



Dispatch License

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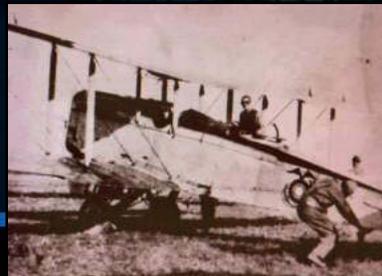
Dispatch

In the early years of aviation, it was standard practice for pilots of commercial airlines to load the mail, passengers, and cargo get into their airplanes and fly.

They had no flight plan, little weather, nor any firm plan of action in case conditions changed enroute.

In 1938

The Congress of the United States passed the **Civil Aeronautics Act**. This legislation laid down strict regulations to ensure that all air carriers operated in as **Safe a manner** as possible.



Aircraft Dispatcher

The Aircraft Dispatcher is a ground based, licensed individual who, according to the regulations,

Shares responsibility with the pilot for the safe conduct of each flight.

The Aircraft Dispatcher is known by many names. At some carriers they are known as

- Flight Dispatchers, or
- Flight Superintendents,
- Flight Coordinator
- Operational Officer.



Dispatch Job

- The **Aircraft Dispatcher** is a licensed airman certificated by the Federal Aviation Administration.
- He/She has joint responsibility with the captain for the safety and operational control of flights under his/her guidance.
- He/She authorizes, regulates and controls commercial airline flights according to government and company regulations to expedite and ensure safety of flight.



Dispatcher Responsibility

- **Monitor the progress of the flight.**
- **Supply the Pilot in command with the necessary info. To Dispatch.**
- **Cancel the flight if it is not safe to Dispatch.**

Dispatcher Responsibility

He also share the pilot in command these responsibilities

- **Preflight Planning**
- **Dispatching the Aircraft**
- **Anticipating any Delay**

FAR 121.553,

states that "the pilot in command and the aircraft dispatcher are *jointly* responsible for the preflight planning, delay, and the dispatch release ...

