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Aircraft Dispatcher
Practical Test Standards

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Foreword

FAA-S-8081-10E, Aircraft Dispatcher Practical Test Standards is published by the FAA to establish the standards for the aircraft dispatcher practical test. 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.

FAA-S-8081-10E supersedes FAA-S-8081-10D, Aircraft Dispatcher Practical Test Standards with Changes 1, 2, and 3, dated May 2013.

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Introduction

General Information

The FAA has developed the PTS for use by FAA inspectors and examiners when conducting the practical test. Instructors should use this PTS when preparing applicants for practical tests. Applicants should be familiar with this PTS and refer to these standards during their training.

Information considered directive in nature is described in this 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. This PTS is available for download, in PDF format, from www.faa.gov.

Comments regarding this PTS may be emailed to acsptsinquiries@faa.gov.

PTS Concept

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 practical test standards contain the Areas of Operation and specific Tasks in which competency shall be demonstrated. The FAA will revise this PTS whenever it is determined that changes are needed in the interest of safety. Per 14 CFR part 65, section 65.59, adherence to the practical test standards is mandatory for the evaluation of aircraft dispatcher applicants.

PTS Description

This PTS 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; 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 117	Flight and Duty Limitations and Rest Requirements: Flightcrew Members
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 of Airports
49 CFR part 175	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	Weight and Balance Handbook
FAA-H-8083-15	Instrument Flying Handbook
FAA-H-8083-16	Instrument Procedures Handbook
FAA-H-8083-25	Pilot's Handbook of Aeronautical Knowledge
FAA-H-8083-28	Aviation Weather Handbook
FAA Order 8260.3	United States Standard for Terminal Instrument Procedures (TERPS)
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	FAA English Language Standard for an FAA Certificate Issued Under 14 CFR parts 61, 63, 65, and 107
AC 90-91	North American Route Programs
AC 91-70	Oceanic and Remote Continental Airspace Operations
AC 91-74	Pilot Guide: Flight in Icing Conditions
AC 120-27	Aircraft Weight and Balance Control
AC 120-28	Criteria for Approval of Category III 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 and Control System
AC 120-60	Ground Deicing and Anti-icing Program
AC 120-101	Part 121 Air Carrier Operational Control
AC 121-32	Dispatch Resource Management Training
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 Air Missions
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, Chart Supplements
OpSpecs	Operations Specifications

NOTE: Users should reference the current edition of the reference documents listed above. The current edition of all FAA publications can be found at: www.faa.gov.

Acronyms/Abbreviations

14 CFR	Title 14 of the Code of Federal Regulations
AC	Advisory Circular
ACARS	Aircraft Communications Addressing and Reporting System
ADF	Automatic Direction Finding
ADM	Aeronautical Decision Making
AELS	Aviation English Language Standard
AFM	Airplane Flight Manual
AIM	Aeronautical Information Manual
AIRMET	Airmen's Meteorological Information
ASI	Aviation Safety Inspector
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
CAT	Category
CDL	Configuration Deviation List
CPDLC	Controller Pilot Data Link Communications
CWA	Center Weather Advisory
CWSU	Central Weather Service Unit
DME	Distance Measuring Equipment
DP	Departure Procedure
DRM	Dispatcher Resource Management
DRVSM	Domestic Reduced Vertical Separation Minimums
EFIS	Electronic Flight Instrument System
FAA	Federal Aviation Administration
FB	Winds and Temperature Aloft Forecast
FMS	Flight Management System
FSO	Flight Standards Office
GFA	Graphical Forecasts for Aviation
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GTG-2	Graphical Turbulence Guidance-2
HF	High Frequency
IACRA	Integrated Airman Certification and Rating Application
IAP	Instrument Approach Procedures
ICAO	International Civil Aviation Organization
ID	Identification

