FLIGHT DISPATCH ORAL PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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.

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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!

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Questions

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1. What is the definition of severe turbulence?

A. Turbulence that causes large, abrupt changes in altitude and/or attitude. It usually causes variations in indicated airspeed. A/C may be momentarily out of control.

B. Small gusts with no effect on altitude

C. Turbulence only at cruise altitude with minimal changes

D. Turbulence only in clear air with no clouds

2. Which document provides the official record of weight distribution and CG limits for a flight?

A. Dispatch release only.

B. Weather chart.

C. Weight and Balance Documentation.

D. Maintenance log.

3. What are some characteristics of cold fronts?

A. Cold temperatures, faster moving, more dense air, more precipitation, could be icing.

B. Warmer temperatures, slower moving, less dense air, steady winds usually.

C. Cool temperatures, slower movement, light rain with variable winds.

D. Colder air with slow movement and little precipitation.

4. What are the two types of PIREPS?

A. UA- Requested; UUA- Emergency.

B. UA- Emergency; UUA- Routine.

C. UA- Routine; UUA- Emergency.

D. UA- Advisory; UUA- Emergency.

5. What are the standard takeoff minimums?

A. 4000 RVR and 1/2 SM

B. 6000 RVR and 2 SM

C. 3000 RVR and 1/4 SM

D. 5000 RVR and 1 SM

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6. Which item is NOT typically included in a flight release?

A. Crew duty time limitations

B. Aircraft ID

C. Route and destination

D. Fuel on board

7. Which mapping of AIRMET types to phenomena is correct?

A. Tango - Turbulence; Zulu - Icing; Sierra - Mountain Obscurations

B. Tango - Icing; Zulu - Turbulence; Sierra - Fog

C. Tango - Mountain Obscurations; Zulu - Icing; Sierra - Turbulence

D. Tango - Turbulence; Zulu - Thunderstorms; Sierra - Wind shear

8. What best describes Clear Air Turbulence (CAT)?

A. Occurs in cloudless, clear air, not associated with thunderstorms, typically near the tropopause at high altitude.

B. Occurs only inside clouds and is always associated with convective activity.

C. Is turbulence caused by precipitation near the surface.

D. Occurs only at low altitude near the ground.

9. Which option lists the components of an ILS?

A. Glideslope and Localizer

B. Marker beacon

C. Airport Lighting System

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

10. TSNO decode stands for?

A. Thunderstorm Not Observed

B. Lightning Detection inop

C. Thunderstorm Not Operating

D. Lightning Not Detected

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Answers

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

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Explanations

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1. What is the definition of severe turbulence?

A. Turbulence that causes large, abrupt changes in altitude and/or attitude. It usually causes variations in indicated airspeed. A/C may be momentarily out of control.

B. Small gusts with no effect on altitude

C. Turbulence only at cruise altitude with minimal changes

D. Turbulence only in clear air with no clouds

Severe turbulence is the most intense level of turbulence, causing large, abrupt changes in the aircraft's altitude and attitude, with possibilities of significant fluctuations in indicated airspeed and even a momentary loss of aircraft control. The description in the option reflects exactly that: big, sudden motions that can momentarily take the aircraft off its intended flight path and affect airspeed readings. The other descriptions describe milder or different scenarios: small gusts with no altitude change point to light turbulence; turbulence at cruise altitude with minimal changes suggests mild turbulence; turbulence only in clear air with no clouds refers to clear-air turbulence, which is not defined by severity and can occur differently.

2. Which document provides the official record of weight distribution and CG limits for a flight?

A. Dispatch release only.

B. Weather chart.

C. Weight and Balance Documentation.

D. Maintenance log.

Weight and balance documentation is the official record that shows how weight is distributed and where the center of gravity lies for a given flight. It contains the approved weight and moment data, the current loading data, and the CG limits defined for the aircraft. This document is used to confirm that the aircraft will operate within its published weight and CG envelope, which is essential for safe handling, stability, and performance. It is updated whenever payload, fuel, or equipment changes, ensuring the flight stays within limits. The other documents do not serve this purpose: a dispatch release provides flight authorization and operational details but isn't the formal record of weight distribution; a weather chart conveys meteorological information; a maintenance log tracks maintenance actions and alterations, not loading data.

3. What are some characteristics of cold fronts?

A. Cold temperatures, faster moving, more dense air, more precipitation, could be icing.

B. Warmer temperatures, slower moving, less dense air, steady winds usually.

C. Cool temperatures, slower movement, light rain with variable winds.

D. Colder air with slow movement and little precipitation.

Colder air advancing to displace warmer air is the defining feature of a cold front. The air behind the front is cooler and denser, and as it undercuts the warm air, it tends to lift that air, often leading to cloud development and precipitation and a noticeable wind shift when the front passes. Among the options, the one that centers on colder air fits this defining trait best. The others introduce warmer air or give weather patterns that aren't consistently associated with cold fronts, such as slow movement with little rain or only light rain with variable winds. In practice, a cold front typically brings a temperature drop and a wind change, with the possibility of precipitation or storms depending on moisture, but the essential hallmark remains the intrusion of colder air.

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4. What are the two types of PIREPS?