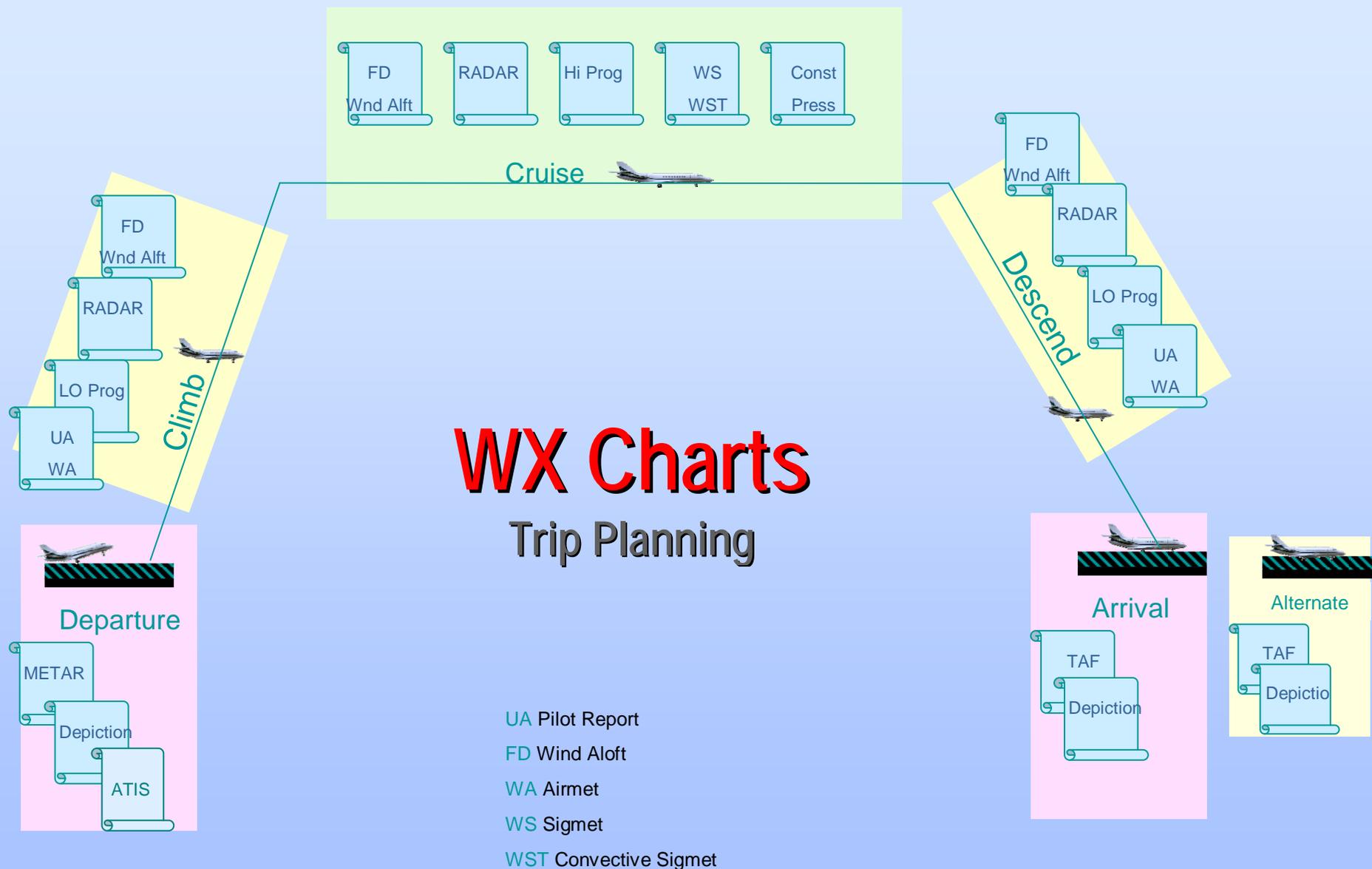


Dispatch Job

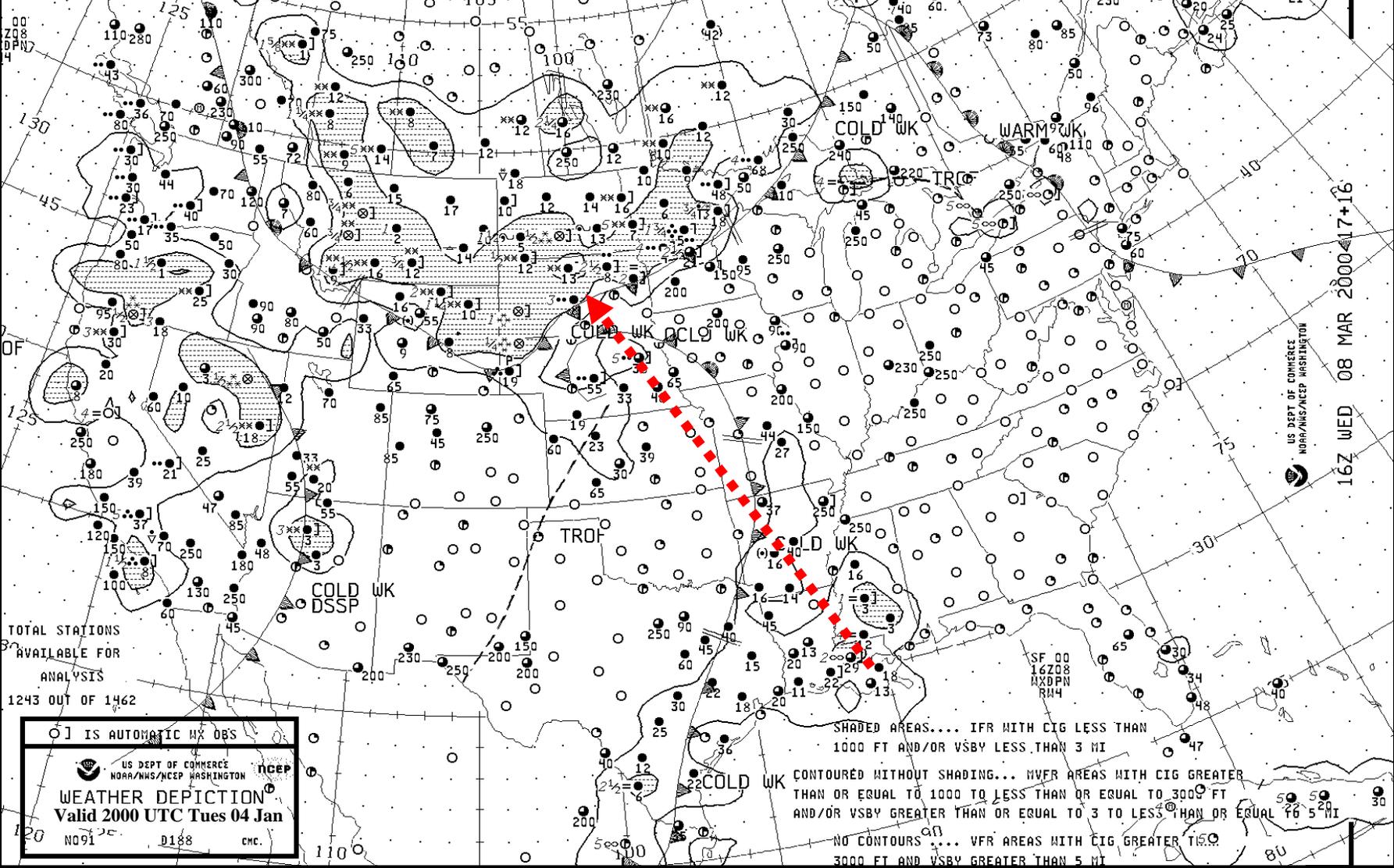
Must gets a good picture of the National/ International Weather.

