircraft to exit the Toronto terminal airspace and continue. The preferred routings to and from Pearson can be found on the CZYX website for pilot and controller use.

The most problematic routes filed are ones that would put the departing aircraft on a route that conflicts with one of the four standard Pearson arrival routes (see Airspace Traffic Flow diagrams). It is important to identify a problem route and have it changed before the aircraft departs, as confusion will occur when the Departure or Centre Controller denies the aircraft it's originally filed flight planned route. The RNAV STAR charts for Toronto depict the four arrival points that aircraft fly towards when inbound to Toronto for landing:

Inbound to YSO: via YOW J546, YXI J597 or YYB J558
Inbound to LINNG: via DKK V522 LINNG or BUF V36 LINNG
Inbound to YWT: via ECK V216 YWT, YXU V98 YWT or via V450 YWT
Inbound to YMS: via TIBUD J525 YMS or YSB J600 YMS

The departure controller will not put a departing aircraft on a route that would put them in direct conflict with arriving aircraft on any of the above routes. Therefore

the clearance delivery controller must not approve a route that is planned via any of the above inbound routes.

For example: CYYZ BUF GEE ULW SAX KLGA

In the above, the requested route would take the departing, climbing aircraft overhead BUF VOR, which would put it in direct conflict with any aircraft descending for Pearson via the BUF-LINNG arrival route. A more appropriate routing which could be issued would be one that takes the aircraft east of BUF and away from arrivals inbound to BUF. Changing the route to BULGE, then GEE would accomplish this. Thus the pilot's route would be amended to become: BULGE GEE ULW SAX, and may be issued as BULGE, GEE flight planned route.

It is important to realize that when a route amendment is issued to a pilot, the clearance delivery controller must link their amendment to the pilot's original route at a common point. In the above example the controller cannot simply issue "change your route to start with BULGE". The change needs to be issued so there is no doubt as to where the change over to the pilot's original route will begin. Example: "route change- file BULGE GEE then as filed" This amendment contains GEE as the location as to where the pilot can continue with their originally filed route.

The clearance delivery controller should negotiate a proper cruise altitude or flight level with the pilot rather than simply assigning one. The reason for denial of the filed cruise level or altitude should be given. Also, the reason for any route change from the originally filed flight plan should be explained if possible to the pilot. Once any required changes have been made, only then should they issue a pre-departure clearance to the pilot. The clearance delivery controller should try and minimize the extent to which a filed route is changed. There is a database of routes which are 'preferred' routes and they are the routes which ATC encourages pilots to file for their flight. However the preferred routes are not the only routes which may be filed and approved and it is not an accepted practice for Clearance to issue changes to filed routes based simply on the fact the pilot did not file the preferred route to their destination.

The rule in which a route from CYYZ is not to interfere with any arrival routes to CYYZ has one exception. The preferred routings to Windsor and Detroit Satellite airports such as KYIP, DET and KPTK take aircraft via V104 to YXU where they then fly the PICES STAR. In order to avoid the possibility of flights on this route interfering with aircraft descending over YXU for CYYZ these flights are restricted altitude-wise. Preferred routes will be discussed in more detail later in this module.

Because pilots on VATSIM are of all different levels, care should be taken when issuing a route revision. It may be assumed that pilots that have filed a flight plan using a combination of Victor airways, Jet routes and a STAR could accept a route revision with Victor airways and/or Jet routes. Good judgment would say that a pilot that has filed a route simply containing a series of fixes and or VORs would not be able to fly a route revision with Jet Routes or Victor airways. The Clearance Delivery controller must decide on how complicated of a route revision they should issue. When dealing with someone new to Flight Simulation, unfamiliar with the Toronto area or not strong with the English language it is best to be as simple as possible.

8- Readback of IFR clearance

At Pearson, a readback on a clearance issued to an aircraft containing a SID must include both the SID and transponder code. It is not mandatory for any other details to be readback to the controller. If a route amendment was issued, it is necessary to obtain a readback on the new route. An aircraft that is not able to fly a SID must readback the transponder code and also the initial altitude they are authorized to climb to after departure (3,000 or 5,000).

