

Flight Control Academy

DEPT. OF TRANSPORTATION
DOCKET SECTION

51300

1002 E. Valencia Road, Suite B
Tucson, Arizona 85706

99 FEB 19 PM 3: 16

January 30, 1999

ORIGINAL

U.S. DOT Dockets
Docket FAA-I 998-4553 - 5
400 Seventh St. SW, Room Plaza 401
Washington, DC. 20590

Sirs:

We are in total agreement concerning the revision of Certification Requirements: Aircraft Dispatchers.

Flight Control Academy is an approved aircraft dispatcher training school and presently required to provide instruction for several curriculums that do not apply to aircraft dispatchers.

We agree with the revision to Appendix A. We have structured our curriculum to try and get the material in order to keep a flow of information that is related, but due to the material that is required to be taught, there are times when it is just not possible.

Section 65.57 Experience or Training Requirements.

Transport Canada has a requirement for all aircraft dispatchers in Canada to hold a dispatcher license. A review of their curriculum listed in the "Study and Reference Guide Flight Dispatchers, TP12513E, indicates that the Canadian dispatchers are required to pass two (2) examinations, Dispatch Operations and Meteorology, with a minimum score of 70% on both exams. This course is equal to our initial course in total hours and requires that Canadian dispatchers have a practical knowledge of FAR 121. Credit should be offered to all Canadian dispatchers who have completed the Transport Canada curriculum, especially in the area of determining if a potential student would qualify for an accelerated course. Another possibility the FAA may want to consider is to contact Transport Canada and determine if a bilateral agreement could be established that would allow the knowledge testing (computer) be waived for personnel of both the U.S. and Canada who have passed these test in their respective countries, and a practical test could be given by an approved school or agency and upon satisfactory completion of the practical test, the license for either country would be issued.

The only final comment and recommendation that we would have is the aircraft dispatcher knowledge computer test (ADX) needs to be revised to delete questions that do not apply to aircraft dispatcher duties. We all know that an aircraft dispatcher does not complete weight and balance forms and have absolutely nothing to do with pallet loading. The current ATP FAA written exam guides advise the students that certain chapters do not require study to take the (ADX) exam, then a question on one of the chapters mentioned appear on the actual test. Our school has a great amount of study information on the B-737 aircraft. This is the aircraft that we have selected for our curriculum, then the student takes the (ADX) exam and questions concerning the DC-9 aircraft are asked. This is very unfair to the schools and the students.

The question data bank should be examined and questions pertinent to the aircraft dispatcher should be used for the (ADX) test.

We would be **happy** to volunteer to review the question data bank and eliminate the questions that should not appear in this test.

We are in full agreement with the revision of Part 65 (Aircraft Dispatchers) and feel that it would allow the schools to teach the students more about actual dispatching instead of having to teach a curriculum that does not apply to aircraft dispatchers.

Best Regards.

Edward T. Patterson
Director / Instructor

James J. Coleman .
Director / Instructor