



# AIRCRAFT DISPATCHER

## DISTANCE LEARNING COURSE

WITH 13 WEEKENDS OR 6 DAYS RESIDENCE TRAINING AT AIRLINE GROUD SCHOOL,  
DIVISION OF FLAMINGO AIR CINCINNATI, OHIO, USA.

**AN AFFORDABLE AND CONVINIENT  
WAY TO TRAIN & QUALIFY AS  
A FLIGHT CONTROLLER**

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AT AIRLINE GROUD SCHOOL  
CINCINNATI, OHIO!!**

**OBTAIN USA FEDERAL AVIATION  
AUTHORITY AIRMAN LICENSE !!!**



- ***Flamingo Air Academy is a Part 141 and Part 61 approved flight school.***
- ***Airline Ground Schools have been in operation for over 43 years and graduated thousands of students from various parts of the world.***
- ***All of our instructors are active airline aircraft dispatchers, pilots, managers, & flight instructors with "real world" experience.***
- ***AGLOBEX LTD is the representative office of Flamingo Air Academy in Nigeria and other West African countries for recruitment and enrollment.***

## A Brief History of Aircraft Dispatch

The profession of the aircraft dispatcher is nearly as old as the airline industry itself. In the 1920's, airlines were created to carry mail under contract to the US government. Borrowing a term from the railroads, these early airlines hired dispatchers to plan & control the movement of airplanes. The primary duty was to ensure the safe & expeditious handling of airmail through the nationwide network of air routes. Within a few years, airlines gained access to government teletype lines providing updated weather, & dispatchers compared this with published schedules to determine the best routing for airmail. After the airlines added passenger service, the dispatcher would sometimes declare conditions too hazardous to permit passengers to make the trip. Except in the worst conditions, however, dispatchers made certain that the mail always went through.

By the early 1930's, airlines equipped their aircraft with two-way radios. Now dispatchers could talk to pilots in flight to discuss weather & possible alternate landing sites. (Later, radio would permit development of modern air traffic control). Improved air-ground communication made the dispatcher more effective & air travel safer.

In 1938, Congress passed the landmark Civil Aeronautics Act. In accordance with that Act, federal regulations required US airlines to employ dispatchers, who were required to obtain a federal license just like pilots. This was due to a DC-2 crash in New Mexico with a US senator aboard. This tragedy has similarities to the Sep. 11, 2001 event wherein the US government has made all security people at airports federal employees.

Over the years, the airlines have referred to their licensed dispatchers by various names: flight dispatchers, airline dispatchers, ground pilots, flight controllers (not to be confused with FAA air traffic controllers in the tower). All share the same duty & responsibility: to provide ground-based Operational Control of every flight operated by an airline, whether domestic or overseas. The dispatcher is the eyes of the airline, watching the progress of each flight from planning to touchdown. From the 1920's to the present, dispatchers have continued to provide an important link between air & ground which protects the safety of every airline passenger.



## **AIRCRAFT DISPATCHERS ARE CALLED**

- **Flight Dispatchers**
- **Airline Dispatchers**
- **Flight Controllers**
- **Ground Pilots**

## **UNDERSTANDING THE JOB OF AN AIRCRAFT DISPATCHER**

### **The Aircraft Dispatcher**

- is a licensed airman certificated by the Federal Aviation Administration.
- has joint responsibility with the captain for the safety and operational control of flights under his/her guidance.
- authorizes, regulates and controls commercial airline flights according to government and company regulations to expedite and ensure safety of flight.
- is also responsible for economics, passenger service and operational control of day to day flight operations.
- analyzes and evaluates meteorological information to determine potential hazards to safety of flight and to select the most desirable and economic route of flight
- computes the amount of fuel required for the safe completion of flight according to type of aircraft, distance of flight, maintenance limitations, weather conditions and minimum fuel requirements
- prepares flight plans containing information such as maximum allowable takeoff and landing weights, weather reports, field conditions, NOTAMS and many other informational components required for the safe completion of flight.
- prepares and signs the dispatch release which is the legal document providing authorization for a flight to depart.
- delays or cancels flights if unsafe conditions threaten the safety of his/her aircraft or passengers.
- monitors weather conditions, aircraft position reports, and aeronautical navigation charts to evaluate the progress of flight.
- updates the pilot in command of significant changes to weather or flight plan and recommends flight plan alternates, such as changing course, altitude and, if required, enroute landings in the interest of safety and economy.
- originates and disseminates flight information to others in his/her company including stations and reservations. This is the source of information provided to the traveling public.
- has undergone extensive training to have earned the coveted Aircraft Dispatcher's certificate having taken and passed both an extensive oral examination and the comprehensive Dispatch ADX test, administered by the Federal Aviation Administration. These tests are equivalent to the same Air Transport Pilot (ATP) written and oral examinations that an airline captain must successfully complete.
- participates in frequent and detailed recurrent training courses covering aircraft systems, company operations policy, meteorology and Federal Air Regulations as required by the FAA/ NCAA

*(courtesy of USA Airline Dispatcher Federation)*



## **Aircraft Dispatcher Distance Learning Course (DLC) - FOREIGN STUDENTS**

AGS offers a **FAA-approved** Distance Learning Course designed so that you may complete the first 152 hours of our training program at your own pace. You are required to attend a 6-day residency course in Cincinnati, Ohio, & complete course requirements within 1 year.