IFIM	International Flight Information Manual
ILS	Instrument Landing System
INS	Inertial Navigation System
IRS	Inertial Reference System
MEL	Minimum Equipment List
METAR	Meteorological Aerodrome Report
MIS	Meteorological Impact Statement
NOTAM	Notice to Air Missions
NRP	North American Route Program
NTSB	National Transportation Safety Board
ODP	Obstacle Departure Procedure
OpSpecs	Operational Specifications
PDF	Portable Document Format
PIC	Pilot-In-Command
PIREPS	Pilot Reports
PTS	Practical Test Standard
RMP	Risk Management Procedures
RNAV	Area Navigation
RNP	Required Navigation Performance
RVSM	Reduced Vertical Separation Minimums
SATCOM	Satellite Communications
SELCAL	Selective Calling System
SID	Standard Instrument Departure
SIGMET	Significant Meteorological Information
SIG WX	Significant Weather Prognostic Charts
SPECI	Aviation Selected Special Weather Report
STAR	Standard Terminal Arrival Route(s)
TAF	Terminal Aerodrome Forecast
TERPS	Terminal Instrument Procedures
U.S.	United States of America
UTC	Coordinated Universal Time (ZULU)
VAAS	Volcanic Ash Advisory Statement
VAFTAD	Volcanic Ash Forecast Transport and Dispersion Chart
VHF	Very High Frequency
VOR	Very High Frequency Omnidirectional Range
WA	AIRMET
WAAS	Wide Area Augmentation System
WS	SIGMET
WST	Convective SIGMET

Use of the PTS

The FAA requires that all Aircraft Dispatcher Practical Tests be conducted in accordance with the Aircraft Dispatcher Practical Test Standards. Applicants must be evaluated in all Tasks included in each Area of Operation of the practical test standards 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 may be omitted at the discretion of the examiner. 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. ADM;
6. RMP;
7. DRM; and
8. Other areas deemed appropriate to any phase of the practical test.

Aircraft Dispatcher Certification Prerequisites

14 CFR part 65, subpart C provides certification prerequisites.

FAA AELS

The examiner must determine that the applicant meets AELS. An applicant for an FAA certificate or rating must be able to communicate in English in a discernible and understandable manner with ATC, pilots, and others involved in preparing an aircraft for flight and operating an aircraft in flight. This communication may or may not involve radio communications. An applicant for an FAA certificate issued in accordance with 14 CFR part 65 who cannot hear or speak due to a medical deficiency may be eligible for an FAA certificate with specific operational limitations. For additional information, reference AC 60-28, FAA English Language Standard for an FAA Certificate Issued Under 14 CFR Parts 61, 63, 65, and 107, as amended.

If the applicant's ability to meet the FAA AELS comes into question before starting the practical test, the examiner will not begin the practical test. An examiner who is not an ASI¹ will check the box, *Referred to FSO for Aviation English Language Standard Determination*, located on the bottom of page 2 of the applicant's FAA Form 8400-3, Application for an Airman Certificate and/or Rating. The examiner will refer the applicant to the appropriate FSO.

If the applicant's ability to meet the FAA AELS comes into question after the practical test begins, an examiner who is not an ASI will discontinue the practical test and check the box, *Referred to FSO for Aviation English Language Standard Determination*, on the application. The examiner will also issue a Notice of Disapproval of Application, FAA Form 8060-5 with the comment "Does Not Demonstrate FAA AELS" in addition to any unsatisfactory Task(s).

In either case, the examiner must complete and submit the application file through normal application procedures and notify the appropriate FSO of the referral.

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, could include the following:

- Airplane Flight Manual
- General Operating Manual
- Operations Specifications (may be included in the General Operating Manual)
- En Route Low/High Altitude Charts
- Standard Instrument Departures
- Standard Terminal Arrival Routes
- Standard Instrument Approach Procedures Charts
- FAA Form 7233-4, International Flight Plan
- Navigation Log/Flight Log
- Load Manifest Form
- Weight and Balance Form
- Dispatch Release Form

¹ ASIs may assess an applicant's English language proficiency in accordance with FAA Order 8900.1.

