U.S. Department
of Transportation

**Federal Aviation
Administration**

FAA-S-8081-10D

Aircraft Dispatcher
Practical Test Standards

May 2013
(effective August 1, 2013)

Flight Standards Service
Washington, DC 20591

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Note

Material in FAA-S-8081-10D will be effective August 1, 2013. All previous editions of the Aircraft Dispatcher Practical Test Standards will be obsolete as of this date.

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Major Enhancements to Version FAA-S-8081-10D

- Introduction
  - Revised “General Information” section
  - Revised title of “Practical Test Standards Concept” section (previously titled “Practical Test Standard Concept”)
  - Revised “Practical Test Standards Description” section
  - Revised list of references
    - Removed AC 90-94: Guidelines for Using Global Positioning System Equipment for IFR En Route and Terminal Operations and for Nonprecision Instrument Approaches in the U.S. National Airspace System
    - Corrected the title for 49 CFR part 1544 to “Aircraft Operator Security: Air Carriers and Commercial Operators”
    - Added the following:
      - 14 CFR part 110: General Requirements
      - 14 CFR part 119: Certification: Air Carriers and Commercial Operators
      - 14 CFR part 120: Drug and Alcohol Testing Program
      - AC 90-105: Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System
      - AC 120-101: Air Carrier Operational Control
      - AFM: Airplane Flight Manual
    - Revised Note
  - Revised “Use of the Practical Test Standards Book” section (previously titled “Use of the Practical Test Standard Book”)
  - Revised element 3 and removed element 8 in the “Special Emphasis Areas” section
  - Revised title and content of the “Aircraft Dispatcher Practical Test Prerequisites” section (previously titled “Practical Test Prerequisites”)
  - Added “Aircraft Dispatcher Certification Prerequisites” section
  - Revised “Equipment and Documents Required for the Practical Test” section
  - Revised “Examiner Responsibility” section
  - Revised “Satisfactory Performance” section
  - Revised “Unsatisfactory Performance” section

- Added “Notice of Disapproval” section
- Revised “Letter of Discontinuance” section
- Revised “Dispatch Resource Management (DRM)” section
- Revised Aeronautical Decision Making and Risk Management” section

- Area of Operation I: Flight Planning/Dispatch Release
  - Task A: Regulatory Requirements
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    - Revised Objective 2
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    - Revised Objective 2
  - Task C: Weather Observations, Analysis, and Forecasts
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    - Revised Note
    - Revised element *a* and added element *l* to Objective 1
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    - Add Objective 4
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- Area of Operation V: Post-Flight Procedures
  - Task B: Flight Documentation\
    - Renamed Task (previously titled “Trip Records”)
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- Area of Operation VI: Abnormal and Emergency Procedures
  - Task: Abnormal and Emergency Procedures
    - Revised References

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Foreword

The Aircraft Dispatcher Practical Test Standards book has been published by the Federal Aviation Administration (FAA) to establish the standards for the aircraft dispatcher certification practical test. Qualified FAA inspectors and designated dispatcher examiners shall conduct practical tests in compliance with these standards. Instructors and applicants should find these standards helpful in practical test preparation.

Signed: 05/06/2013

John Allen

Director, Flight Standards Service

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Introduction

General Information

The Flight Standards Service (AFS) of the Federal Aviation Administration (FAA) has developed these practical test standards as the standards that shall be used by qualified FAA inspectors and designated examiners when conducting the Aircraft Dispatcher Practical Test. Instructors are expected to use this book when preparing applicants for practical tests. Applicants should be familiar with this book and refer to these standards during their training.

Information considered directive in nature is described in these practical test standards (PTS) in terms such as “shall” and “must,” indicating the actions are mandatory. Guidance information is described in terms such as “should” and “may,” indicating the actions are desirable or permissive, but not mandatory.

The FAA gratefully acknowledges the valuable assistance provided by many individuals and organizations throughout the aviation community who contributed their time and talent in assisting with the revision of these practical test standards.

This PTS may be purchased from the Superintendent of Documents, U.S. Government Printing Office (GPO), Washington, DC 20402-9325, or from GPO’s website at http://bookstore.gpo.gov.

This PTS is available for download, in pdf format, from www.faa.gov.

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Comments regarding this PTS may be sent to the following e-mail address: AFS630comments@faa.gov.

Practical Test Standards Concept

Title 14 of the Code of Federal Regulations (14 CFR) part 65 specifies the subject areas in which knowledge and skill must be demonstrated by the applicant before the issuance of an Aircraft Dispatcher Certificate. The CFRs provide the flexibility to permit the FAA to publish practical test standards containing the Areas of Operation and specific Tasks in which competency shall be demonstrated. The FAA will revise this book whenever it is determined that changes are needed in the interest of safety. ***Adherence to provisions of the regulations and the practical***

test standards is mandatory for the evaluation of aircraft dispatcher applicants.

