Flight Dispatch Oral Practice Exam (Sample)

Study Guide

Everything you need from our exam experts!

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- **Practice answering questions under realistic conditions,**
- **Improve accuracy and speed,**
- **Review explanations to strengthen weak areas, and**
- **Approach the exam with greater confidence.**

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here’s how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don’t just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There’s no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

1. How would you evaluate weather information to decide if a diversion or alternate is necessary?

A. Weigh forecasted conditions, remaining fuel margins, available alternates with acceptable approaches, and likelihood of METAR/TAF changes to determine the safer option.

B. Only current METAR is considered.

C. Diversion is chosen if it starts to rain.

D. Weather is not considered in route planning.

2. What is ETOPS and what considerations does it add to dispatch planning?

A. ETOPS is Extended-range Twin Operations; requires diversions to suitable airports, special maintenance/operational procedures, and longer planning for remote routes and fuel.

B. ETOPS stands for Extended Takeoff and Overflight Procedures and is only relevant for tri-jet aircraft.

C. ETOPS allows unlimited diversion options on all routes.

D. ETOPS is not applicable to flight planning.

3. What are the components of an ILS?

A. Glideslope and Localizer

B. Marker beacon

C. Airport Lighting System

D. Glideslope, Localizer, Airport Lighting System, Marker beacon

4. Which statement about compulsory vs non-compulsory points on an enrollee chart is true?

A. Compulsory points require ATC contact

B. Compulsory you must report to ATC; non-compulsory you don't have to

C. Non-compulsory points require ATC contact

D. Non-compulsory points never appear on charts

5. If dispatching a flight legally below standard takeoff minimums, what equipment must be available?

A. 600 TDZ, 600 MID, 600 ROLLOUT and Operative CL, RCLM and/or TDZ and Rollout RVRT 3 RVR systems

B. 1000 TDZ, 1/2 RVR

C. 400 TDZ, 1/4 SM

D. 600 TDZ, 600 MID, 600 ROLLOUT and Operative CL, RCLM and TDZ and Rollout RVRT 3 RVR systems

6. BLDU decode stands for?

A. Blowing snow

B. Blowing rain

C. Blowing dust

D. Blowing fog

7. Which factors are essential when verifying landing performance against the destination runway?

A. Landing performance is independent of runway length.

B. Use maximum thrust to compensate for any deficiency.

C. Accept landing performance risk without any adjustment.

D. Estimated landing weight, runway length, braking action, and environmental conditions.

8. What are some characteristics of warm fronts?

A. Warmer temperatures, slower moving, less dense, overall poorer performance, steady winds usually.

B. Colder temperatures, faster movement, high density, heavy thunderstorms.

C. Very warm air with rapid ascent and strong winds.

D. Cooler temperatures, fast movement, dense air, gusty winds.

9. Can an aircraft dispatcher authorize a flight to take off or continue enroute in severe icing or severe turbulence?

A. No

B. Yes, with restrictions and alt routing

C. Only if weather is marginal

D. Only if pilot reports are clear

10. Microbursts are small, localized downdrafts usually found in thunderstorms. What is their typical diameter?

A. 20 nautical miles

B. 2.5 nautical miles

C. 0.5 nautical miles

D. 100 nautical miles

Answers

1. C
2. C
3. D
4. B
5. D
6. C
7. D
8. A
9. A
10. B

Explanations

1. How would you evaluate weather information to decide if a diversion or alternate is necessary?

A. Weigh forecasted conditions, remaining fuel margins, available alternates with acceptable approaches, and likelihood of METAR/TAF changes to determine the safer option.

B. Only current METAR is considered.

C. Diversion is chosen if it starts to rain.

D. Weather is not considered in route planning.

Evaluating weather for a diversion or alternate is about a forward-looking risk assessment that combines forecasted conditions with fuel and available options. You don't rely on the current snapshot alone; you compare forecasted weather at the destination and potential alternates, examining METARs and TAFs for current conditions and expected trends, including ceilings, visibility, icing, and convective activity, plus the likelihood of deterioration before you could safely land. Then you assess your fuel margins to ensure you can reach the chosen alternate with a safe reserve and verify that the alternate has an acceptable instrument approach and availability of needed procedures. If the forecast suggests conditions will worsen or remain marginal, the safer choice is to divert or select an alternate to maintain required safety margins. Relying on rain starting as the trigger is reactive and ignores the broader weather picture and planning margins.