9- Local Strip Marking Procedures

Once an aircraft has been issued their IFR clearance or VFR departure instructions, the flight progress strip is to be marked with the assigned departure runway and initial altitude the aircraft has been authorized to climb to on departure. The runway assigned for departure is to be entered into the scratchpad of the flight progress strip. The 'temporary altitude' for the aircraft is entered by using the F8 function of ARSC or VRC. For example any IFR jet should have 5,000 inserted as the aircraft's temporary altitude. Having the departure runway in the scratchpad tells Ground or the controller who will be taxiing the aircraft where exactly the aircraft is to be sent. Setting the aircraft's temporary altitude aids the Tower and/or Departure controller to verify the altitude a pilot states they are climbing to against what the Clearance Delivery controller has assigned to them. In addition the temporary altitude clearly identifies what flight rules and type the aircraft is.

Flight Plan - UPS614 (Name unknown) - Amended

Callsign: UPS614	A/C Type: B722/R	Flight Rules: IFR	Amend Plan
Depart: CYYZ	Arrive: KRFD	Alternate: KMKE	Refresh Plan
Cruise Alt: 26000	Scratchpad: 23	Squawk: 6310	Assign Squawk

Route: ARTHR V320 ECK J94 OBK

Remarks: UPS

INSERT ASSIGNED DEPARTURE RUNWAY

10- Control Transfer

Once all of the flight planning details have been worked out and a proper readback has been obtained, an aircraft is to be handed off to Ground, or the next available controller.

11- VFR aircraft

The clearance delivery controller may be contacted by aircraft intending to depart Pearson for VFR flight. As in the case of each departing IFR aircraft, each VFR aircraft must have a unique transponder code assigned to them. VFR aircraft are to be assigned a transponder code in the 1200 block. Local VFR flight within the Pearson control zone or inside the surrounding Class C airspace is at the discretion of the Tower, Terminal, or Centre controllers based on the current or anticipated volume of IFR traffic in the area. A departing VFR aircraft should be informed of the activities at Pearson, the runway they can anticipate for departure, and be assigned an initial climb-out altitude and transponder code. Jet aircraft are to be assigned runway heading not above 4,000 and non-jet aircraft runway heading not above 1,500 unless they have flight planned a lower altitude. The clearance delivery controller must ensure that a VFR aircraft has filed an appropriate cruising altitude for their flight if they intend to fly enroute to another location, and obtain a readback on the initial altitude assigned to them. If the current weather conditions are such that VFR flight is not permitted, the controller should inform the aircraft of the current weather and ask what the aircraft's intentions are **M314.1**. Do not use phrases such as "cleared for VFR" or "maintain" with VFR aircraft. Terms used with VFR flight are "VFR approved" or "not above/below" with an altitude restriction.

12- Pre Departure Clearance via Datalink (PDC)

In order to reduce workload, pilots of aircraft that have Datalink capability are able to receive their pre-departure clearance via hardcopy. How the system works in the real world is the Clearance Delivery controller receives a flight plan for the PDC capable flight and assigns the SID and departure runway. Along with the squawk code generated for the flight by the flight planning system, the current ATIS code and a unique 4 character code are sent to the aircraft. The pilot receives a printout on their printer then calls up the Clearance Delivery controller and confirms the PDC code with them. The PDC identifier consists of three digits and one letter. An accurate 'readback' of the identifier code for that flight by the pilot constitutes the flight now having its flight plan clearance. This procedure greatly reduces the amount of time on frequency needed to issue clearances to pilots. Any changes that need to be made to a filed flight plan which the controller will have to issue to the pilot cancels this procedure and the controller must issue a clearance in the standard format. PDC has not yet been officially implemented at CYYZ on VATSIM.

