

2013

항공영어 평가 안내서

W

세종특별자치시 도움6로 11 국토해양 감찰팀 www.mltm.go.kr

아름다운 나라, 행복한 미래를 만드는 국토해양부

부조리신고는TEL. 1599-0001, Fax. 044-860-9500

Q

g G 6 S

G

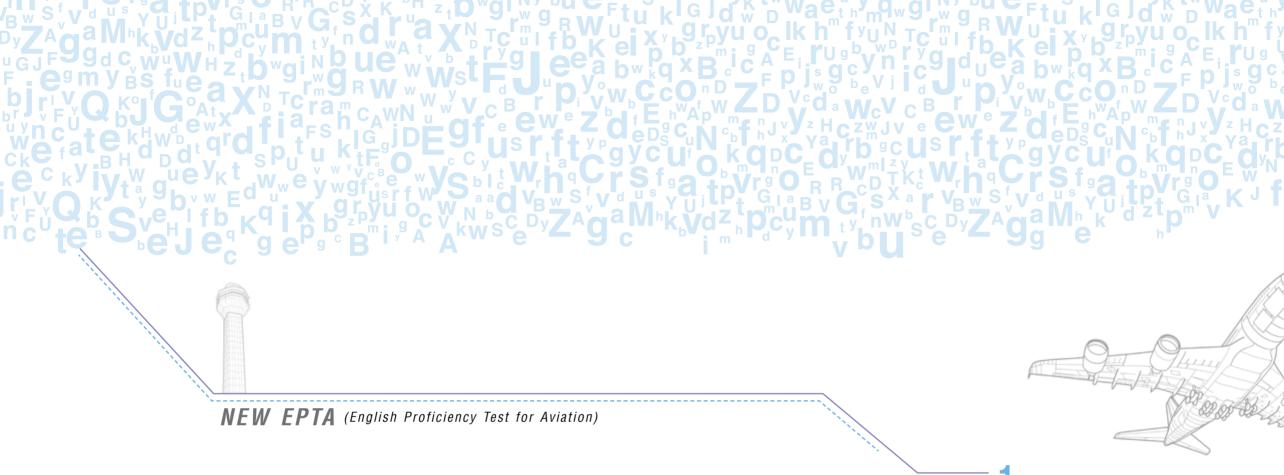
# 1. 항공영어평가시험 요령 / 5 2. 조종사용 SAMPLE / 29 2.1 Listening \_ 30 2.2 Speaking \_ 44

# 3. 관제사용(Radar) SAMPLE / 51

3.1 Listening \_ 52 3.2 Speaking \_ 66

# 4. 관제사용(Tower) SAMPLE / 73

4.1 Listening \_ 74 4.2 Speaking \_ 88



• 항공영어평가시험 요령

# 1. 항공영어평가시험 요령

# □1└ 2013년 신 항공영어평가시험

ICAO(International Civil Aviation Organization:국제민간항공기구)는 수년 동안 항공기 사고를정밀 분석한 결과 항공종사자(조종사, 관제사 등)의 의사 소통 능력, 즉 영어 구술 능력 부족이 주요 원인 으로 조사됨에 따라 안전 운항 확보 방안을 강구하게 되었습니다. ICAO는 168차 회의(2003년 3월 5일) 에서 항공종사자(무선교신 사용자)의 언어(영어) 능력등급제 도입을 의결했습니다.

이에 따라 국토해양부는 ICAO의 국제 표준과 권고 사항을 반영하여 2005년 11월 8일 항공법을 개정 (2006년 7월 8일부터 발효)한데 이어 2006년 8월 23일 시행 규칙을 발표 시행, 같은 해 10월부터 항공 영어 평가시험이 실시되었습니다.

아울러 2008년 3월 5일부터는 국제 운항에 종사하는 모든 조종사와 관제사는 ICAO에 명시된 언어 등급 중 4등급(Level4: Operational) 이상을 취득해야만 현업에 종사할 수 있도록 의무화했습니다.

국내의 항공영어평가시험은 국제 기준에 따라 기한 내 제도를 시행하여 EPTA(English Proficiency Test for Aviation)라는 명칭으로 지난 3년 간 시행되어 왔고 국제 업무종사자의 대부분이 항공영어구술 능력증명을 취득하였습니다.