Practical Test Standards Description

This test book contains the Practical Test Standards for Aircraft Dispatcher. The Aircraft Dispatcher Practical Test Standards includes the Areas of Operation and Tasks for the initial issuance of an Aircraft Dispatcher Certificate.

Areas of Operation are phases of the practical test arranged in a logical sequence within the standard. They begin with Flight Planning/Dispatch Release and end with Abnormal and Emergency Procedures. The examiner, however, may conduct the practical test in any sequence that will result in a complete and efficient test.

Tasks are titles of knowledge areas or procedures appropriate to an Area of Operation.

References identify the publication(s) that describe(s) the Task. Descriptions of Tasks are not included in these standards because this information can be found in the current issue of the listed reference. Publications other than those listed may be used for references if their content conveys substantially the same meaning as the referenced publications. Except where appropriate (e.g., pertinent CFRs), references listed in this document are NOT meant to supersede or otherwise replace manufacturer or other FAA-approved or accepted data. References are meant to serve as general information and study material resources.

Objectives list the important elements that must be satisfactorily performed to demonstrate competency in a Task.

Note is used to emphasize special considerations required in the Area of Operation or Task.

The examiner determines that the applicant meets the Task Objective through the demonstration of competency in all elements of knowledge and/or skill unless otherwise noted. The Objectives of the Tasks in certain Areas of Operation, such as arrival, approach, and landing procedures, should include only knowledge elements. Examiners may introduce common errors as part of the objectives in a particular Task that includes elements of skill as well as knowledge. In meeting the objectives, an applicant must be able to describe, recognize, analyze, and correct the errors.

These practical test standards are based on the following references:

14 CFR part 1	Definitions and Abbreviations
14 CFR part 25	Airworthiness Standards: Transport Category Airplanes
14 CFR part 61	Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR part 65	Certification: Airmen Other Than Flight Crewmembers
14 CFR part 71	Designation of Class A, B, C, D, and E Airspace Areas; Airways; Air Traffic Service; Routes; and Reporting Points
14 CFR part 91	General Operating and Flight Rules
14 CFR part 110	General Requirements
14 CFR part 119	Certification: Air Carriers and Commercial Operators
14 CFR part 120	Drug and Alcohol Testing Program
14 CFR part 121	Operating Requirements: Domestic, Flag, and Supplemental Operations
14 CFR part 139	Certification and Operations: Land Airports Serving Certain Air Carriers
49 CFR part 175	Hazardous Materials Regulations; Carriage by Aircraft
49 CFR part 830	Notification and Reporting of Aircraft Accidents or Incidents and Overdue Aircraft, and Preservation of Aircraft Wreckage, Mail, Cargo, and Records
49 CFR part 1544	Aircraft Operator Security: Air Carriers and Commercial Operators
FAA-H-8083-1	Aircraft Weight and Balance Handbook
FAA-H-8083-15	Instrument Flying Handbook
FAA-H-8083-25	Pilot's Handbook of Aeronautical Knowledge
FAA-H-8261-1	Instrument Procedures Handbook
FAA Order 8260.3	United States Standard for Terminal Instrument Procedures (TERPS)
AC 00-2	Advisory Circular Checklist
AC 00-6	Aviation Weather
AC 00-45	Aviation Weather Services
AC 20-29	Use of Aircraft Fuel Anti-Icing Additives
AC 20-117	Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft Icing
AC 60-22	Aeronautical Decision-Making

AC 60-28	English Language Skill Standards Required by 14 CFR parts 61, 63, and 65
AC 61-84	Role of Preflight Preparation
AC 91-51	Effect of Icing on Aircraft Control and Airplane Deice Anti-ice Systems
AC 91-74	Pilot Guide Flight in Icing Conditions
AC 90-79	Recommended Practices and Procedures for the Use of Long-Range Navigation
AC 90-91	North American Route Program (NRP)
AC 90-105	Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System
AC 91-43	Unreliable Airspeed Indicators
AC 91-70	Oceanic Operations
AC 120-27	Aircraft Weight and Balance Control
AC 120-28	Criteria for Approval of Category III Landing Weather Minima for Takeoff, Landing, and Rollout
AC 120-29	Criteria for Approval of Category I and Category II Weather Minima for Approach
AC 120-57	Surface Movement Guidance System
AC 120-60	Ground Deicing and Anti-icing Program
AC 120-101	Air Carrier Operational Control
AC 121-26	Airports—Required Data
AC 121-32	Dispatch Resource Management Training
A/FD	Airport/Facility Directory
AFM	Airplane Flight Manual
AIM	Aeronautical Information Manual
CDL	Configuration Deviation List
DP	Departure Procedure
IAP	Instrument Approach Procedure
IFIM	International Flight Information Manual
MEL	Minimum Equipment List
NOTAM	Notice to Airmen
ODP	Obstacle Departure Procedure
SID	Standard Instrument Departure Procedure
STAR	Standard Terminal Arrival Route
Charts	En Route High and Low Altitude Charts, Terminal Area Charts, Profile Descent Charts