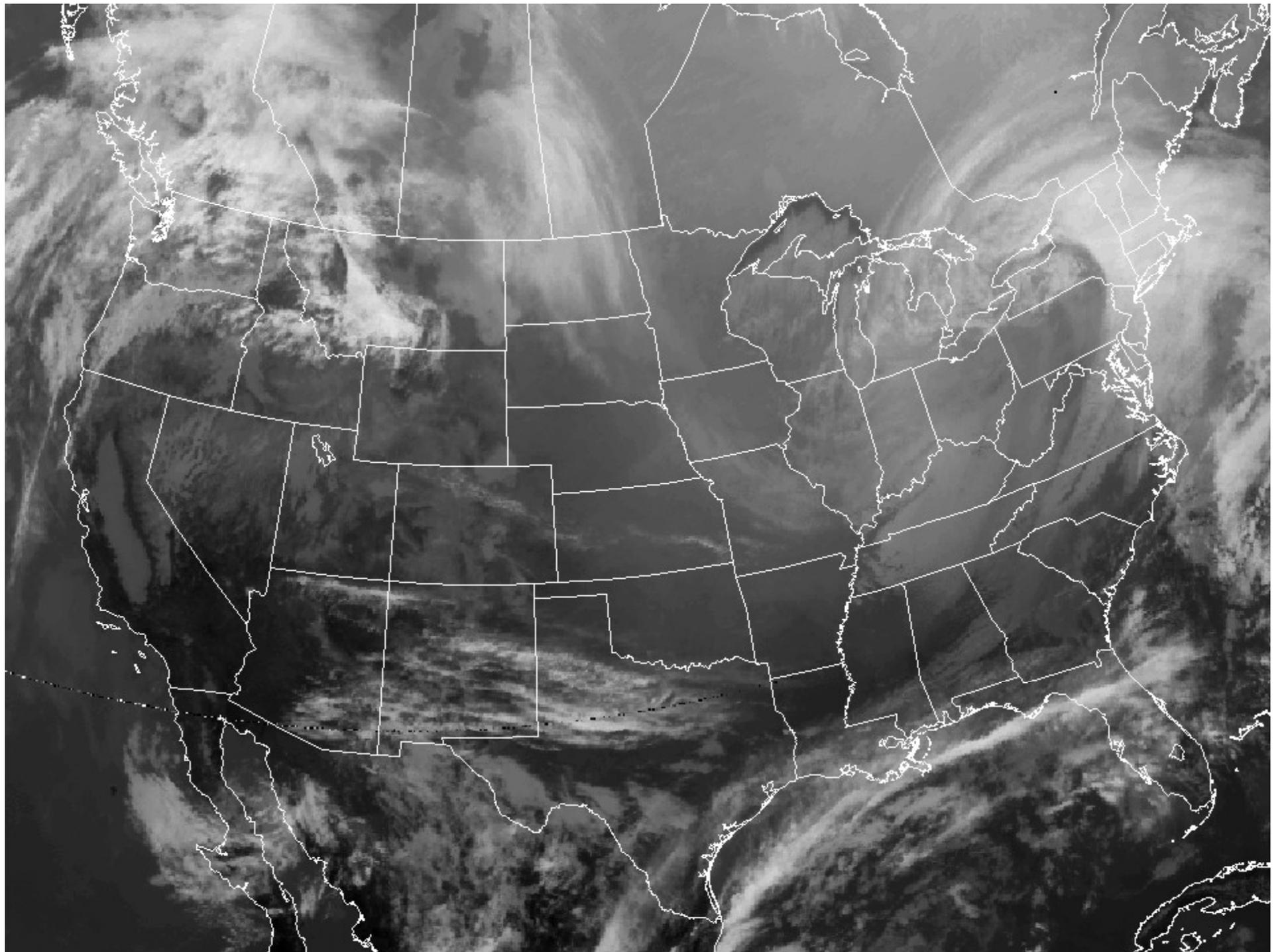
The primarily focused on the **weather** in the Region. Route And at the destination airports at the ETA. Including analyzes METAR, TAF, radar summaries, weather depiction charts, satellite images, prognostic and Area forecast charts.





Document: 2020 | Created: 18:35 03/08/2000 UTC | Help#: 1-877-280-2811 | Description: Weather Depiction(3 hrly)IPS Centered at 95W | US





Dispatch Job



- After analyzing the **Weather** and **NOTAMs**, Then selects an appropriate route and altitude,
- Depict **Way Points/ Distance/ Course** from the charts.
- Choose the **DPS** that include the first transition in
- The **preferred IFR route**.
- **STARS** from the Approach Plates for arrival A/P.
- Use the **Approach Plate** for the Landing procedure.
- Fuel Planning
- Runs the **Flight plan** calculations.

The process of getting the License

LICENSE CERTIFICATION PROCESS

Step1

Attend training classes
(Required **240 hrs class**)

Step2

Practical Workshop training
to Exercise operational decisions and Flight planning

Step3

Pass FAA Computerized written Test

Step4

Pass the FAA practical tests –



Initial Dispatch Course:

- Full-time course duration Six weeks.
- Part-time course duration Twelve weeks.
- Dispatch Distance Learning DDL
- Reduced Courses

An aviation background is helpful but is not a requirement. The dispatch schools are required adequately to prepare the student to pass all required examinations either with or without an Aviation background.





The process of getting the License

LICENSE CERTIFICATION PROCESS

COURSE OUTLINE

- Federal Aviation Regulations
- Meteorology
- Navigation
- Aerodynamics
- Aircraft Specifics
- Communication
- Air Traffic Control
- Dispatch Recourse Management
- Practical Dispatching