그러나 기존의 평가시험이 문제 공개형식으로 진행된 관계로 새로운 문제로의 교체와 더불어 더욱 신뢰성 높은 평가를 위한 제도개선이 진행되었습니다.

2013년 신 항공영어평가시험은 모든 국제 운항 조종사와 관제사, 통신사 간의 커뮤니케이션을 원활히 하기 위하여 ICAO 국제민간항공기구에서 규정한 국제 표준 규약에 따라 개발되었습니다.

아울러 지난 시험과 비교하여 현장 직무와 관련된 내용을 풍부하고 포괄적으로 담고 있으며 Phraseology와 Plain English, Routine 상황과 None Routine 상황 등에 대한 ICAO 권고사항을 체계적 으로 반영하였습니다.

#### 📢 영어 능력 등급제도 적용대상

필수적용대상	비행기조종사, 회전익조종사, 항법사, 항공교통 관제사, 비행정보요원
선택적용 대상	항공기관사, 활공기조종사, 비행선조종사

#### 🛐 신규 항공영어평가시험 적용시기

2013년 10월

📢 영어능력 등급 및 재평가

6등급 : 영구 인정 5등급 : 매 6년마다 재평가 4등급 : 매 3년마다 재평가

# (□⊇ │ 2013년 신 항공영어평가시험의 구성

2013년 신 항공영어평가시험이 기존 시험과 구별되는 가장 큰 특징은 듣기와 말하기 두 개의 영역을 각각 평가하고 있다는 점입니다. 듣기 영역은 문제가 별도로 공개되지 않는 비공개 문제은행 방식으로 출제되며 말하기 영역은 조종사와 관제사 문제가 각각 미리 공개되는 기존의 방식 그대로 출제됩니다.

듣기 영역 (PBT)	말하기 영역 (1:1 인터뷰)
40문항 30~40분	8문항 20~30분

#### 주 듣기영역 시험 : PBT(Paper Based Test) 방식으로 진행

		Listening Section	Items
Part1	TaskA	음성으로 제시되는 설명에 맞는 그림문제	4
i arti	TaskB	비행기의 위치에 정확한 편명을 넣는 문제	3
	TaskA	질문에 적절한 응답 문제	9
Part2	TaskB	ATIS에 대한 질문에 응답 문제	6
	TaskC	무선교신 내용을 듣고 질문에 응답 문제	6
Part3	TaskA	질문의 사실적 이해 파악 문제	7
raito	TaskB	다양한 음성교신을 듣고 사실적 이해 해결 문제	5
Total Items / Time(min)		40/30~40	

#### 📢 말하기영역 시험 : Face to face interview 방식으로 진행

		Speaking Section	Items
Part1	Task A	인사 및 소개하기	1
Interview	Task B	직무 관련 인터뷰	1
D 10	Task A	단순상황 역할 응답	1
Part2 Role Play	Task B	그림 / 차트보고 역할 응답	1
	Task C	특수한 상황 대처 응답	1
Part3	Task A	일반 상황에 대한 의견 제시	1
Giving an opinion	Task B	그림보고 의견 제시	1
	Task C	특수상황에 대한 의견 제시	1
Total Items / Time(min)			8/20~30

# 🔲 🗄 2013년 신 항공영어평가시험의 등급 산정 기준

2010년 신 항공영어평가시험의 등급 산정 기준은 ICAO의 Rating Scale에 근거하고 있으며 이외에도 항공영어평가에 대한 ICAO의 권고사항을 대부분 반영하고 있습니다.

등급은 듣기 영역과 말하기 영역이 각각 별도로 산정되고 두 영역의 등급 중 낮은 등급이 자신의 최종 등급 으로 결정됩니다.

듣기영역은 등급 산정 기준에 맞추어 각 태스크의 문항이 설계되었고 응시자는 총점 결과에 따라 각 등급을 부여 받게 됩니다. 결과에 따른 등급 기준은 다음과 같습니다.

### 📢 듣기 영역 등급 환산표

Level	1	2	3	4	5	6
점수	15 이하	16~23	24~29	30~36	37~38	39 이상
백분율	40% 이하	40%~60%	60%~75%	75%~92.5%	92.5%~97.5%	97.5% 이상

말하기영역은 각 문항에 대해 ICAO Rating Scale에 근거하여 6개 영역(Pronunciation, Structure, Vocabulary, Comprehension, Fluency, Interaction)을 평가하고 모든 문항의 점수(1점~6점, 평가레벨 기준으로 채점)를 합산 하여 6개 영역별 평균점수로 등급을 산정하게 됩니다. 이 때 산출된 등급 중 가장 낮은 영역의 등급이 말하기 영역의 등급이 됩니다.