### **FEEES AND PAYMENT OPTIONS:**

The Course fee is \$2995 and **DOES NOT INCLUDE** books & materials. **Payment of \$1000 is required at the time of registration and is non-refundable.** The balance is to be paid 8 days before class. The tuition can be paid with cash, check, and money order, Mastercard, Visa, American Express, Discover or Travelers Checks. **If you do not choose a date you will be assigned a class date nearest your 6 month expiration date. You may choose to come to class sooner. You can call and move your date forward.** Once you choose a class date, if you need to change the date you are required to inform us 30 days in advance. If you do not, you will be charged a \$250 processing fee to change the class.

You are responsible for travel costs, meals, & hotel. There are 2 FAA computer knowledge exams required at \$150 each. The FAA examiner fee of \$375 is due at the time of the final exam

### **DATES**

Our program is popular & classes fill quickly. Classes start on Saturday and run from 8 AM - 6 PM through Thursday evenings. FAA oral/practical exams start on Friday morning and last through the weekend.

**2015: Feb. 14 - 19, April 18 - 23, June 20 - 25, Aug. 15 - 20, Oct. 17 - 22, Dec. 5 - 10**

### **CLASS REQUIREMENTS**

There are 5 *milestones* in your training for which we provide study materials:

- 1. The FAA Private Pilot computer knowledge test.** This is required if you are not a pilot and must be completed before class begins.
- 2. The FAA Aircraft Dispatcher computer knowledge exam.** This is the advanced multiple choice test.
3. Completion of our PowerPoint presentations at our website (120 hours of material).
- 4. Completion of the mandatory 6 days of residency training in Cincinnati, Ohio.**
5. Completion of **the FAA oral/practical exam** with an FAA examiner within 90 days of graduation.

Your instructor will schedule this exam at a time convenient to both you and the Examiner. A successful score on the Aircraft Dispatcher FAA computer exam and completion of the Distance Instruction are proof that you have studied & learned the basic concepts, & you are ready for a challenging classroom experience.

**FAA computer testing is available internationally.** For a current list of test sites, visit:

[http://www.faa.gov/training\\_testing/testing/airmen/media/test\\_centers.pdf](http://www.faa.gov/training_testing/testing/airmen/media/test_centers.pdf) If these locations are not convenient, plan to arrive several days early in the US at our location to sit for these exams. Since your passport does not have your home address listed, bring documentation of your home address for the testing center: utility bill, driver license, etc. Bring two photo IDs.



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### **WORKLOAD**

Be advised that the materials provided will require many hours of reading & study, & involves a certain dedication on your part to complete the requirements. Again, **this is an intense course** & procrastination is your worst enemy! Enroll now to receive the study materials to start your studies & your career.

### **PREREQUISITES**

**No prior aviation experience is required to enroll** in our Distance Learning Course. Students under the age of 23 will receive a letter documenting completion of the course and final exam. Upon reaching the age of 23, the FAA will issue the FAA certificate. You may work as an assistant dispatcher under the supervision of a senior dispatcher until age 23.

**This is a Private and Instrument Pilot ground school with a Boeing 737 series aircraft.** A high school math level involving addition, subtraction, multiplication, & division is required plus basic typing/computer skills.

### **SUBJECT MATTER**

Core subjects: Practical Dispatching, B737 Systems, Air Routes & Airports, Aeronautical Information Manual, Federal Aviation Regulations, Operations Specifications, Emergency Procedures, Dispatch Resource Management, Operational Control, & Practical Aspects of Dispatch.

### **HOUSING**

The discounted hotel rates for our students are \$59 per night plus tax at the Radisson in Covington, KY across the river from our classroom at Flamingo Air in the terminal building at Lunken Airport, Cincinnati, Ohio. Free transportation from the Cincinnati Intl Airport to the hotel and from the hotel to the classroom is provided.

### **M-1 STUDENT VISA required**

Upon receipt of your registration form & the tuition payment, we will electronically start the US Immigration paperwork for you signed by a school official. When you receive the I-20 from us, you then complete form I-90 at [www.FMJfee.com](http://www.FMJfee.com) Then apply in person to the US Consulate or Embassy with the I-20 form, identification number, & I-90 for an interview.

