

## A220



# Dispatcher Training

### Course Introduction

Well-trained flight dispatchers are responsible for ensuring an airline's commercial success by overseeing smooth, safe, economical and punctual flight operations. The flight dispatcher course provides the knowledge and skills required for A220-specific dispatch of the aircraft, including general aircraft system knowledge, use of MEL/CDL/performance calculations and weight and balance operations.

This course is based on instructor-led, on-site training, comprising typical classroom lessons with presentations of the instructor. The course is designed as conversion training and requires flight dispatchers with completed initial training.

<p>Training Concept Ops Engineering</p>	<p>Learning objectives, methods and examination Definition of tasks and responsibilities Development of procedures and standards Requirements for Data-Base, Application and Interface Documentation and QM Aircraft Models: Airbus A220-200 and A220-300 (BD-500) 3 days course.</p>
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### Aircraft Limitations and Operational

<p>Masses Environmental Limitations RWY Operational Aspects</p>	<p>MTOM, MLM, MZFM, MTM OAT, CWC/HWC, Elevation, Altitudes, Latitude Minimum Width for TKOS&amp;LDG, Lineup, Turn Minimum Turn Around Times Tankering and Break Even Push Back Procedures Handling Limitations</p>
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### Documents

<p>AOC-requirements  Certificates and documents OM-A (FOM)  OM-B (AOM)</p>	<p>Responsibility Operation Manuals, Specific Manuals Handling, Amendment, Application Insurance, airworthiness, liability, noise Responsibility and content Operational procedures Specific Regulations for A220 FCOM/AFM/FPPM/MMEL SOP's</p>
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<b>Take Off Performance</b>	<p>T/O distances and length</p> <p>T/O flight path</p> <p>Speeds</p> <p>Power Setting</p> <p>A/C configuration and system settings</p> <p>Limitation</p> <p>Factors of influence</p>	<p>TORA, ASDA, TODA Clearway, Stopway</p> <p>T/O segments and AFP, NFP climb gradients</p> <p>VMCG, VEF, V1, VR, V2 Balanced V1</p> <p>Reduced T/O power, Climb power, MCT, Flex Temp</p> <p>Flaps, Gear Packs, WAI, NAI</p> <p>Field length, Brake, Tire, Obstacle, Climb</p> <p>PA, OAT, Wind, RWY condition</p>
<b>Airport Selection Criteria</b>	<p>RFFS</p> <p>Pavement strength</p> <p>Instrument Approach</p> <p>Crew Qualification</p>	<p>OM-A Min., ICAO-Min. ACN/PCN LCN</p> <p>GW-Calculation, factors of influence</p> <p>NAV-aids and procedures ILS Categories Non Precision Landing-/Planning Minima</p> <p>License, Allowance Training concepts, Documentation</p>
<b>Aircraft Systems and Engines</b>	<p>OM-B (AOM) documentation</p> <p>Aircraft systems</p> <p>Exercise MEL/CDL</p>	<p>System Discription Limitations Graphs and tables Use of the MEL-CDL</p> <p>Air conditioning Auto Flight Ice and Rain Protection Landing Gear Navigation</p> <p>Oxygen Pneumatic APU Engine Flight Controls Fuel</p> <p>ACM, Pressure Control A/P and FD, AWO WAI, NAI, TAT-probe, Window heat Brakes, Wheels, Anti Skid Speed indication, GPWS, TCAS, FMS, RVSM, MNPS Crew- Passenger Oxygen Eng- APU bleed, HP bleed Power source, APU cold start Fuel, Ignition, Bleed Air, Indicating, Exhaust Primary, secondary flt ctrl, Yaw damper Re-/defuelling, tanks, pumps, filter, fueltemp</p>
<b>Cruise Performance</b>	<p>Basic aerodynamics</p> <p>Definitions</p> <p>Speeds</p> <p>Altitudes</p>	<p>Thrust, drag, weight, lift, AoA</p> <p>Endurance, Specific Range, Maximum Range</p> <p>MRC, LRC, ECON Cruise, Fixed speed, VMO</p> <p>Speed selection criteria Optimum, Maximum, Trading factor</p>
<b>Landing Performance</b>	<p>Landing distances</p> <p>Inflight limitations</p> <p>Factors of influence</p>	<p>RLD, ALD, Factoring</p> <p>Approach climb weight Landing climb weight</p> <p>Dry, wet, contamination, OAT, PA Speed, Landing, Mass, Slope Configuration and MEL/CDL-items</p>
<b>Flightplanning</b>	<p>Fuel policy and the criteria</p>	<p>Reclearance procedure Pre-determined point procedure Alternate fuel Final reserve Trip fuel Contingency fuel and options Tankering</p>

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	Operational Limitations	WX-minima for T/O, Landing, Planning minima Crew qualification Aircraft certification and status Airport facilities, Precision-, Non-precision approaches
	HF inop, LRNS inop Direct operating costs	Variable and fixed costs Time costs Cost index- versus fixed speed operation
	Configuration and MEL/CDL- items	
<b>Mass and Balance Refresher in View of Flight planning</b>	Definitions of mass/weight Mass limits Center of Gravity	TOM, LM, DOM, Load, ZFM, TOF, TF MTOM, MLM, MZFM Definition and Calculation Index and operational envelope
	Allowed Traffic Load Exercise	Examples on LS of A220
<b>Special Performance</b>	One Engine Out, Drift Down Decompression Gear down	