2. What is ETOPS and what considerations does it add to dispatch planning?

A. ETOPS is Extended-range Twin Operations; requires diversions to suitable airports, special maintenance/operational procedures, and longer planning for remote routes and fuel.

B. ETOPS stands for Extended Takeoff and Overflight Procedures and is only relevant for tri-jet aircraft.

C. ETOPS allows unlimited diversion options on all routes.

D. ETOPS is not applicable to flight planning.

ETOPS defines how far a twin-engine aircraft may be from a suitable diversion airport in the event of an engine failure, and the standards that must be in place to operate those routes. Because of this, dispatch planning must verify the aircraft's ETOPS approval and rating, ensure there are appropriate diversion airports within the permitted time window along the route, and confirm that maintenance, reliability, and operating procedures meet ETOPS requirements. It also drives fuel planning, introducing ETOPS-specific reserves and considerations for potential diversions or holds, as well as the need to choose routes and alternates that are certified for ETOPS operations. ETOPS does not grant unlimited diversions or apply to all routes indiscriminately; only routes and airplanes that are ETOPS-certified can be used for extended overwater or remote segments, and the diversion time window is defined by the certification.

3. What are the components of an ILS?

A. Glideslope and Localizer

B. Marker beacon

C. Airport Lighting System

D. Glideslope, Localizer, Airport Lighting System, Marker beacon

The main idea here is recognizing all the elements that comprise an ILS and how they support a precise instrument approach. The ILS provides two core guidance signals: localizer for lateral (left-right) alignment with the runway centerline, and glideslope for vertical (up-down) guidance along the glide path. Marker beacons give fixed reference points along the approach, helping you identify position and timing as you near the runway. In addition, the airport lighting system, including the approach lighting, supplies the essential visual cues on final approach, aiding transition from instrument guidance to the runway environment. Together, these components form the complete approach environment that pilots rely on in instrument conditions. The other options omit essential parts—without either the lateral or vertical guidance there is no ILS, and without marker beacons or lighting cues, you'd lack important reference points and visibility during the approach.

4. Which statement about compulsory vs non-compulsory points on an enrollee chart is true?

A. Compulsory points require ATC contact

B. Compulsory you must report to ATC; non-compulsory you don't have to

C. Non-compulsory points require ATC contact

D. Non-compulsory points never appear on charts

The key idea is how ATC communications are mandated at certain fixes on enroute charts. Compulsory reporting points are locations where you must establish two-way communication and provide a position report to ATC as you pass or reach the point. Non-compulsory points are just navigation fixes with no mandatory reporting requirement at that point; you only report there if ATC specifically requests it or you choose to provide additional information. So the correct statement emphasizes the obligation: compulsory points require you to report to ATC, while non-compulsory points do not require mandatory reporting. You may still report at non-compulsory points if ATC asks, but there's no automatic obligation.

5. If dispatching a flight legally below standard takeoff minimums, what equipment must be available?

A. 600 TDZ, 600 MID, 600 ROLLOUT and Operative CL, RCLM and/or TDZ and Rollout RVRT 3 RVR systems

B. 1000 TDZ, 1/2 RVR

C. 400 TDZ, 1/4 SM

D. 600 TDZ, 600 MID, 600 ROLLOUT and Operative CL, RCLM and TDZ and Rollout RVRT 3 RVR systems

When dispatching a flight below standard takeoff minimums, there must be sufficient and reliable visibility information and runway aids in place. The key requirement is that Runway Visual Range is provided by three operative sensors—touchdown zone, midpoint, and rollout—so the crew has accurate visibility data along the entire takeoff path. In addition, the runway's visibility-supporting equipment, such as centerline lighting and centerline markings, must be operable to help the crew see and follow the correct runway centerline in low visibility. With all three RVR systems reporting and the runway aids functioning, you can legitimately apply a reduced minimum of 600 feet RVR for each sensor, rather than the higher standard minimums. Options that don't require all three RVR sensors to be operational or that propose higher minima don't meet the rule for BTOM, and ones suggesting much lower values or incomplete equipment aren't aligned with the requirement.