Dispatch course Syllabus 240 HR



REGULATION

METEOROLOGY

NAVIGATION

AIRCRAFT

AIR TRAFIC CONTROL

PRACTICAL





FAA Course Exams



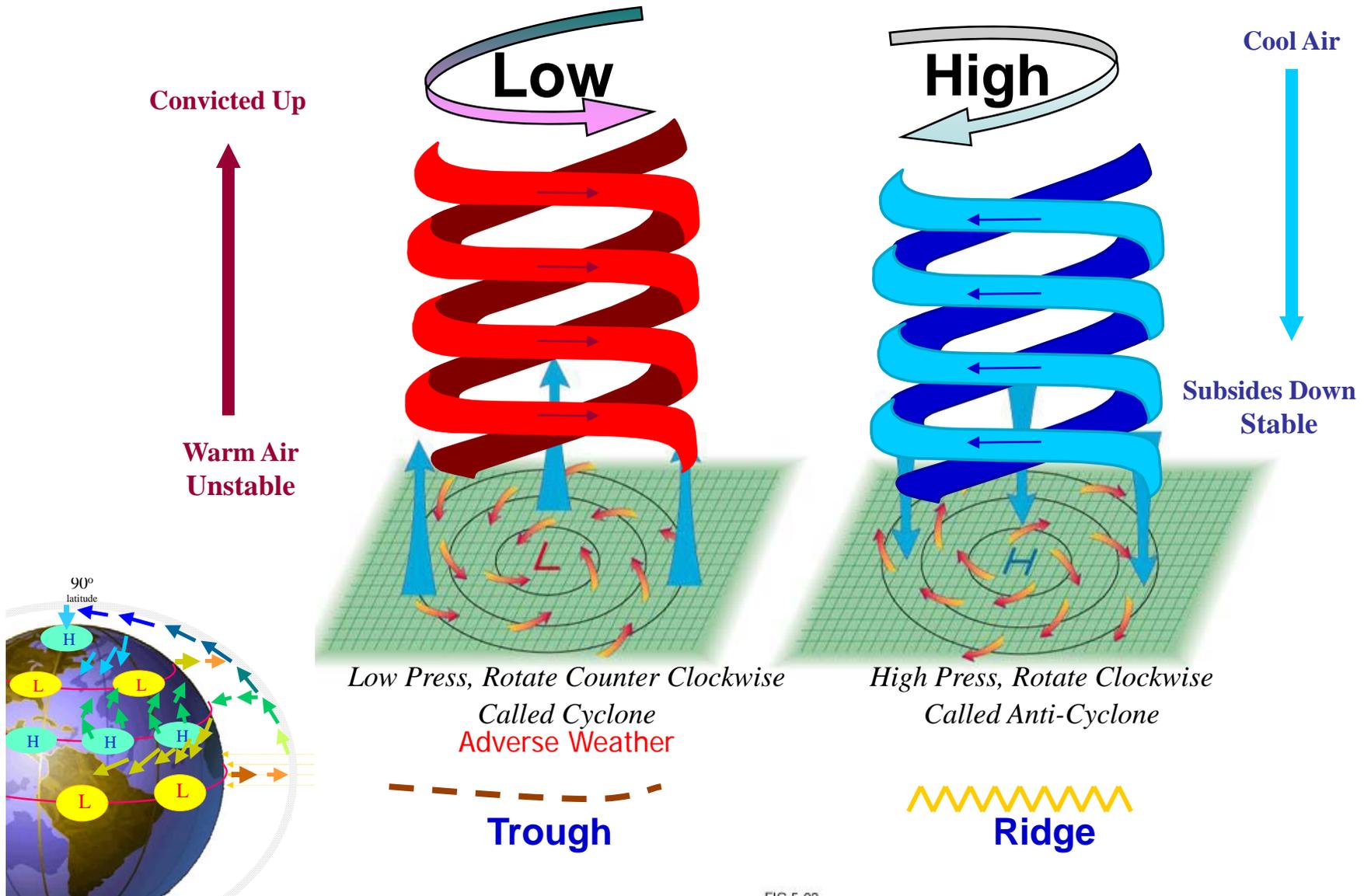
Computer Written



