CIVIL AERONAUTICS AUTHORITY

WASHINGTON, D. C.

CIVIL AIR REGULATIONS

PART 27.—AIRCRAFT DISPATCHER CERTIFICATES

Effective July 15, 1940, As Amended

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FOREWORD

Part 27, as amended by the Authority, effective July 15, 1940, contains the following major changes. (Unless otherwise designated all section citations refer to the former regulations.)

1. The aeronautical knowledge requirements (27.104) remain the same except for the following changes:

a. The former subsection "h" only required a knowledge of the elementary principles of radio communications and radio range operations, including weather conditions adversely affecting each. This revision requires, in addition to these, that the applicant shall have a knowledge of the communication procedures and practices used between airplanes and ground stations.

b. The former subsection "k" read, "(k) Elementary principles of aircraft navigation, and use and limitations of sensitive type altimeters, particularly with respect to barometric settings". A required knowledge of the "use and limitations of sensitive type altimeters, particularly with respect to barometric settings", has been set up in this revision as a separate subsection (1).

c. A new subsection "m" has been added to read "(m) Airway and airport traffic control procedures".

2. The aeronautical experience requirement (27.105) formerly provided five methods by which an applicant might gain the experience necessary to obtain an aircraft dispatcher certificate. The revision substitutes for these the following three methods:

"a. Have served for two years of the four years immediately preceding application as a first or second pilot of a certificated air carrier and have served in connection with the dispatching of air carrier aircraft under the supervision of a certificated aircraft dispatcher in regular service for at least 30 days within the six months immediately preceding application, or

b. Have served in connection with the dispatching of air carrier aircraft under the supervision of a certificated aircraft dispatcher in regular service for at least one year within the two years immediately preceding application, or

c. Be a graduate of an aircraft dispatcher course of a certificated flying school, which course is approved by the Authority, and have served in connection with the dispatching of air carrier aircraft under the supervision of a certificated aircraft dispatcher in regular service for at least 90 days within the six months immediately preceding application."

3. Subsection (a) of section 27.106, Aeronautical skill, required an applicant to be able to make a reasonable accurate and intelligent analysis of a series of *Weather Bureau 6-hourly maps*, and to forecast therefrom the subsequent weather conditions pertinent to flying operations.

Subsection (b) required the applicant to be able to make an accurate and detailed analysis of weather conditions prevailing in the general neighborhood of a specified civil airway from a series of *Weather Bureau 6-hourly maps* and sequence reports and to forecast weather trends pertinent to flying operations, with particular reference to specified terminals.

The only changes made in these two subsections were to substitute the words "daily Weather Bureau maps" for the words "Weather Bureau 6-hourly maps" and to insert the words "air carrier" in front of the words "flying operations" in the last line of each of these subsections.

Three *new* subsections have been added by the revision to the aeronautical skill requirements, as follows:

"c. Be sufficiently familiar with the Morse Code to be able to identify radio ranges by their identification signals.

d. Prepare and use charts to determine the most economical fuel consumption settings of an aircraft at given altitudes, and

e. Dispatch and assist a hypothetical flight under adverse weather conditions."

4. The revision only requires a dispatcher to have his certificate readily available when he is on duty instead of in his personal possession as required by the former regulations.

5. The duration periods of air carrier dispatcher certificates and the methods of renewal and reinstatement of such certificates have been changed. Under the former regulations, a temporary air carrier dispatcher certificate was issued in the field and expired 60 days after issuance. The inspector's report of the examination of the dispatcher was forwarded to the Washington office and, if no objection was found to the issuance of a certificate in the particular case, a "permanent" certificate was issued for one year. Thereafter each year the air carrier dispatcher presented his certificate for renewal with proof that he had served as a dispatcher for an air carrier for at least 6 months of the duration of his certificate and the inspector took up the old certificate and issued a new one. In order to eliminate delay in the issuance of permanent certificates and also the cost of issuing renewal certificates, a new duration clause is prescribed.

Under this revision a permanent aircraft dispatcher certificate is issued in the field. The inspector's report of the examination of the aircraft dispatcher is forwarded to the Washington office and, if within 60 days the holder is not notified of any objection, the certificate will be of indefinite duration. Thereafter, each year (this period is referred to in this foreword and in the regulations as the "endorsement period") the aircraft dispatcher will present his certificate for endorsement with a record of his service as a dispatcher and the inspector, upon approval, will endorse the certificate, thus continuing it in effect for an additional endorsement period. The requirements for securing an endorsement are practically the same as the requirements for renewal prescribed in the former regulations.

If the aircraft dispatcher fails to secure an endorsement at the end of the endorsement period, or after a reexamination by an inspector at any time, his certificate automatically expires. There is no provision in the revised Part for reinstatement of a certificate or for re-rating after a lapse. However, practically the same thing is provided for in Section 27.24 of the revised regulations which is entitled "Special issuance of certificate".