NOTE: *The latest revision of the references must be used.*

Use of the Practical Test Standards Book

The FAA requires that all Aircraft Dispatcher Practical Tests be conducted in accordance with the Aircraft Dispatcher Practical Test Standards and the policies set forth in the Introduction. Applicants must be evaluated in **all** Tasks included in each Area of Operation of the practical test standard unless otherwise noted.

When using the practical test book, the examiner must evaluate the applicant's knowledge and skill in sufficient depth to determine that the standards of performance listed for all Tasks are met. However, when a particular Element is not appropriate to the aircraft, its equipment, or operational capability, etc., that Element, at the discretion of the examiner, may be omitted. It is not intended that the examiner follow the precise order in which Areas of Operation and Tasks appear in the practical test standards. The examiner may change the sequence or combine Tasks with similar Objectives to conserve time.

In preparation for each practical test, the examiner shall develop a written "plan of action." The "plan of action" shall include all required Tasks in each Area of Operation. If the Elements in one Task have already been evaluated in another Task, they need not be repeated. For example, the "plan of action" need not include evaluating the applicant on hazardous weather conditions or NTSB reporting requirements at the end of the practical test if knowledge of that Element was sufficiently demonstrated at the beginning of the test. One or more scenarios may be used in testing the applicant. The "plan of action" should be written in the order that the evaluation will be conducted but maintain the flexibility to be changed due to unexpected situations as they arise. It must be complete enough to ensure that all the selected Tasks are evaluated. ***Any Task selected for evaluation during a practical test shall be evaluated in its entirety.***

The Objectives of all Tasks must be demonstrated at some time during the practical test. It is of the utmost importance that the examiner accurately evaluates the applicant's ability to perform safely as an aircraft dispatcher.

In an automated environment, the examiner must require an applicant to demonstrate adequate knowledge and skill in manual flight planning and dispatch procedures. The preparation of a manual flight plan is mandatory during the practical test. In addition, an examiner may choose to have the applicant provide manual validation of a computer generated flight plan and dispatch release

as a means to ensure the applicant is able to decipher and crosscheck computer-produced calculations.

Special Emphasis Areas

Examiners shall place special emphasis upon areas that are most critical to dispatching and flight safety. Although these areas may not be shown under each Task, they are essential to flight safety and must receive careful evaluation throughout the practical test.

Among these are:

1. Positive Operational Control;
2. Aircraft Performance and Driftdown;
3. Weather Requirements for Departure/Destination and Alternates;
4. Hazardous Weather Awareness, Recognition and Avoidance;
5. Aeronautical Decision Making (ADM);
6. Risk Management Procedures (RMP);
7. Dispatcher Resource Management (DRM); and
8. Other areas deemed appropriate to any phase of the practical test.

Aircraft Dispatcher Practical Test Prerequisites

To be eligible to take the Aircraft Dispatcher Practical Test, an applicant must meet the following criteria, as required by 14 CFR part 65:

1. Be at least 21 years of age;
2. Be able to read, speak, write, and understand the English Language;
3. Present documentary evidence of passing the required knowledge test prescribed by 14 CFR part 65.55 within the preceding 24 months; and
4. Comply with the experience or training requirements of 14 CFR part 65.57.

Applicants should expect the testing to require 4 to 6 hours to complete.

In accordance with the requirements of 14 CFR 65.53(b)(2) and ICAO aviation English Language proficiency requirements, the entire application process and testing procedures must be accomplished fluently enough in the English language such that crew coordination and communication is never in doubt.

If there are questions concerning English language requirements, refer to “AC 60-28, English Language Skill Standards Required by 14 CFR parts 61, 63, and 65.”

Aircraft Dispatcher Certification Prerequisites

To be eligible for an aircraft dispatcher certificate, an applicant must meet the following requirements:

1. Be at least 23 years of age;

    a. Applicants under 23 years of age that pass the practical test will receive a letter of aeronautical competency in accordance with FAA Order 8900.1 volume 13, chapter 3, section 4.