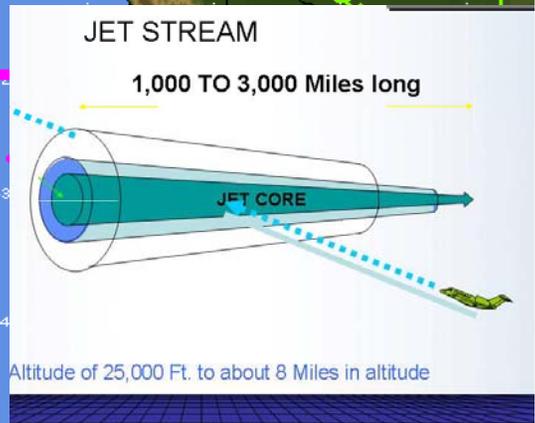
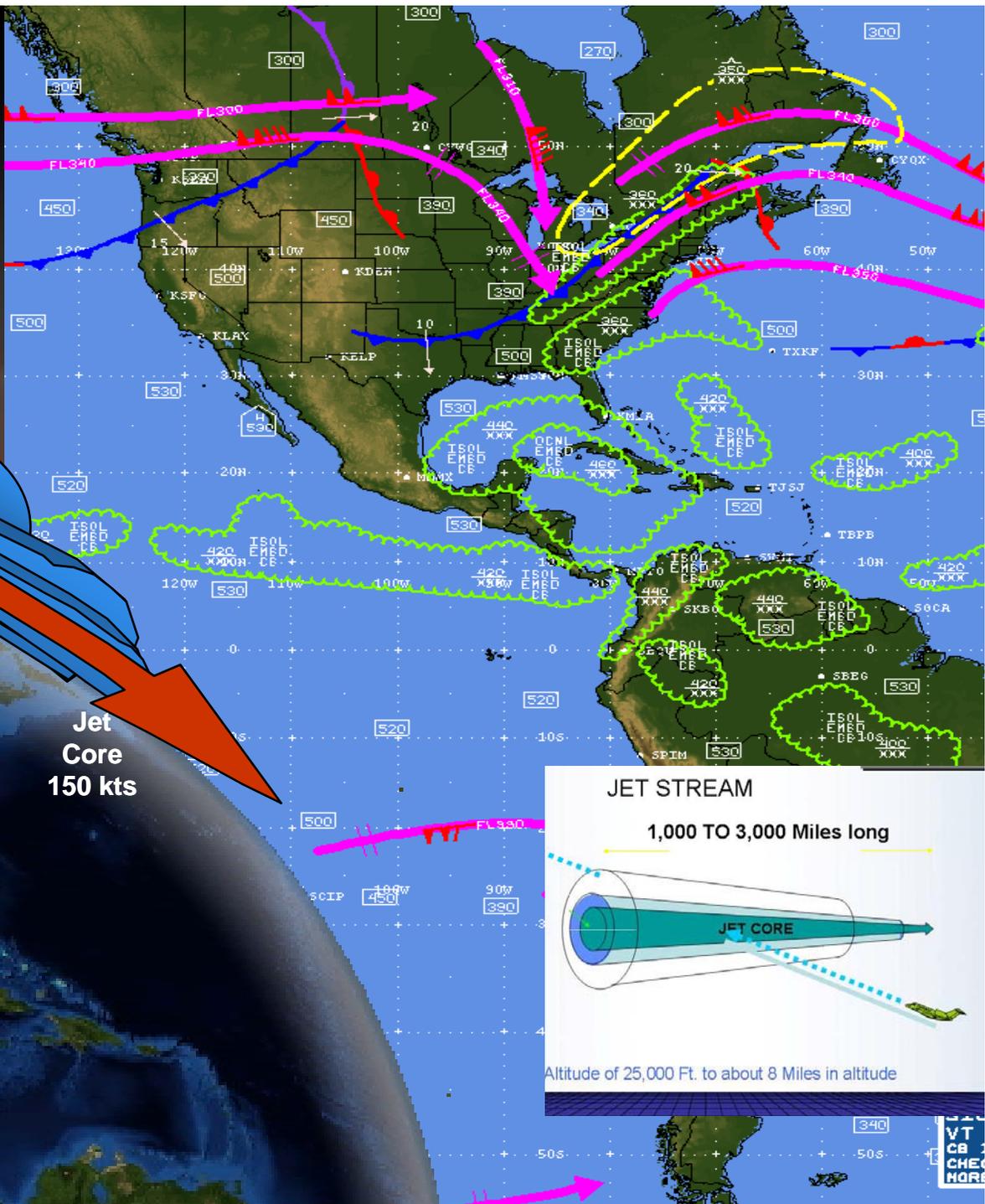
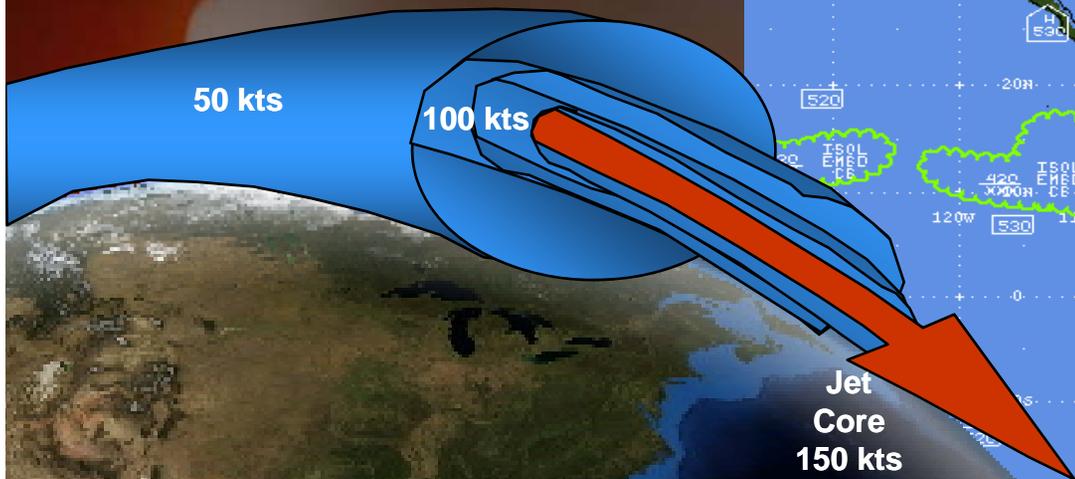
Practical Oral



Weather Theory



Jet Stream



THUNDER STORM



Air Mass TS:

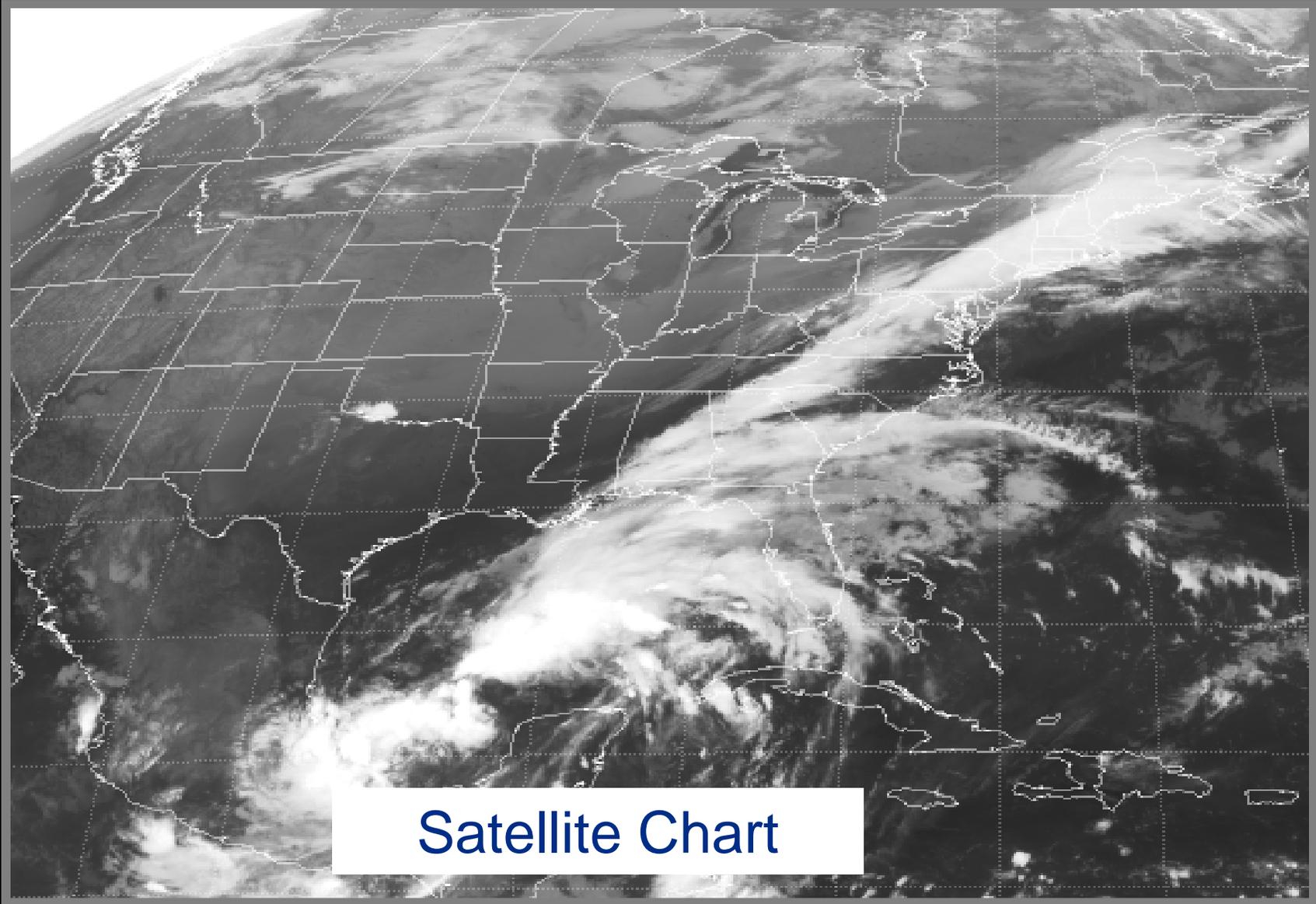
Start with Low Pressure System then,

Cumulus Stage ➔ **Mature Stage** ➔ **Dissipating Stage**

Steady State TS when the Jet Stream hit the tops creating an Anvil Top.

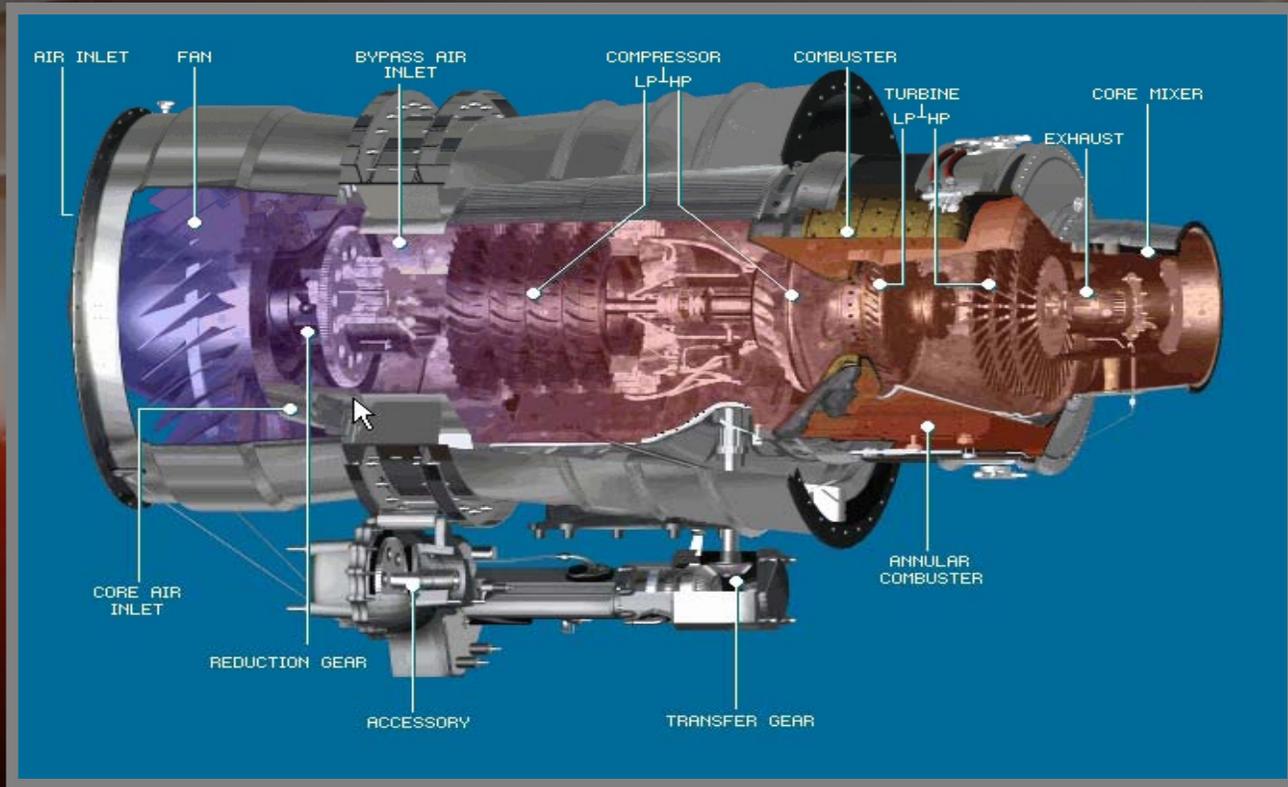
Embedded TS when the storm is merged at High Altitude with other clouds.