It may take as much as 90 days for approval of your M-1 student visa. **All foreign students are now required to have an M-1 visa for dispatcher training. US regulations do not allow you to attend school without an M-1.** We do not start the visa paperwork until you designate a class date



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### **BOOKS & MATERIALS:**

You will need the following books and materials which are **NOT** included in the tuition cost: Below are the books and materials that you will need for the Aircraft Dispatcher Course -

Jeppesen E6B Flight Computer

Jeppesen PV5 Instrument Plotter

ASA Pilot's Handbook of Aeronautical Knowledge - **if you are not a pilot**

ASA Private Pilot Airmen Knowledge Test Book - **if you are not a pilot**

ASA ATP/Dispatcher Knowledge Test Book

ASA Aviation Weather/Weather Services Books

ASA FAR/FC - Federal Aviation Regulations and Flight Crew Manual

ASA FAR/AIM - Federal Aviation Regulations and Aeronautical Information Manual

ASA Aircraft Dispatcher Oral Exam Guide

You will also need to bring a simple pocket calculator and a hi-lighter.

The Airline Ground Schools Operations Manual - a separate \$45.00 charge from Flamingo Air.

Our bookstore, The Flight Depot offers a 10% discount to our students.

You can order your books and materials - at [www.theflightdepot.com](http://www.theflightdepot.com)

Package #1 is for Non-Pilots - \$204.00 plus shipping

Package #2 is for Pilots - \$180.00 plus shipping or call 513-321-6777. The discount will be applied at the time of purchase.

**EBooks must be purchased directly from [www.asa2fly.com](http://www.asa2fly.com)**

### **THE FAA ORAL / PRACTICAL EXAM**

Following training, you are required to sit for a FAA practical exam. **You have approximately 4 hours to complete the manual flight plan followed by a 2 hour oral examination with the FAA Examiner.** Again, we strongly suggest you schedule your return trip for several days after class in case you have any training issues which need to be resolved. If your English is marginal, plan an extra day or two after class with an instructor to prep you for the exam. Additional instruction is available at \$25 per hour.

### **AIRLINE GROUND SCHOOLS (AGS)**

AGS has been in the airline training business for 43 years & has graduated thousands of students in various programs. All of our instructors are active airline aircraft dispatchers, pilots, managers; & instructors with "real world" experience.

**\*AGS cannot guarantee you a job, however we will make every effort to assist you in your job search!** There are no US jobs available for foreign students. We do publish job opportunities worldwide at our website.



**FASTEN YOUR SEAT  
BELT AND GET  
READY FOR TAKE  
OFF!**

## THE AIRCRAFT DISPATCHER OPPORTUNITY

**NATURE OF THE WORK:** In cooperation with the captain, the Flight Dispatcher furnishes a flight plan that enables the aircraft to arrive at its destination on schedule with maximum payload & least operating cost. Dispatchers consider enroute & destination weather, winds aloft, alternate airports, fuel required, altitudes, & traffic flow. His signature along with that of the Captain, releases the aircraft for flight. He maintains a constant watch on all flights & is the go-between for the pilots & the ground service personnel. The Dispatcher keeps all employees informed as to the status of the flight, & must be familiar with navigation, routes, airports, & the takeoff, cruise, & landing performance of all aircraft operated by the airline. Dispatchers must also take periodic flights in the cockpit with flight crews to observe routes, conditions, & airports.

**WORKING CONDITIONS:** A dispatcher works in the airline operations office. He uses computers, calculators, & weather charts. A 40 hour week with shift work is standard. A Dispatcher frequently works under pressure, especially when the weather is bad. They must make rapid decisions concerning safety, regulations, & economy of operations. He is surrounded by people, printers, telephones & intercom systems in a noisy, busy atmosphere. If you work for a small airline, you may also carry additional duties as crew scheduler & load planner. Each airline operates one dispatch office at its company headquarters.

**WAGES AND BENEFITS:** Benefits of obtaining FAA Aircraft Dispatcher License are great, although it may vary from airline to airline. There is high need for Dispatchers in Africa either as instructors or employees in airlines.

These include among others:

- Certificate is accepted for work with airlines globally
- Entry level flight dispatcher salary is between US\$24,000 -US\$30,000 with US\$80-US\$110,000+ end annually.
- Cockpit Jump-seat Authority (ride jump-seat on your airline, and most other airlines globally).
- Free or reduced rate travel privileges (world-wide for you, and your family and friends)
- Health insurance, life insurance.
- 50%- 60% discounts at most large hotel chains globally (Hilton, Hyatt, Sheraton, Marriot, Intercontinental, etc.)
- Very rewarding retirement plans
- Can be employed as instructors, operations officers, and as private consultants with companies in the aviation industry
- Lots more

**Register now & get your career off the ground! Contact us:**  
Phone: +1 817-841-2584, Website: <http://aglobexgroup.com/aircraft-dispatcher-training.html>