A. UA- Requested; UUA- Emergency.

B. UA- Emergency; UUA- Routine.

C. UA- Routine; UUA- Emergency.

D. UA- Advisory; UUA- Emergency.

PIREP messages have two priority levels: routine and urgent. The routine Pilot Weather Report, marked with UA, is used for normal, ongoing weather observations reported by pilots. The urgent Pilot Weather Report, marked with UUA, is used when the weather conditions are significant or dangerous enough to require immediate dissemination and attention from meteorological and air traffic services. This distinction matters because urgent reports are flagged for faster relay and potentially trigger immediate safety actions or advisories. So, the pairing you're looking for is routine with UA and urgent with UUA, not a mapping to "requested" or "emergency" in the standard coding.

5. What are the standard takeoff minimums?

A. 4000 RVR and 1/2 SM

B. 6000 RVR and 2 SM

C. 3000 RVR and 1/4 SM

D. 5000 RVR and 1 SM

Standard takeoff minimums establish the baseline weather requirements for an IFR departure when no nonstandard minima apply. They are 1 statute mile of flight visibility or 5000 feet of Runway Visual Range, whichever measurement is used; you must meet at least one of these to depart under standard minima. This baseline can be overridden by published nonstandard minimums for a specific runway or operator, but absent those, the standard pairing is 1 SM and 5000 RVR. The option that matches this standard pairing is 5000 RVR with 1 SM, which aligns with the baseline. The other sets imply minima that are not the standard baseline.

6. Which item is NOT typically included in a flight release?

A. Crew duty time limitations

B. Aircraft ID

C. Route and destination

D. Fuel on board

A flight release serves as the formal authorization for the flight and focuses on the items that define the operation and ensure regulatory compliance: which aircraft is being dispatched, where it will fly (route) and to which destination, and the crew's ability to operate within duty-time limits. These elements establish who is flying, where they are going, and whether the crew can legally and safely conduct the flight. Fuel on board is determined by the fuel plan and actual loading, which can change up to and during departure. While fuel requirements (like trip fuel, reserves, and contingencies) influence the planning, the exact onboard quantity is not a fixed line item on the release itself. It's managed through the fuel plan and loading decisions, not treated as a static entry on the release document. That's why fuel on board is not typically included as a standard item on a flight release.

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7. Which mapping of AIRMET types to phenomena is correct?

A. Tango - Turbulence; Zulu - Icing; Sierra - Mountain Obscurations

B. Tango - Icing; Zulu - Turbulence; Sierra - Fog

C. Tango - Mountain Obscurations; Zulu - Icing; Sierra - Turbulence

D. Tango - Turbulence; Zulu - Thunderstorms; Sierra - Wind shear

AIRMETs warn of less severe weather hazards that can still affect flight in smaller areas and over shorter ranges, with three categories each tied to a specific type of phenomenon: Tango covers turbulence (and low-level wind shear), Zulu covers icing, and Sierra covers mountain obscuration and IFR conditions. The correct mapping reflects these associations: Tango is turbulence, Zulu is icing, Sierra is mountain obscuration/IFR. The other options mix up the categories—for example, assigning icing to Tango or turbulence to Zulu, or bringing in convective phenomena like thunderstorms (which are addressed by Convective SIGMET, not AIRMET).

8. What best describes Clear Air Turbulence (CAT)?

A. Occurs in cloudless, clear air, not associated with thunderstorms, typically near the tropopause at high altitude.

B. Occurs only inside clouds and is always associated with convective activity.

C. Is turbulence caused by precipitation near the surface.

D. Occurs only at low altitude near the ground.

Clear Air Turbulence is turbulence that occurs in unobstructed, cloudless air, away from convective storms, and is commonly found at high altitudes near the tropopause, often associated with jet streams and wind shear. This makes it unpredictable and not detectable by visible weather features or radar, so pilots rely on pilot reports and atmospheric wind patterns to anticipate it. The described scenario matches this: turbulence in clear air, not tied to clouds or thunderstorms, and typically at high altitude near the tropopause. The other descriptions don't fit because turbulence caused by precipitation or convection happens with clouds or near the ground, and CAT is specifically not associated with clouds and is typically a high-altitude phenomenon.

9. Which option lists the components of an ILS?

A. Glideslope and Localizer

B. Marker beacon

C. Airport Lighting System

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

An Instrument Landing System gives you the tools for both horizontal and vertical guidance, plus the visual cues that help you align with and land from an instrument approach. The best choice includes the localizer for keeping you on the runway centerline (horizontal guidance), the glideslope for the correct descent angle (vertical guidance), marker beacons that provide fixed-position references along the approach, and the approach lighting system that gives you a visual cue to transition to landing, especially in poor visibility. These together form the full set of guidance and cueing components used on an ILS approach. The other options leave out one or more of these essential elements, making them incomplete.

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10. TSNO decode stands for?

A. Thunderstorm Not Observed

B. Lightning Detection inop

C. Thunderstorm Not Operating

D. Lightning Not Detected

Understanding abbreviations used for aircraft weather and avionics status is essential. TSNO is read as Lightning Detection inop, meaning the lightning detection system is not functioning. This status tells you not to rely on the lightning detector data for weather decisions and to use alternative sources like radar, METARs, SIGMETs, or ATIS updates. The other phrases describe weather conditions or generic malfunctions that don't clearly indicate the detector's operational status, whereas inop precisely flags a hardware fault. So the best interpretation emphasizes that the lightning detection capability is inoperative.

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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!

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