2. Satisfy elements 2 through 4 from the “Aircraft Dispatcher Practical Test Prerequisites” section above; and
3. Pass the required practical test prescribed by 14 CFR part 65.59.

Equipment and Documents Required for the Practical Test

The examiner is responsible for supplying weather information and NOTAMs for the test when current weather information is not available.

Materials to be supplied by the applicant, as determined by the examiner, include the following:

1. Airplane Flight Manual;
2. General Operating Manual;
3. Operations Specifications (may be included in the General Operating Manual;
4. En Route Low/High Altitude Charts;
5. Standard Instrument Departures;
6. Standard Terminal Arrival Routes;
7. Standard Instrument Approach Procedures Charts;
8. FAA Form 7233-4, ATC Flight Plan;
9. Navigation Log/Flight Log;
10. Load Manifest Form;
11. Weight and Balance Form;
12. Dispatch Release Form;
13. Aeronautical Information Manual;
14. Computer and Plotter;
15. NOTAM Information;
16. 14 CFR parts 1, 25, 61, 65 Subpart C, 71, 91, 110, 119, 121, and 139;
17. 49 CFR parts 175, 830, and 1544;
18. Completed FAA Form 8400-3, Application for an Airman Certificate and/or Rating or IACRA application information;
19. Airman Knowledge Test Report;
20. Pilot Certificate (if applicable);
21. Statement of Graduation Certificate (if applicable);

22. Identification—Photo/Signature ID;
23. Notice of Disapproval/Letter of Discontinuance (if applicable); and
24. Examiner's Fee (if applicable).

NOTE: *If the applicant was trained in an FAA-approved dispatcher certification course, materials used in that course may be substituted for company specific materials supplied by the applicant.*

Examiner[1] Responsibility

The examiner conducting the practical test is responsible for determining that the applicant meets the acceptable standards of knowledge and skill for each Task within the practical test standards. There is no formal division between the knowledge (oral) and skill (demonstration of abilities) portions of the practical test. The portion of this test devoted to manual flight planning may be considered a demonstration of skill; however, an examiner must test the applicant in his or her knowledge of the manual flight planning process and the calculations involved. Evaluation of applicants must be an ongoing process throughout the test. Oral questioning, to determine the applicant's knowledge of Tasks and related safety factors, should be used prudently at all times. Examiners shall test to the maximum extent practicable the applicant's correlative abilities, rather than rote memorization of facts, throughout the practical test.

An examiner should allot, on average, no less than 4 hours and no more than 6 hours to conduct a test.

In accordance with the requirements of 14 CFR 65.53(b)(2) and ICAO English Language proficiency requirements, the examiner must conduct the test and application process entirely in the English language. The English language component of crew coordination and communication skills can never be in doubt for the satisfactory outcome of the test. Normal restatement of questions as would be done for a native English speaking applicant is still permitted and is **not** grounds for disqualification.

If the examiner determines that a Task is incomplete or the outcome is uncertain, the examiner may require the applicant to repeat that Task, or portions of that Task. This provision has been made in the interest of fairness and does not mean that instruction, practice, or the repetition of an unsatisfactory Task is permitted any time during the test. When practical, the remaining Tasks of the practical test phase should be completed before repeating the questionable Task.

[1] The word "examiner" is used throughout these standards to denote either a qualified FAA inspector or FAA-designated examiner who conducts the official practical test.

NOTE: *Where appropriate, the applicant should be allowed to use printed reference material commonly available to an aircraft dispatcher while on duty.*

Satisfactory Performance

Satisfactory performance to meet the requirements for certification is based on the applicant's ability to:

1. perform the Tasks specified in the Areas of Operation within the approved standards outlined in this test book and the aircraft performance capabilities and limitations;
2. follow normal, abnormal, and emergency procedures as required by the regulations and company procedures;
3. demonstrate sound judgment, aeronautical decision-making, and dispatch resource management skills; and
4. apply aeronautical knowledge.

"Satisfactory performance" means that, in the judgment of the examiner, the applicant is able to demonstrate skill and correctly respond to the examiner's questions at least 70 percent of the time. Each examiner must have a method for making this determination.

Unsatisfactory Performance

If, in the judgment of the examiner, the applicant does not meet the objective of performance of any Task performed, the associated Area of Operation is failed and; therefore, the practical test is failed.

The examiner or applicant may discontinue the test at any time when the failure of an Area of Operation makes the applicant ineligible for the certificate sought. ***The test may be continued only with the consent of the applicant.*** If the test is discontinued, the applicant is entitled to credit for only those Areas of Operation and their associated Tasks satisfactorily performed. However, during the re-test and at the discretion of the examiner, any Task may be re-evaluated, including those previously passed.

