

8/10/2021

ADX - Dispatcher

The following sample questions for Aircraft Dispatcher (ADX) are suitable study material for ADX tests. The full ADX test is 80 questions. Please note that the ADX and Airline Transport Pilot (121) (ATP) tests share many questions as the regulations specify 13 identical areas for testing. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at

www.faa.gov/training_testing/testing/media/testing_matrix.pdf

The FAA testing system is supported by a series of supplement publications. These publications include the graphics, legends, and maps that are needed to successfully respond to certain test questions. FAA-CT-8080-7D, Airman Knowledge Testing Supplement for Airline Transport Pilot and Aircraft Dispatcher is available at

www.faa.gov/training_testing/testing/supplements/media/atp_akts.pdf

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. Matching the learning statement codes with the codes listed on your Airman Knowledge Test Report assists in the evaluation of knowledge areas missed on your exam. It is available at

www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf.

The online Aircraft Dispatcher (ADX) practice test is available on the PSI website at <https://faa.psiexams.com/FAA/login>

NOTE: Some questions in the PSI Practice Test may contain the reference "Refer to FAA-CT-8080 . ." You may access the referred to supplement by opening the following link in a separate window while taking the test.

www.faa.gov/training_testing/testing/supplements/media/atp_akts.pdf

1. An airport approved by the Administrator for use by an air carrier certificate holder for the purpose of providing service to a community when the regular airport is not available is a/an

- A. alternate airport.**
- B. provisional airport.**
- C. destination airport.**

Metadata: LSCCode : PLT395

2. The maximum speed during takeoff that the pilot may abort the takeoff and stop the airplane within the accelerate-stop distance is

- A. V_{ref}**
- B. V_1**
- C. V_2**

Metadata: LSCCode : PLT506

3. What period of time must a person be hospitalized before an injury may be defined by the NTSB as a 'serious injury'?

- A. 48 hours; commencing within 7 days after date of the injury.**
- B. 72 hours; commencing within 10 days after date of injury.**
- C. 10 days, with no other extenuating circumstances.**

Metadata: LSCCode : PLT366

4. Which publication includes information on operations in the North Atlantic High Level Airspace (NAT HLA).

- A. 14 CFR part 91.**
- B. 14 CFR part 121.**
- C. ICAO annex 1, chapter 2.**

Metadata: LSCCode : PLT393

5. If a four-engine air carrier airplane is dispatched from an airport that is below landing minimums, what is the maximum distance that a departure alternate airport may be located from the departure airport?
- A. Not more than 2 hours at normal cruise speed in still air with one engine inoperative.
 - B. Not more than 2 hours at cruise speed with one engine inoperative.
 - C. Not more than 1 hour at normal cruise speed in still air with one engine inoperative.

Metadata: LSCCode : PLT396

6. The minimum weather conditions that must exist for a domestic air carrier flight to take off from an airport that is not listed in the Air Carrier's Operations Specifications (takeoff minimums are not prescribed for that airport.) is
- A. 1,000 - 1, 900 - 11/4, or 800 - 2.
 - B. 1,000 - 1, 900 - 11/2, or 800 - 2.
 - C. 800 - 2, 1,100 - 1, or 900 - 11/2.

Metadata: LSCCode : PLT459

7. What action is required prior to takeoff if snow is adhering to the wings of an air carrier airplane?
- A. Add 15 knots to the normal VR speed as the snow will blow off.
 - B. Sweep off as much snow as possible and the residue must be polished smooth.
 - C. Assure that the snow is removed from the airplane.

Metadata: LSCCode : PLT493

8. A domestic air carrier flight has a delay while on the ground, at an intermediate airport. How long before a redispach release is required?
- A. Not more than 2 hours.
 - B. More than 6 hours.
 - C. Not more than 1 hour.

Metadata: LSCCode : PLT422

9. If it becomes necessary to shut down one engine on a domestic air carrier three-engine turbojet airplane, the pilot in command
- A. may continue to the planned destination if this is considered as safe as landing at the nearest suitable airport.
 - B. may continue to the planned destination if approved by the company aircraft dispatcher.
 - C. must land at the nearest suitable airport, in point of time, at which a safe landing can be made.

Metadata: LSCCode : PLT210

10. An aircraft dispatcher declares an emergency for a flight and a deviation results. A written report shall be sent through the air carriers operations manager by the
- A. dispatcher to the FAA Administrator within 10 days of the event.
 - B. pilot in command to the FAA Administrator within 10 days of the event.
 - C. certificate holder to the FAA Administrator within 10 days of the event.

Metadata: LSCCode : PLT403

11. Except when in cruise flight, below what altitude are non-safety related cockpit activities by flight crewmembers prohibited?
- A. FL 180.
 - B. 14,500 feet.
 - C. 10,000 feet.

Metadata: LSCCode : PLT029

12. Where is a list maintained for routes that require special navigation equipment?
- A. International Flight Information Manual.
 - B. Air Carrier's Operations Specifications.
 - C. Airplane Flight Manual.