6. BLDU decode stands for?

A. Blowing snow

B. Blowing rain

C. Blowing dust

D. Blowing fog

Understanding METAR weather phenomenon abbreviations helps you translate what a report is telling you about horizon visibility and air conditions. BLDU is the shorthand used in METARs to indicate blowing dust. This means winds are strong enough to lift dust into the air, creating dust in the atmosphere and often reducing ground visibility. It's a typical condition in arid or dusty areas and can significantly affect takeoff and landing operations, as pilots and dispatchers must factor in lower visibility and potentially abrupt changes as dust is stirred up. Blowing snow has its own code (indicating snow being blown by the wind), and other conditions like rain or fog use different identifiers. So the term that matches the described weather effect—dust being carried by the wind and reducing visibility—is blowing dust.

7. Which factors are essential when verifying landing performance against the destination runway?

A. Landing performance is independent of runway length.

B. Use maximum thrust to compensate for any deficiency.

C. Accept landing performance risk without any adjustment.

D. Estimated landing weight, runway length, braking action, and environmental conditions.

Verifying landing performance hinges on knowing the four key inputs at the expected landing: estimated landing weight, runway length, braking action, and environmental conditions. Each of these shapes how much distance the airplane will need to come to a complete stop. Estimated landing weight sets the aircraft's landing speed and the energy that must be dissipated during deceleration. Heavier airplanes require more distance because they have more kinetic energy to shed. Runway length is the available stopping area. You must ensure the required landing distance fits within that length with an appropriate safety margin; the runway's physical limit directly constrains what is acceptable. Braking action forecasts how well the runway will allow the aircraft to decelerate. If braking action is not good, stopping distance increases and you may need to adjust weight, approach, or even alternate routing to maintain a safe margin. Environmental conditions cover wind, temperature, pressure altitude, and runway slope. Wind affects touchdown speed and ground speed (headwinds reduce stopping distance, tailwinds increase it); higher temperatures and higher density altitudes reduce engine and airplane performance, typically increasing landing distance; slope and surface condition also influence deceleration and distance to stop. Putting these together allows a proper check against the available landing distance. Other ideas like forcing maximum thrust to compensate or accepting higher risk without adjustments don't provide reliable or safe assurance of landing performance.

8. What are some characteristics of warm fronts?

A. Warmer temperatures, slower moving, less dense, overall poorer performance, steady winds usually.

B. Colder temperatures, faster movement, high density, heavy thunderstorms.

C. Very warm air with rapid ascent and strong winds.

D. Cooler temperatures, fast movement, dense air, gusty winds.

Warm fronts form when a warm air mass slides over a cooler one, so the lifting is gradual and the front moves slowly. This creates widespread cloudiness and light-to-moderate precipitation that can last for a long period, and after the front passes the air is warmer and less dense. Winds are generally lighter to moderate and often come from the south or southeast, with temperatures rising as the warm air settles in. Compared with cold fronts, which bring colder air, tighter density contrasts, faster movement, and more vigorous weather (like strong storms), a warm front tends to produce steadier, longer-lasting but less intense weather. That combination—warmer temperatures after passage, slower movement, less dense air, and steady winds—fits the described choice.

9. Can an aircraft dispatcher authorize a flight to take off or continue enroute in severe icing or severe turbulence?

A. No

B. Yes, with restrictions and alt routing

C. Only if weather is marginal

D. Only if pilot reports are clear

Severe icing and severe turbulence are weather conditions that exceed the aircraft's certified limits and the operator's safety margins. A dispatcher releases a flight only when the forecast weather along the planned route can be managed within those limits. Because entering or continuing through severe icing or severe turbulence cannot be assured as safe, a dispatcher cannot authorize takeoff or enroute continuation in those conditions. If such conditions are expected, the flight must be rerouted, delayed, or diverted to avoid the hazard, and the final decision to proceed rests with the pilot in command, who may choose to deviate only within approved procedures.

10. Microbursts are small, localized downdrafts usually found in thunderstorms. What is their typical diameter?

A. 20 nautical miles

B. 2.5 nautical miles

C. 0.5 nautical miles

D. 100 nautical miles

Microbursts produce a surface outflow that covers only a small area, so their wind shear risk is confined to a brief, localized footprint. The typical diameter of that outflow is about 2.5 nautical miles, which is roughly 4.6 kilometers. This size reflects why pilots must be vigilant within a few miles of a thunderstorm for sudden, strong winds. Diameters like 20 or 100 nautical miles are much too large for a microburst's footprint, and 0.5 nautical miles is smaller than the usual, making 2.5 nautical miles the best representation of the typical size.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://flightdispatchoral.examzify.com

We wish you the very best on your exam journey. You've got this!