- Aeronautical Information Manual
- Computer and Plotter
- 14 CFR parts 1, 25, 61, 65, 71, 91, 110, 117,119, 120, 121, and 139
- 49 CFR parts 175, 830, and 1544
- Completed FAA Form 8400-3, Application for an Airman Certificate and/or Rating, or IACRA application information
- Airman Knowledge Test Report
- Pilot Certificate (if applicable)
- Statement of Graduation Certificate (if applicable)
- Identification—Photo/Signature ID
- Notice of Disapproval/Letter of Discontinuance (if applicable)
- 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 at the discretion of the examiner.

Examiner² 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 to conduct a test.

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.

² The word “examiner” is used throughout these standards to denote either a qualified FAA inspector or FAA-designated examiner who conducts the practical test.

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.³ 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:

1. Failure to appropriately apply conditions and limitations of any MEL/CDL item;
2. Actions by the applicant that would constitute a violation of the CFRs if the applicant were actually dispatching a flight;
3. Exceeding any AFM limitation;
4. Failure to comply with OpSpecs;
5. Failure to properly interpret weather information; and
6. Failure to properly interpret any NOTAM.

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) that fails to meet 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.

³ See 14 CFR part 65, section 65.17(b), which states the minimum passing grade for each test is 70 percent.

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

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, 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.

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, 71, 91, 121, and 139; 49 CFR parts 175, 830, and 1544; 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, takeoff 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, FAA-H-8083-28; 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, FAA-H-8083-28; 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—
2. Aviation weather reports and forecasts (ATIS, METAR, SPECI, TAF, GFA, FB, CWSU, MIS, GTG-2, CWA, WH, AC, WW, AWW).
3. PIREPS, satellite weather imagery.
4. Surface analysis charts.
5. SIG WX.
6. FB.
7. Freezing level charts (FB, GFA, surface analysis chart, constant pressure charts).
8. Composite moisture stability charts.
9. Weather depiction charts.
10. Constant pressure analysis charts.
11. Tables and conversion graphs.
12. 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).
13. Field condition reports.
14. NOTAMs/NOTAM systems.
15. 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, FAA-H-8083-28; AC 20-29, AC 20-117, 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; AFM; 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 ASI⁴ 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. 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.
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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. MEL/CDL.

Task F: Navigation and Aircraft Navigation Systems

References: 14 CFR part 65 subpart C and Appendix A and 14 CFR part 121; AFM, 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. EFIS.
 - b. FMS.
3. Special navigation operations and performance—
 - a. RVSM/DRVSM
 - b. RNP.
 - c. RNAV routes.
 - d. GNSS.
 - e. WAAS and GPS.
 - f. Inertial Based Systems.
 - g. FMS.

4. Navigation definitions, time references and location (0° longitude, UTC).
5. Navigation systems including—
 - a. VOR.
 - b. DME.
 - c. ILS.
 - d. Transponder/Altitude Encoding.
 - e. ADF.
 - f. INS.
 - g. IRS.
 - h. RNAV.
 - i. 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, AFM; FAA-H-8083-16, FAA-H-8083-25; AC 91-70, AC 90-91; 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-8083-16; 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.
11. Terminal area charts, en route low/high charts.
12. Approved departure procedures and takeoff minimums.
13. Abnormal procedures.

Task B: Airports, Crew, and Company Procedures

References: 14 CFR parts 117 and 121; General Operations Manual, Operations Specifications, Chart Supplements; 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. Chart Supplements.
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; Chart Supplements; 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. ACARS.
6. SELCAL.
7. HF.
8. VHF
9. SATCOM.
10. CPDLC.

IV. Arrival, Approach, and Landing Procedures

Task A: ATC and Air Navigation Procedures

References: 14 CFR parts 91 and 121; Operations Specifications, General Operations Manual, AIM; FAA-H-8083-15, FAA-H-8083-16; 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. STAR.
4. IAP.
5. Precision approach procedures.
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 A: Abnormal and Emergency Procedures

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