13- CYYZ Preferred Routes

Below are the preferred routes for Hi Level flights that depart the Toronto area and continue enroute to locations further within ZYZ or into ZOB, ZMP, ZBW, or ZUL airspace. A preferred route is a route which is the most suitable for the ATC system and therefore reduces extra workload, coordination and possibly delays when filed. These routes are for reference only and are not intended to be assigned to aircraft which may file a different, yet acceptable route to leave ZYZ airspace. For example there is no requirement for every flight plan to contain a standard departure fix prior to an airway such as ARTHR V320 ECK versus V320 ECK as these are the same routes and no confusion will occur if a pilot has filed V320 ECK. The Clearance Delivery controller should become familiar with these routes because the majority of required route changes use the route stems.

HI altitude routes to overfly:

ECK – V320 ECK
DJB – V443 YQO DJB
SSM – V36 YVV J531 SSM
GEE – V252 GEE
MSS – YYZ079 J594 MSS
YXI – V34 YEE YQA YXI
YMX – V98 YCF J588 YMX

CRL – V320 CEFOR CRL
EWC – V265 THORL EWC
ASP – V36 BIGBE ASP
ART – YYZ081 BEJAT J595 ART
YCF – V98 J586 YCF
PSB – V265 THORL JHW PSB
YSB – V34 YEE J557 YSB

14- Agreement with Cleveland Centre

In order to streamline ATC operations, some routes have maximum enroute altitude restrictions placed on them. These restrictions are required in reality and may not be necessary to apply at all times on VATSIM. It is however encouraged that these restrictions are applied as they form part of our agreement with Cleveland Centre.

Routes with Altitude Restrictions:

CYQG, KDTW, and Detroit area airports: maximum FL220

KCLE and Cleveland area airports: maximum FL220

KBUF: maximum 9,000

KROC: maximum 15,000

Because flights to the above airports from the Toronto area are relatively short, preferred routes are applied to these destinations to keep traffic flows consistent and to avoid airborne re-routes. Full details can be found in the LOAs between Toronto Centre and Cleveland ARTCC.

Clearance Delivery Phraseology

Altitudes issued to pilots by Clearance Delivery:

IFR jets – **5,000**
IFR props – **3,000**

VFR jets – **4,000**
VFR props – **1,500**

There are 3 standard phraseology formats used at CYYZ when issuing an IFR clearance, or VFR departure instructions:

1- IFR *WITH* A SID

ACA123 Cleared to (**Destination**) airport via the (**SID**) departure.

(**Flight Planned/Amended**) route. Depart runway (**Runway**), squawk (**SSR code**)

2- IFR *WITHOUT* A SID

ACA123 cleared to (**Destination**) airport via the (**Flight planned/Amended**) route maintain (**Altitude**). Depart runway (**Runway**), climb runway heading for vectors, squawk (**SSR code**)

3- VFR DEPARTURE INSTRUCTIONS

GABC, VFR (**To Wherever/For Whatever**) depart runway (**Runway**)

climb runway heading. Not above (**Altitude**) until advised squawk (**SSR code**)

Examples

1- Landing and departing runways 23 and 24R

The screenshot displays a flight information system (FIS) interface for KLM692. The main window is titled "Clearance Issue & Information - KLM692". It contains several sections:

- ADD INFORMATION:** Fields for ATIS, LOC, VNAP, TOWER REMARKS, and APREQ.
- ISSUE CLEARANCE:** Fields for ACID (KLM692), DEST (EHAM), and SID (L7).
- AR:** A large text box containing the clearance text: "V98 J586 YCF J588 YMX YRI BOBBS REDBY CARPE 54N050W 56N040W 58N030W 59N020W BALIX UP59 NEXUS//".
- RWY, A-ALT, SSR:** Fields for RWY (24R), A-ALT (5), and SSR (0525).
- INFORMATION:** Fields for ETD (2310), F-ALT (330), TYPE (H/B744/W), TAS (N496), ETA, POD (CYYZ), ATA, and ARR-RWY.
- RULES, REMARKS, SELCAL:** Fields for RULES (I), REMARKS (XY =), and SELCAL.
- Buttons:** A grid of buttons including NORTH GROUND, CENTRE GROUND, SOUTH GROUND, NORTH TOWER, STANDBY, SOUTH TOWER, HOLD CLEARED, PLANNED, HOLD UNCLEARED, FIND & STANDBY, and DONE.