Errors, lack of performance and/or failures in any area should be considered as grounds for failure of the entire Aircraft Dispatcher Practical Test. Typical areas of unsatisfactory performance and grounds for disqualification are:

- Failure to appropriately apply conditions and limitations of any minimum equipment list (MEL)/Configuration Deviation List (CDL) item;
- Actions by the applicant that would constitute a violation of the Code of Federal Regulations (CFRs) if the applicant were actually dispatching a flight;

- Exceeding any Airplane Flight Manual (AFM) limitation;
- Failure to comply with operation specifications (OpSpecs);
- Failure to properly interpret weather information; and
- Failure to properly interpret any Notice to Airmen (NOTAMS).

Notice of Disapproval

When a Notice of Disapproval is issued, the examiner shall record the applicant's unsatisfactory performance in terms of the Area of Operation and specific Task(s) not meeting the standard appropriate to practical test conducted. The Area(s) of Operation/Task(s) not tested and the number of practical test failures shall also be recorded.

Letter of Discontinuance

When a practical test is discontinued for reasons other than unsatisfactory performance (e.g., equipment failure or illness), FAA Form 8400-3, Application for an Airman Certificate and/or Rating, and, if applicable, the Airman Knowledge Test Report, shall be returned to the applicant. The examiner at that time shall prepare, sign, and issue a Letter of Discontinuance to the applicant. The Letter of Discontinuance shall identify the Areas of Operation and their associated Tasks of the practical test that were successfully completed. The applicant shall be advised that the Letter of Discontinuance shall be presented to the examiner when the practical test is resumed, and made part of the certification file.

Dispatch Resource Management (DRM)

The NTSB has found that inadequate operational control and inadequate collaborative decision-making have been contributing factors in air carrier accidents. Effective management of available resources by aircraft dispatchers is one essential deterrent to such accidents. In exercising operational control, the aircraft dispatcher coordinates with flight crewmembers, air traffic controllers (ATC), and other members of a vast team in order to meet the requirements of daily flight operations. AC 121-32, Dispatch Resource Management Training, encourages the aircraft dispatcher's knowledge of the functions of the other participants throughout the operation environment. Two expected benefits to the aircraft dispatcher are: (1) better handling of information that affects the safety of flight operations; and (2) a better interface with each pilot in command, consistent with the joint responsibility requirement outlined in 14 CFR part 121.

Examiners are required to exercise proper DRM competencies in conducting tests, as well as expecting the same from applicants.

Aeronautical Decision Making and Risk Management

The examiner shall evaluate the applicant's ability throughout the practical test to use good aeronautical decision-making procedures in order to evaluate risks. The examiner shall accomplish this requirement by developing scenarios that incorporate as many Tasks as possible to evaluate the applicant's risk management skills in making safe aeronautical decisions. For example, the examiner may develop a scenario that incorporates weather decisions and performance planning. The applicant's ability to utilize all the assets available in making a risk analysis to determine the safest course of action is essential for satisfactory performance. The scenarios should be realistic and within the capabilities of the aircraft and company operations used for the practical test.

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Areas of Operation

I. Flight Planning/Dispatch Release

Task A: Regulatory Requirements

References: 14 CFR parts 1, 25, 61, 65 subpart C and Appendix A, 14 CFR parts 71, 91, 121, and 139; 49 CFR parts 175, 830, and 1544; AC 61-84, AC 90-105; AC 91-70; General Operations Manual; Operations Specifications.

NOTE: *Where appropriate, questions on other Areas of Operation may be based on the assigned flight.*

Objective: To determine the applicant:

1. Can explain the regulatory requirements for obtaining an aircraft dispatcher certificate and discuss why air carriers employ dispatchers.
2. Exhibits adequate knowledge of the elements of flight planning and dispatch release(s) by preparing a flight plan, load manifest, take off data information, and dispatch release for a flight between designated airports.
3. Is able to plan the flight in accordance with regulatory requirements, operations specifications, and company procedures and provide all required information for that flight to the PIC.
4. Can recognize additional information that may affect the safety of the flight during flight and provide that information to the PIC in a timely manner.

Task B: Meteorology

References: 14 CFR part 65 subpart C and Appendix A and 14 CFR part 121; FAA-H-8083-25; AC 00-6, AC 00-45; AIM.