Satellite Chart

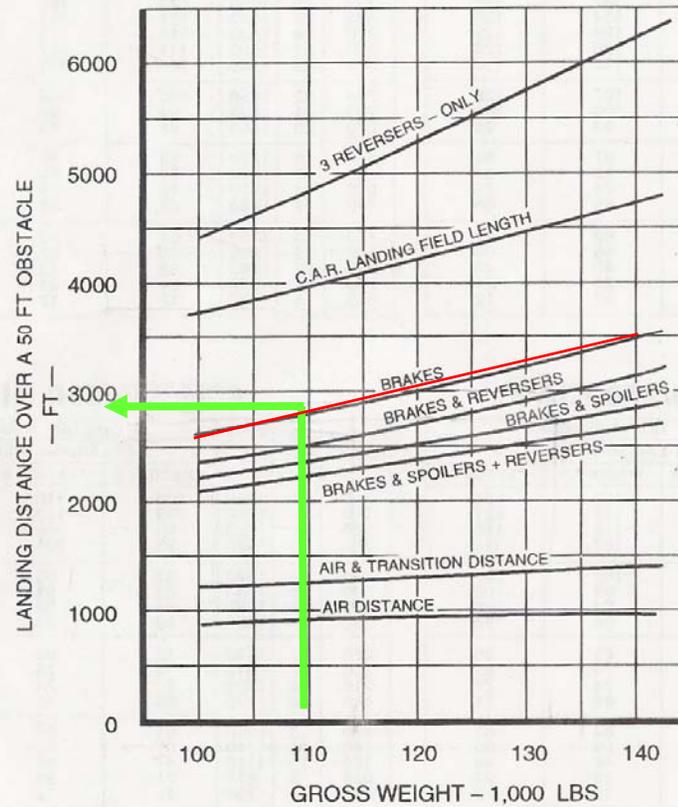
Jet Engines Characteristics



LANDING DISTANCE
COMPARISON
DRY RUNWAY



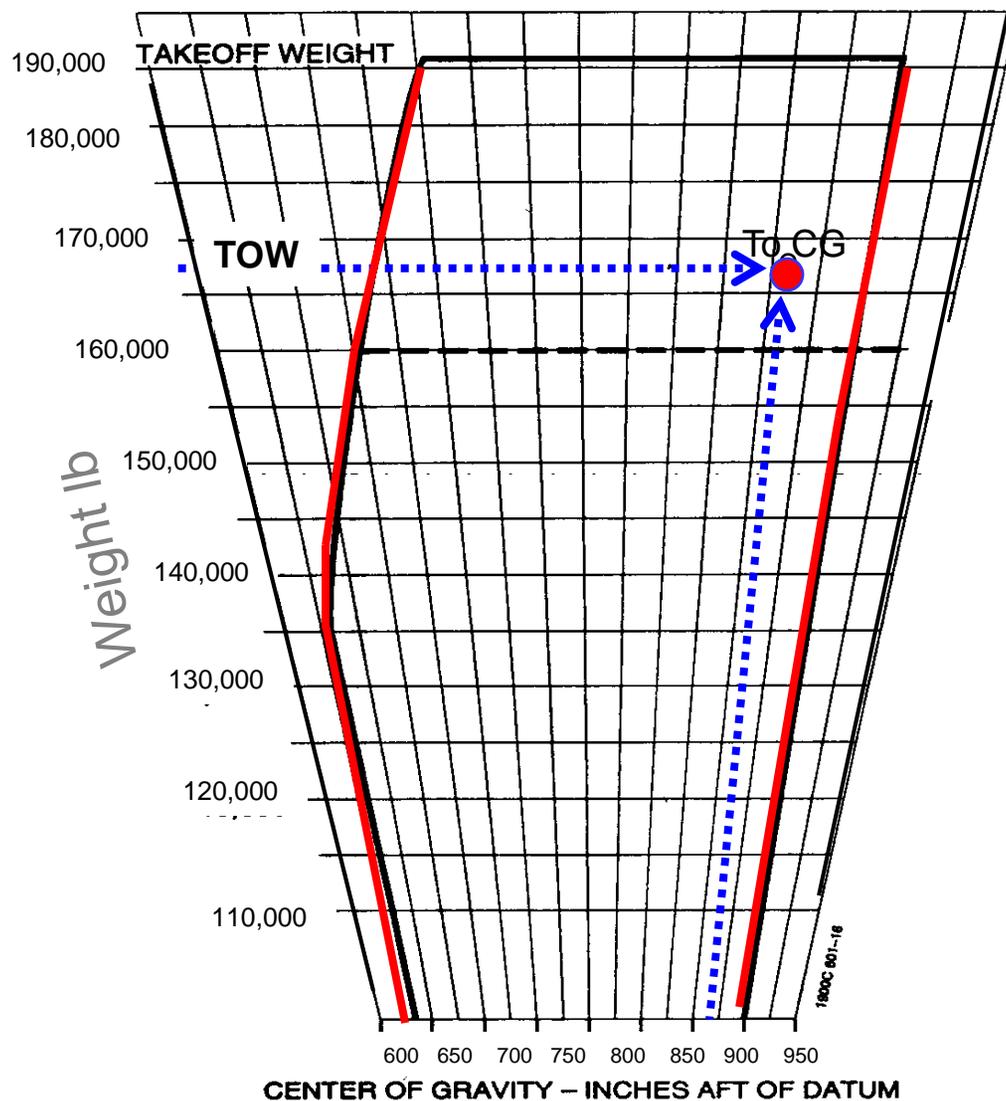
SEA LEVEL 59 °F
 40" FLAPS
 ANTI-SKID OPERATIVE.
 BRAKES & SPOILERS APPLIED
 2 SECONDS AFTER TOUCHDOWN.
 REVERSERS INITIATED
 3 SECONDS AFTER TOUCHDOWN.
 ENGINE SPIN-UP TIME FOR
 REVERSE THRUST IS 6.3 SECONDS.
 CERTIFIED LANDING PARAMETERS USED.
 EXCEPT REVERSE THRUST WHICH IS
 FLIGHT TEST DATA.