6. Section 1 (6) of the Civil Aeronautics Act of 1938 defines an "airman" as any individual who serves in the capacity of *aircraft* dispatcher. Therefore, the term "air carrier dispatcher", wherever it appears in this Part, has been changed to read "aircraft dispatcher" in order to conform with this definition.

7. A comparison of this revision with the former regulations will indicate that numerous changes have been made for purposes of clarification. Certain sections of the regulations have been rearranged and renumbered and other sections have been footnoted.

THE UNITED STATES OF AMERICA

CIVIL AERONAUTICS AUTHORITY

WASHINGTON, D. C.

At a session of the Civil Aeronautics Authority held at its office in Washington, D. C., on the 10th day of May, 1940.

In the Matter of the Effective Date of Certain Amendments to the Civil Air Regulations

ORDER PRESCRIBING THE EFFECTIVE DATE OF THE AMENDMENTS TO PARTS 00, 01, 02, 27, AND 60 AND SECTIONS 04.000 AND 60.32 OF THE CIVIL AIR REGULATIONS

Acting pursuant to the authority vested in it by the Civil Aeronautics Act of 1938, and finding that its action is desirable in the public interest and is necessary to carry out the provisions of, and to exercise and perform its powers and duties under said Act, the Civil Aeronautics Authority orders that: the amendment to Parts 00, 01, and 02 and section 04.000, adopted by the Authority on November 3, 1939; the amendment to section 60.32, adopted by the Authority on November 3, 1939, and further amended on this day, May 10, 1940; and the amendments to Parts 27 and 60, adopted by the Authority on December 22, 1939, and further amended on this day, May 10, 1940, shall become effective July 15, 1940.

By the Authority:
(s) PAUL J. FRIZZELL,
Paul J. Frizzell,
Secretary.

[SEAL]

CIVIL AIR REGULATIONS

PART 27.—AIRCRAFT DISPATCHER CERTIFICATES

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27.1 Aircraft dispatcher certificate requirements. To be eligible for an aircraft dispatcher certificate, an applicant shall comply with the following requirements:

27.10 Age. Applicant shall be at least 23 years of age.

27.11 Character. Applicant shall be of good moral character.

27.12 Citizenship. Applicant shall be—

(a) A citizen of the United States, or

(b) A citizen of a foreign country which grants reciprocal commercial airman privileges to citizens of the United States on equal terms and conditions with citizens of such foreign country, or

(c) An alien who has filed his declaration of intention to become a citizen of the United States and notifies the Authority of the serial number of such declaration and of the date thereof and of the court in which it is filed: *Provided*, That the certificate is, in such case, subject to revocation by the Authority if the holder does not from time to time keep the Authority advised of the status of the proceedings in court and does not diligently and successfully prosecute them and become admitted as a citizen.

27.13 Education. Applicant shall be able to read, write, and understand the English language, and speak the same without any accent or impediment of speech that would interfere with two-way radio conversation.

27.14 Aeronautical knowledge. Applicant shall be familiar with and shall accomplish a satisfactory written examination on—

(a) The provisions of Parts 40 and 61 and those parts of Part 60 which apply to dispatching. In each case the applicant shall understand the relation of each provision to air carrier operation.

(b) The characteristics of at least one make and model of air carrier aircraft, with particular reference to performance, gross load,

pay loads under conditions of various fuel loads, fuel capacity, fuel consumption at specified power outputs at various altitudes, most economical speed at which level flight can be maintained, and loading charts.

(c) The general system of collection and dissemination of weather information.

(d) Weather map, forecast and sequence abbreviations, symbols and nomenclature. The general principles of modern methods of weather analysis including the application of data obtained from airplane weather observations and meteorological data reported from observations made by pilots engaged in air carrier flights.

(e) Cloud forms, including average heights of their bases and approximate upper and lower limits within which their bases and tops respectively occur.

(f) Weather conditions adversely affecting aeronautical activities, the circumstances under which they occur, how such are ascertained and located, and principles of forecasting such conditions.

(g) The influence of terrain upon meteorological conditions and developments, and the relation thereof to air carrier flight operations.

(h) Elementary principles of radio range operation and radio communication, including weather conditions adversely affecting them and the communication procedures and practices used between airplanes and ground stations.

(i) Department of Agriculture Weather Bureau Circular "N", Instructions for Airway Meteorological Service, and all amendments thereto.

(j) Air navigation facilities in use on the civil airways, including rotating beacons, course lights, radio ranges, radio marker beacons and intermediate fields.

(k) Principles of aircraft navigation, with particular respect to instrument operation and use of radio range and direction-finding equipment, including let-down procedures.

(l) Use and limitations of sensitive type altimeters, particularly with respect to barometric settings.

(m) Airway and airport traffic control procedures.