The interface also shows a list of other flights on the right side and a bottom status bar with various system parameters.

Clearance, KLM 692 heavy is at Terminal 3, requesting IFR clearance.

KLM 692 heavy, Clearance cleared to Amsterdam via the Lester seven departure, flight planned route. Depart runway 24R, squawk 0525.

It's a Lester 7 off 24R, as filed squawk 0525 for KLM 692

KLM692, readback correct, contact Toronto ground on 121.90 for your pushback.

Ground on 21.9 KLM 692 good day sir.

2- Landing and departing 33R, JGO204 with no SIDs
CJA204 MD83 CYYZ YOUTH LINNG GEE SHAFF5 KEWR FL320

Clearance, Canjet 204 with you looking for airways to Newark.

Canjet 204, Clearance, I have a slight route revision for you, plan BULGE intersection, then Geneseo VOR and the Shaff five arrival into Newark.

OK, we copy the new route is BULGE, Geneseo, and then the Shaff number 5 to Newark for Canjet 204.

Canjet 204, readback correct, for direction of flight what is your preference of FL310 or FL330 for eastbound flight this evening? FL320 is a westbound level.

Clearance, Canjet 204, we'll take FL330.

Canjet 204, roger, anticipate FL330 for your cruise. Canjet204 cleared to the Newark via the amended route, maintain 5,000. Depart runway 33R, climb runway heading for vectors, squawk code 2202.

Canjet 204 is cleared to Newark via the amended route; we'll climb off runway 33R on runway heading to 5,000 for vectors, and 2202 in the box.

Canjet 204, readback correct, contact Toronto ground on 121.9 for your push, good evening.

Canjet 204, roger, we'll give Ground a call on twenty-one nine. Thanks.

3- Landing and departing 33R, GIML, VFR
GIML C310 CYYZ V98 OO YGK 3B CYCC VFR 7,500

Clearance, its Cessna 310 GIML at the north end, we're going VFR to Cornwall today at 7.5.

Cessna 310 GIML, Clearance, VFR to Cornwall. Depart runway 33R, climb runway heading, not above 1,500 until advised squawk code 1220.

IML check 33R and not above 1,500, squawk 1220.

IML readback correct, contact Toronto ground 121.9 when ready for taxi.

IML

4- A couple notes on phraseology:

The phraseology "Clearance on request" should **not** be used by a controller at CYYZ who will be issuing a pre-departure clearance to an aircraft. The term would be used if the person or controller who will be issuing the clearance to the pilot **is not** the controller who is in fact generating the clearance. "Clearance on request" is appropriate when used by a Flight Service Specialist when they are required to relay the clearance to the pilot on behalf of an IFR controller. However, at Pearson there is an agreement in place with the ACC which permits the Tower controllers to issue initial pre-departure clearances on behalf of the ACC to aircraft. We will operate in the same fashion on VATSIM. If a controller wishes to acknowledge a pilot's request for their clearance and requires some time to review the flight plan, they should reply to the pilot with "roger, standby". Usually review of a filed flight plan should not take more than a few seconds thus the controller should not reply to the aircraft with "I have your clearance, advise ready to copy" since the aircraft is already "standing by" and ready to copy.

Route and altitude changes should be negotiated with the pilot prior to issuing the final IFR clearance or VFR departure instructions. It is normally too much at once for a pilot to copy an altitude change and a required route change in their clearance. Deal with one change at a time then once the route and altitude have been finalized, the final clearance may be given in the standard format.