Objective: To determine, through oral questioning and the flight plan/dispatch release exercise, the applicant:

1. Understands and can explain elements of basic weather studies and weather theory, such as the Earth's motion and its effects on weather.
2. Demonstrates adequate knowledge of regional and local weather types, structures and characteristics of the

atmosphere, application and briefing of the flight plan/dispatch release exercise, including—

a. Pressure.
b. Wind.
c. Clouds.
d. Fog.
e. Ice.
f. Air masses.
g. Fronts.

Task C: Weather Observations, Analysis, and Forecasts

References: 14 CFR part 65 subpart C and Appendix A and 14 CFR part 121; FAA-H-8083-25; AC 00-6, AC 00-45, AC 91-51, AC 120-60, AC 120-117; AIM.

NOTE: *Where current weather reports, forecasts, or other pertinent information are not available, this information shall be simulated by the examiner in a manner that adequately measures the applicant's competence. Examples of aviation weather information are indicated within parentheses below, as appropriate.*

Objective: To determine, through oral questioning and the flight plan/dispatch release exercise, the applicant:

1. Exhibits adequate knowledge of the elements of aviation weather information by obtaining, reading, and analyzing the applicable items, such as—

   a. Aviation weather reports and forecasts (ATIS, METAR, SPECI, TAF, FA, FB, CWSU, MIS, GTG-2, CWA, WH, AC, WW, AWW).
   b. Pilot and radar reports (PIREPS, SD, satellite weather imagery, RADATs).
   c. Surface analysis charts.
   d. Significant weather prognostic charts (SIG WX).
   e. Winds and temperatures aloft (FB).
   f. Freezing level charts (FB, RADATs, FA, surface analysis chart, constant pressure charts).
   g. Composite moisture stability charts.
   h. Weather depiction charts.
   i. Constant pressure analysis charts.
   j. Tables and conversion graphs.
   k. Aviation Hazard forecasts, notices and advisories such as: SIGMETs, AIRMETs (WS, WA, WST), Volcanic Ash Advisory Statement, and Volcanic Ash forecast Transport and Dispersion Chart (VAAS, and VAFTAD).

l. Field condition reports.
m. NOTAMs/NOTAM systems.
n. EWINS (enhanced weather information system).

2. Correctly analyzes the assembled weather information pertaining to the proposed route of flight and destination airport, and determines whether an alternate airport is required and properly briefs the examiner. If an alternate is required, determines whether the selected alternate meets the requirements of the CFRs and the operations specifications.

Task D: Weather-Related Hazards

References: FAA-H-8083-15, FAA-H-8083-25; AC 00-6, AC 00-45, AC 20-29, AC 20-117, AC 91-43, AC 91-74; Airplane Flight Manual, General Operations Manual, Operations Manuals.

Objective: To determine that the applicant demonstrates adequate knowledge of the elements of weather hazards by applying all appropriate performance penalties and corrections on the manual flight plan/dispatch release and then appropriately briefing or discussing with the examiner weather hazards, such as:

1. Crosswinds and gusts.
2. Contaminated runways.
3. Restrictions to surface visibility.
4. Turbulence and wind shear.
5. Icing.
6. Thunderstorms and microbursts.
7. Tornadoes.
8. Hurricanes.
9. Typhoons.
10. Volcanic ash.

Task E: Aircraft Systems, Performance, and Limitations

References: 14 CFR part 65 subpart C and Appendix A and 14 CFR part 121; Airplane Flight Manual; Operations Manuals; MEL/CDL; FAA-H-8083-1; AC 120-27.

Objective: To determine the applicant:

1. Exhibits adequate knowledge of the principles of flight for group I and group II aircraft, and the elements of performance limitations, including thorough knowledge of the adverse effects of exceeding any limitation.
2. Demonstrates proficient use and knowledge of appropriate aircraft performance charts, tables, graphs, or other data relating to such items as—

    a. Accelerate-stop distance.
    b. Accelerate-go distance.
    c. Takeoff performance—all engines, and engine(s) inoperative.
    d. Climb performance,—all engines, and engine(s) inoperative.
    e. Service ceiling; all engines, and engine(s) inoperative.
    f. Cruise performance.
    g. Fuel consumption, range, and endurance.
    h. Descent performance.
    i. Go-around from rejected landing.
    j. Landing performance.
    k. Quick turnaround performance.
    l. Drift down.