27.15 **Aeronautical experience.** Applicant shall—

(a) Have served for two years of the four years immediately preceding application as a first or second pilot of a certificated air carrier and have served in connection with the dispatching of air carrier aircraft under the supervision of a certificated aircraft dispatcher in regular service for at least 30 days within the six months immediately preceding application, or

(b) Have served in connection with the dispatching of air carrier aircraft under the supervision of a certificated aircraft dispatcher in regular service for at least one year within the two years immediately preceding application. or

(c) Be a graduate of an aircraft dispatcher course of a certificated flying school, which course is approved by the Authority and have served in connection with the dispatching of air carrier aircraft under the supervision of a certificated aircraft dispatcher in regular service for at least 90 days within the six months immediately preceding application.

27.16 Aeronautical skill. Applicant shall be able to—

(a) Make a reasonably accurate and intelligent analysis of a series of daily Weather Bureau maps, in accordance with modern methods, and forecast therefrom the subsequent weather conditions pertinent to air carrier flying operations.

(b) Make an accurate and detailed analysis, in accordance with modern methods, of weather conditions prevailing in the general neighborhood of a specified civil airway from a series of daily Weather Bureau maps and sequence reports, and forecast with a high degree of accuracy subsequent weather trends pertinent to air carrier flying operations, with particular reference to specified terminals,

(c) Be sufficiently familiar with the Morse Code to be able to identify radio ranges by their identification signals,

(d) Prepare and use charts to determine the most economical fuel consumption settings of an aircraft at given altitudes, and

(e) Dispatch and assist a hypothetical flight under adverse weather conditions.

27.2 Aircraft dispatcher certificate.

27.20 Application. Application for an aircraft dispatcher certificate shall be made upon the applicable form prescribed and furnished by the Authority.

27.21 Display. An aircraft dispatcher certificate shall be kept readily available to the holder thereof at all times when he is on duty in connection with the dispatching of air carrier aircraft, and shall be presented upon the request of any authorized representative of the Authority or of any State or municipal official charged with the duty of enforcing local laws or regulations involving Federal compliance.

27.22 Duration. An aircraft dispatcher certificate shall be of 60 days' duration and, unless the holder thereof is otherwise notified by the Authority within such period, shall continue in effect indefinitely thereafter, unless suspended or revoked by the Authority, except that it shall immediately expire (1) at the end of each designated period [1] after the date of issuance thereof if the holder of such certificate fails to secure an endorsement by an authorized inspector of the Authority within the last 45 days of each such period, or (2) at any time an authorized inspector of the Authority shall refuse to endorse such certificate after inspection or examination.

27.23 Periodic endorsement requirements. No aircraft dispatcher certificate shall receive a periodic endorsement unless the holder thereof shall make application for endorsement upon the applicable form prescribed and furnished by the Authority and shall have served as an aircraft dispatcher for at least 6 months of the 12 months' period immediately preceding the expiration of the endorsement period.

27.24 Special issuance of certificate. In the event an aircraft dispatcher satisfactorily shows to the Authority that an emergency prevented the endorsement of his certificate within the 45 days imme-

[1] A statement of duration in substantially the form of § 27.22 will appear on all aircraft dispatcher certificates and the period here referred to will be designated in that statement. The holder of an aircraft dispatcher certificate will be required, under ordinary circumstances, to secure an endorsement every 12 months. Hereafter in this Part this period will be referred to as the "endorsement period".

diately preceding the expiration of the endorsement period a new certificate will be issued if application is made therefor within 90 days immediately following the expiration of such endorsement period and the applicant complies with the requirements for periodic endorsement prescribed for an aircraft dispatcher certificate.

27.25 **Nontransferability.** An aircraft dispatcher certificate is not transferable.

27.26 **Surrender.** Upon the suspension, revocation, or expiration of an aircraft dispatcher certificate, the holder thereof shall, upon request, surrender such certificate to any officer or employee of the Authority.

27.27 **Reexamination.** An applicant for an aircraft dispatcher certificate who has failed to successfully accomplish the prescribed theoretical or practical tests may apply for reexamination at any time after the expiration of 90 days from the date of such failure.

27.3 **Examinations and tests.**

27.30 **General.** The examinations and tests prescribed in this Part shall be conducted by an authorized representative for the Authority.

27.31 **Time and place.** All examinations and tests will be held at such times and places as the Authority may designate.

27.32 **Inspection.** The applicant for an aircraft dispatcher certificate shall offer full cooperation with respect to any inspection or examination which may be made of such applicant upon proper request by any authorized representative of the Authority prior or subsequent to the issuance of an aircraft dispatcher certificate.

27.33 **Standard of performance.** All practical or theoretical examinations and tests shall be accomplished to the satisfaction of the Authority and the passing grade in each subject shall be at least 70 percent.