TRAINING INFORMATION ONLY REPRESENTATIVE

NORMAL LANDING

Weight and Balance Calculations



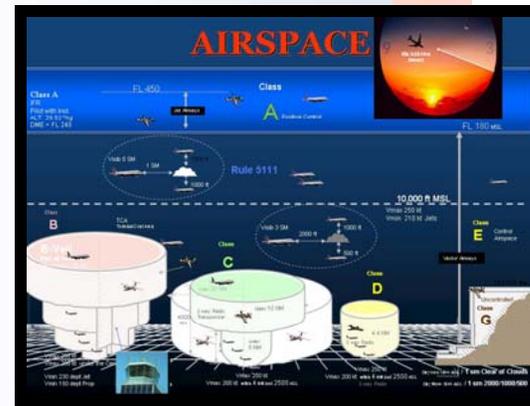
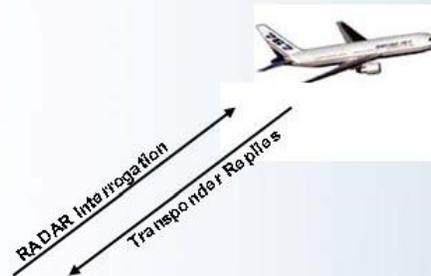
- Write the items/ weight and arms in the load sheet.**
- Get the Arms from TO sec. Aircraft Manual**
- Calculate the Moment/ CG” calculations**
- Subtract Taxi fuel.**
- Calculate Take Off Weight.**
- Calculate Center of Gravity**
- Check the Max Limits**
- ZFW, Max Taxi Wt., MTOW, MLDW**
- Check the CG Envelope.**



COURSE SUBJECT



ATC Radar



- Updates aircraft tracks,
- Range accuracy, Azimuth accuracy, Altitude, Tracking, Track simultaneously, Historical playback

FAA Communications





Dispatch Rules

When actual wx. at departure airport is below PIC's landing minimums - need TO alternate.

- Listed
- Wx > Ops Specs
- Wx Pub
- 800/2 NP
- 600/2 P
- 1 hr 2 Eng (1 Eng inop in still air)
- 2 hr > 2 Eng (1 Eng inop in still air)

121.617

T/O Alternate

Unlisted
1000 - 1
900 - 1 1/2
800 - 2

121.637

Listed
2 Eng 1 sm
> 2 Eng 1/2 sm

91.175.F

Departure

If the Alternate is required but not available:
Add: 2 Hrs for Turbojet
3 Hrs for Turboprop

121.617

121.638

Required when Dest. & 1st Alt. Wx. Marginal As per COS

121.619

2nd Alt

1. Listed
2. Ops Specs
3. Wx Pub
4. 800/2 NP
600/2 P

Alternate

Supp Req. Alt Always

121.623

Flag Always If More Than 6Hrs

Domestic 1 Hr Before & After Ceiling 2000 Vis 3SM

121.619

Domestic If on grd > 1 hr, req. new release

Flag > 6 hrs.

121.593

121.595

Destination

Domestic

121.689



Fuel

(Trip Fuel) + (most distant alternate, if req.) + 45 minutes + (MAP, delay, and Ops Specs)

Flag

121.645



Fuel

(Trip Fuel) + (most distant alternate) + (10% trip time) + (30 min holding @ 1500' (MAP, delay, and Ops Specs.))

Intermediate

For Low Time Pilot:

121.652

For Low Time Pilot:

Less than 100 Hours in Type. * Add 100' and 1/2SM to Destination App. mins. * Don't add to Alternate, however the alternate app. mins will never be less than 300' and 1SM for the alternate..

PIC with over 100 hours in another aircraft from Part 121, can reduce high mins one hour for each landing completed, up to 50% red.

DECISION

Company Operations Specs

Published Minimums

Standard Minimums



Part 91/ Part 135 Trip planning