Metadata: LSCCode : PLT389

13. If a required instrument on a multiengine airplane becomes inoperative, which document required under 14 CFR part 121 dictates whether the flight may continue en route?
- A. A Master Minimum Equipment List for the airplane.
 - B. Certificate holder`s manual.
 - C. Original dispatch release.

Metadata: LSCCode : PLT436

14. By regulation, who shall provide the pilot in command of a domestic or flag air carrier airplane information concerning weather, and irregularities of facilities and services?
- A. Air route traffic control center.
 - B. The aircraft dispatcher.
 - C. Director of operations.

Metadata: LSCCode : PLT398

15. For a flight over uninhabited terrain, an airplane operated by a flag or supplemental air carrier must carry enough appropriately equipped survival kits for
- A. all passenger seats.
 - B. all aircraft occupants.
 - C. all of the passengers, plus 10 percent.

Metadata: LSCCode : PLT404

16. Information recorded during normal operation of a cockpit voice recorder in a large turbine powered airplane
- A. may be erased or otherwise obliterated except for the last 30 minutes prior to landing.
 - B. may all be erased or otherwise obliterated except for the last 30 minutes.
 - C. may all be erased, as the voice recorder is not required on an aircraft with reciprocating engines.

Metadata: LSCCode : PLT388

17. When must an air carrier airplane be DME/suitable RNAV system equipped?
- A. For flights at or above FL 180.
 - B. Whenever VOR navigation equipment is required.
 - C. In Class E airspace for all IFR or VFR on Top operations.

Metadata: LSCCode : PLT429

18. Normally, a dispatcher for domestic or flag operations should be scheduled for no more than
- A. 10 hours of duty in any 24 consecutive hours.
 - B. 8 hours of service in any 24 consecutive hours.
 - C. 10 consecutive hours of duty.

Metadata: LSCCode : PLT450

19. Which 14 CFR part 121 required document includes descriptions of the required crewmember functions to be performed in the event of an emergency?
- A. Airplane Flight Manual.
 - B. Pilot's Emergency Procedures Handbook.
 - C. Certificate holder's manual.

Metadata: LSCCode : PLT436

20. What is the name of an area beyond the end of a runway which does not contain obstructions and can be considered when calculating takeoff performance of turbine-powered aircraft?
- A. Stopway.
 - B. Obstruction clearance plane.
 - C. Clearway.

Metadata: LSCCode : PLT395

21. Operational control of a flight refers to
- A. exercising the privileges of pilot in command of an aircraft.
 - B. the specific duties of any required crewmember.
 - C. exercising authority over initiating, conducting, or terminating a flight.

Metadata: LSCCode : PLT432

22. What minimum ground visibility may be used instead of a prescribed visibility criteria of RVR 16 when that RVR value is not reported?
- A. 1/4 SM.
 - B. 1/2 SM.
 - C. 3/4 SM.

Metadata: LSCCode : PLT420

23. While in IFR conditions, a pilot experiences two-way radio communications failure. Which route should be flown in the absence of an ATC assigned route or a route ATC has advised to expect in a further clearance?
- A. The most direct route to the filed alternate airport.
 - B. The route filed in the flight plan.
 - C. An off-airway route to the point of departure.

Metadata: LSCCode : PLT391

24. KFTW UA/OV DFW/TM 1645/FL100/TP PA30/SK SCT031-TOP043/BKN060-TOP085/OVC097-TOPUNKN/WX FV00SM RA/TA 07.
This pilot report to Fort Worth (KFTW) indicates
- A. the aircraft is in light rain.
 - B. the ceiling at KDFW is 6,000 feet.
 - C. that the top of the ceiling is 4,300 feet.

Metadata: LSCCode : PLT061

25. Where are jetstreams normally located?
- A. In a break in the tropopause where intensified temperature gradients are located.
 - B. In areas of strong low pressure systems in the stratosphere.
 - C. In a single continuous band, encircling the Earth, where there is a break between the equatorial and polar tropopause.

Metadata: LSCCode : PLT302

26. Which feature is associated with the tropopause?
- A. Absence of wind and turbulence.
 - B. Abrupt change of temperature lapse rate.
 - C. Absolute upper limit of cloud formation.

Metadata: LSCCode : PLT203

27. If squalls are reported at the destination airport, what wind conditions exist?

- A. Sudden increases in wind speed of at least 15 knots to a sustained wind speed of 20 knots, lasting for at least 1 minute.**
- B. Rapid variation in wind direction of at least 20° and changes in speed of at least 10 knots between peaks and lulls.**
- C. A sudden increase in wind speed of at least 16 knots, the speed rising to 22 knots or more for 1 minute or longer.**

Metadata: LSCCode : PLT475

28. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 149 .) What will be the wind and temperature trend for an SAT ELP TUS flight at 16,000 feet?