3. Describes appropriate aircraft performance airspeeds used during specific phases of flight.
4. Describes the effects of meteorological conditions upon performance characteristics and correctly applies these factors to a specific chart, graph, or other performance data.
5. Computes the center-of-gravity location for a specific load condition (as specified by the examiner), including adding, removing, and shifting weight.
6. Determines that the takeoff weight, landing weight, and zero fuel weight are within limits.
7. Describes economics of flight procedures, including performance and fuel tankering.
8. Demonstrates good planning and knowledge of procedures in applying operational factors affecting aircraft performance.
9. Demonstrates and applies, using correct terminology, adequate aircraft systems knowledge related to—

    a. Flight controls.
    b. Autoflight.
    c. Hydraulics.
    d. Electrical.
    e. Air conditioning and pressurization.

f. Ice and rain protection.
g. Avionics, communication and navigation.
h. Powerplants and auxiliary power units.
i. Fuel systems and sources.
j. Oil system.
k. Landing gear and brakes.
l. Fire detection and protection.
m. Emergency and abnormal procedures.
n. Minimum equipment list (MEL)/configuration deviation list (CDL).

Task F: Navigation and Aircraft Navigation Systems

References: 14 CFR part 65 subpart C and Appendix A and 14 CFR part 121; Airplane Flight Manual, General Operations Manual; AIM.

Objective: To determine the applicant demonstrates adequate knowledge of navigation and aircraft navigation equipment and procedures, such as:

1. Navigation charts, symbols, and the national airspace system.
2. Airborne navigation instruments and automated databank systems—

    a. Electronic flight instrument system (EFIS).
    b. Flight management system (FMS).

3. Special navigation operations and performance—

    a. RVSM/DRVSM (Reduced Vertical Separation Minimums/Domestic Reduced Vertical Separation Minimums).
    b. ETOPS (Extended Operations).
    c. RNP (Required Navigation Performance).
    d. RNAV routes (Area Navigation).

        i. GNSS (Global Navigation Satellite System).

            (1) WAAS (Wide Area Augmentation System) and GPS (Global Positioning System).

        ii. Inertial Based Systems.

    e. FMS (Flight Management System).

4. Navigation definitions, time references and location (0° longitude, UTC).
5. Navigation systems including—

a. VHF Omnidirectional Range (VOR).
b. Distance Measuring Equipment (DME).
c. Instrument Landing System (ILS).
d. Marker Beacon Receiver/Indications.
e. Transponder/Altitude Encoding.
f. Automatic Direction Finding (ADF).
g. Long Range Navigation (LORAN).
h. Inertial Navigation System (INS).
i. Inertial Reference System (IRS).
j. Radio Area Navigation (RNAV).
k. Doppler Radar.
l. Global Positioning System (GPS).

Task G: Practical Dispatch Applications

References: 14 CFR part 65 subpart C and Appendix A; AC 60-22, AC 121-32.

Objective: To determine the applicant exhibits adequate knowledge, judgment, and authority to influence and prevent aircraft accidents/incidents through knowledge of the following elements:

1. DRM (dispatcher resource management) procedures.
2. Human factors, teamwork, communications, and information exchange.
3. Aeronautical decision-making.
4. Situational awareness, assessment, and problem solving.
5. Generation and evaluation of alternatives.
6. Contingency planning.
7. Human error and technology-induced error.
8. Support tools and technologies.
9. Tradeoffs and prioritization.
10. Individual and organizational factors.
11. Prevention, detection, and recovery from errors.
12. Company risk management procedures, as appropriate.

Task H: Manuals, Handbooks, and Other Written Guidance

References: 14 CFR part 65 subpart C and Appendix A and 14 CFR part 121; 49 CFR parts 175, 830, and 1544; General Operations Manual, Operations Specifications, MEL/CDL, Airplane Flight Manual; FAA-H-8083-25, FAA-H-8261-1; AC 00-2, AC 91-70, AC 90-91, AC 90-105, AC 121-26; FAA Order 7340.2, FAA Order 8260.3; Operations Manuals, AIM/IFIM.

Objective: To determine the applicant demonstrates adequate knowledge of and can effectively locate the

appropriate manuals, handbooks, and other resource materials required for dispatching aircraft and to accomplish the Tasks in the practical test guide, such as:

1. 14 CFR part 65.
2. 14 CFR part 121.
3. 49 CFR part 175.
4. 49 CFR part 830.
5. 49 CFR part 1544.
6. General Operating Manual.
7. Operations Specifications.

II. Preflight, Takeoff, and Departure

Task A: Air Traffic Control Procedures

References: 14 CFR part 65 subpart C and Appendix A, 14 CFR parts 91 and 121; FAA-H-8261-1; AIM/IFIM.

Objective: To determine the applicant exhibits adequate knowledge of the elements of air traffic control, including:

1. ATC responsibilities.
2. ATC facilities and equipment.
3. Airspace classification and route structure.
4. FAA Form 7233-4 flight plans and codes.
5. ATC separation minimums.
6. ATC flow control.
7. ATC traffic management.
8. ATC communications, protocol, and regulations.
9. Voice and data link communications.
10. DP/SID/ODP/RNAV (Departure procedure, standard instrument departure, obstacle departure procedure, area navigation).
11. Area Departures.
12. Terminal area charts, en route low/high charts.
13. Approved departure procedures and takeoff minimums.
14. Abnormal procedures.

Task B: Airports, Crew, and Company Procedures

References: 14 CFR part 121; General Operations Manual, Operations Specifications, A/FD; En Route High/low Charts, Terminal Area Charts; SIDs.

Objective: To determine the applicant demonstrates adequate knowledge in the elements of airport operations, crew requirements and company procedures, such as:

1. Crew qualifications and limitations.
2. Dispatch area, routes, and main terminals.
3. Airport diagrams, charts, and symbols.
4. Authorization of flight departure with concurrence of pilot in command.
5. Company approved departure procedures.
6. Airport/facility directory.
7. Takeoff alternate.

III. Inflight Procedures

Task A: Routing, Re-Routing, and Flight Plan Filing

References: 14 CFR parts 91 and 121; AIM; FAA-H-8083-15; Airport Facility Directory; General Operations Manual, Operations Specifications.

Objective: To determine the applicant demonstrates adequate knowledge of and skill to apply the following elements:

1. ATC routing.
2. ATC re-routing and company and crew communication requirements.
3. Re-filing of ATC Flight Plan.
4. Canceling of ATC Flight Plan.
5. Amended release procedures.
6. Inflight diversions.
7. Intermediate stops.
8. Alternate procedures.
9. Refueling and provisional airports.
10. Weather requirements for airports.

Task B: En Route Communication Procedures and Requirements

References: 14 CFR parts 91 and 121; General Operations Manual, Operations Specifications.

Objective: To determine the applicant demonstrates adequate knowledge of the elements and method of inflight communications, such as:

1. Voice and data link communication requirements.
2. Company and ATC communications, protocol, and regulations.
3. Company and ATC position reports and requirements.
4. Flight following.
5. Aircraft communications addressing and reporting system (ACARS).
6. Selective Calling System (SELCAL).
7. High frequency communications (HF).
8. Very high frequency communications (VHF)
9. Satellite communications (SATCOM).
10. Controller Pilot Data Link Communications (CPDLC).

IV. Arrival, Approach, and Landing Procedures

Task: ATC and Air Navigation Procedures

References: 14 CFR parts 91 and 121; Operations Specifications, General Operations Manual, AIM; FAA-H-8083-15, FAA-H-8261-1; AC 120-28, AC 120-29, AC 120-57.

Objective: To determine the applicant exhibits adequate knowledge of:

1. Area arrivals.
2. Transition routes and procedures.
3. Standard terminal arrival routes (STARs).
4. Instrument approach procedures (IAPs) and charts.
5. Precision approach procedures.

    a. CAT I ILS.
    b. CAT II ILS.
    c. CAT III ILS.
    d. ILS PRM (Precision Runway Monitor).
    e. PAR approach (Precision Approach Radar).

6. Non-precision approach procedures.
7. ATC separation minimums.
8. ATC priority handling.

V. Post-Flight Procedures

Task A: Communication Procedures and Requirements

References: *14 CFR parts 91 and 121; General Operations Manual, AIM.*

Objective: To determine the applicant exhibits adequate knowledge of the elements of regulatory and company post-flight communication procedures and required company documents, such as:

1. Arrival message components, requirements and communication protocol.
2. Normal and alternate methods of communications delivery.

Task B: Flight Documentation

References: *14 CFR parts 91 and 121; General Operations Manual.*

Objective: To determine the applicant demonstrates adequate knowledge of the elements of:

1. Regulatory requirements and post flight disposition of the dispatch release, weight and balance, load manifest, weather documents, communications records, and other flight documents and reports.

VI. Abnormal and Emergency Procedures

Task: Abnormal and Emergency Procedures

References: 14 CFR parts 91 and 121; 49 CFR parts 175, 830, and 1544; General Operations Manual, Airplane Flight Manual, AIM.

Objective: To determine that the applicant exhibits adequate knowledge and proficiency in the elements abnormal and emergency procedures, such as:

1. Security measures on the ground.
2. Security measures in the air.
3. FAA responsibility and services.
4. Collection and dissemination of information on overdue or missing aircraft.
5. Means of declaring an emergency.
6. Responsibility for declaring an emergency.
7. Required reporting of an emergency.
8. NTSB reporting requirements.
9. 49 CFR part 1544 requirements.