- A. Temperature decrease slightly.**
- B. Wind direction shift from southwest to east.**
- C. Windspeed decrease.**

Metadata: LSCCode : PLT076

29. Even a small amount of frost, ice, or snow may

- A. increase takeoff performance.**
- B. hinder lift production to a point where takeoff will be impossible.**
- C. decrease takeoff ground run.**

Metadata: LSCCode : PLT128

30. Which type clouds may be associated with the jetstream?

- A. Cumulonimbus cloud line where the jetstream crosses the cold front.**
- B. Cirrostratus cloud band on the polar side and under the jetstream.**
- C. Cirrus clouds on the equatorial side of the jetstream.**

Metadata: LSCCode : PLT302

31. Convective clouds which penetrate a stratus layer can produce which threat to instrument flight?

- A. Freezing rain.**
- B. Embedded thunderstorms.**
- C. Clear air turbulence.**

Metadata: LSCCode : PLT495

32. Where do squall lines most often develop?

- A. Ahead of a cold front.**
- B. In an occluded front.**
- C. Behind a stationary front.**

Metadata: LSCCode : PLT475

33. What are some characteristics of an airplane loaded with the CG at the aft limit?

- A. Lowest stall speed, lowest cruise speed, and highest stability.**
- B. Highest stall speed, highest cruise speed, and least stability.**
- C. Lowest stall speed, highest cruise speed, and least stability.**

Metadata: LSCCode : PLT240

34. What is the purpose of an elevator trim tab?

- A. Modify the downward tail load for various airspeeds in flight eliminating flight-control pressures.**
- B. Adjust the speed tail load for different airspeeds in flight allowing neutral control forces.**
- C. Provide horizontal balance as airspeed is increased to allow hands-off flight.**

Metadata: LSCCode : PLT473

35. Which is a purpose of ground spoilers?

- A. Aid in rolling an airplane into a turn.**
- B. Increase the rate of descent without gaining airspeed.**
- C. Reduce the wings' lift upon landing.**

Metadata: LSCCode : PLT473

36. Freezing Point Depressant (FPD) fluids used for deicing

- A. on the ground, cause no performance degradation during takeoff.**
- B. provide ice protection during flight.**
- C. are intended to provide ice protection on the ground only.**

Metadata: LSCCode : PLT108

37. What is the effect of alcohol consumption on functions of the body?

- A. Alcohol has an adverse effect, especially as altitude increases.**
- B. Alcohol has little effect if followed by an ounce of black coffee for every ounce of alcohol.**
- C. Small amounts of alcohol in the human system increase judgment and decision-making abilities.**

Metadata: LSCCode : PLT205

38. (Refer to FAA-CT-8080-7D, Appendix 2, Figures 71 and 72.) What is the approximate level-off pressure altitude after drift-down under Operating Conditions D-3?

- A. 19,800 feet.**
- B. 22,200 feet.**
- C. 21,600 feet.**

Metadata: LSCCode : PLT004

39. An airport may not be qualified for alternate use if

- A. the airport has AWOS-3 weather reporting.**
- B. the airport is located next to a restricted or prohibited area.**
- C. the NAVAIDS used for the final approach are unmonitored.**

Metadata: LSCCode : PLT379

40. Airborne weather radar is installed to help the crew

- A. penetrate weather between storm cells.**
- B. avoid severe weather.**
- C. avoid storm turbulence and hail.**

Metadata: LSCCode : PLT105

41. CRM training refers to

- A. the two components of flight safety and resource management, combined with mentor feedback.**
- B. the three components of initial indoctrination awareness, recurrent practice and feedback, and continual reinforcement.**
- C. the five components of initial indoctrination awareness, communication principles, recurrent practice and feedback, coordination drills, and continual reinforcement.**

Metadata: LSCCode : PLT104

42. Error management evaluation

- A. should recognize not all errors can be prevented.**
- B. may include error evaluation that should have been prevented.**
- C. must mark errors as disqualifying.**

Metadata: LSCCode : PLT104

43. After takeoff, unforeseen circumstances arise. In this case, the flight duty period may be extended by as much as

- A. 2 hours.**
- B. necessary to reach the closest suitable alternate crew base airport.**
- C. necessary to land at next destination airport or alternate airport.**

Metadata: LSCCode : PLT409

44. (Refer to FAA-CT-8080-7D, Appendix 2, Figure 459.) For a supplemental charter, a still air range of 2,250 NM is required. The payload for this non-stop trip is

- A. 5,100 pounds.**
- B. 5,900 pounds.**
- C. 6,100 pounds.**

Metadata: LSCCode : PLT121

45. (Refer to FAA-CT-8080-7D, Appendix 2, Figures 273 and 475.) With a reported temperature of 32°C, and a weight of 58,000 pounds, the second segment takeoff gross climb gradient is

- A. 0.057%.**
- B. 0.062%.**
- C. 0.034%.**

Metadata: LSCCode : PLT004

46. Each person operating an aircraft equipped with ADS-B Out must operate it in the transmit mode

- A. at all times unless otherwise authorized by the FAA or directed by ATC.**
- B. when operating in Class B and C airspace, excluding operations conducted under Day VFR.**
- C. all classes of airspace when the flight is operated for compensation or hire but not otherwise.**

Metadata: LSCCode : PLT450