#### 📢 말하기 영역 등급 환산표

Level	1	2	3	4	5	6
점수	1.5 미만	1.50 상~ 2.5미만	2.50 상~ 3.5미만	3.50 상~ 4.5미만	4.50 상~ 5.5미만	5.5 이상

#### 중 평가 영역별 레벨평가 기준(ICAO Rating Scale에 근거)

○ 발음 (Pronunciation)

등급	능력
6	발음, 강세, 리듬과 억양이 모국어 또는 지역에 의해 영향을 받지만 이해하는 것에는 거의 문제 없음
5	발음, 강세, 리듬과 억양이 모국어 또는 지역에 의해 영향을 받지만 이해하는데 방해 받지 않음
4	발음, 강세, 리듬과 억양이 모국어 또는 지역에 의해 영향을 받아 간혹 이해하는데 방해를 받음
3	발음, 강세, 리듬과 억양이 모국어 또는 지역에 의해 영향을 받아 이해하는데 자주 방해를 받음
2	발음, 강세, 리듬과 억양이 모국어 또는 지역에 심하게 영향을 받아 이해하기 어려움
1	기초보다 낮은 레벨 수준

○ 문장구조 (Structure)

등급	능력
6	간단하고 복잡한 문법구조, 문장형태를 지속적이고 일관성 있게 잘 구사함
5	기본적인 문법구조와 문장형태를 지속적으로 잘 구사함. 복잡한 문법구조를 사용하려고 하나 가끔 의미 전달이 자연스럽지 않음
4	기본적 문법 구조와 문장 형태를 독창적으로 사용하며 전체적으로 잘 구사함. 하지만 일상적이지 못한 상황에서는 오류가 있어 드물게 의미 전달을 방해함
3	예상 가능한 상황에 대하여 기본적 문법 구조와 문장의 형태를 잘 조절하지 못함. 이러한 실수로 인하여 의미 전달을 방해함
2	단순 암기된 문법구조와 문장형태를 제한적으로 구사함
1	기초보다 낮은 레벨 수준

#### ○ 어휘 (Vocabulary)

등급	능력
6	풍부한 어휘력과 정확한 구사력으로 다양한 주제를 효과적으로 구사하며 관용적 표현을 자유자재로 사용함
5	업무에 관련된 일상적이고 실제적인 대화를 효과적으로 높은 어휘력과 정확성으로 구사하고 관용적인 어휘를 때때로 사용함
4	일반적으로 업무에 관련된 일상적이고 실제적인 대회에서는 어휘를 정확하게 구사하지만 그렇지 못한 상황에서는 말을 자주 의역함
3	대체적으로 업무에 관련된 일상적이고 실제적인 대회에서는 어휘를 정확하게 구사하지만 어휘가 한정되고 가끔씩 자연스럽지 못함
2	제한된 어휘를 사용하며 단지 단어 자체나 암기된 어구로 구사함
1	기초보다 낮은 레벨 수준

#### ○ 유창성 (Fluency)

등급	능력
6	적절한 언어적 표지와 접속사를 사용하여 자연스럽고 긴 문장을 구사할 수 있으며, 자연스러운 흐름을 위해 다양한 문체를 사용함
5	익숙한 주제에 대하여 상대적으로 문장은 적절한 언어적 표지와 접속사를 사용하여 잘 구사하지만 문체의 변화는 많지 않음
4	제한적인 언어표지와 접속사를 사용하여 숙달된 문장은 적당히 장황하게 구사할 수 있으나 가끔 즉각적인 응답 시 유창성이 떨어짐. 효과적인 대화에 방해될 정도는 아님. 삽입어를 적절히 사용함.
3	장황하게 문장은 구사하나 의역이나 문장의 쉬는 곳이 자연스럽지 못함. 말하는 속도가 느리고 주저하기를 반복하여 효과적인 대화가 어렵고 삽입어의 사용이 때때로 자연스럽지 못함
2	자주 대화를 멈추고 의미가 부적절하고 암기된 표현을 사용함
1	기초보다 낮은 레벨 수준

#### • 이해력 (Comprehension)

등급	능력
6	언어와 문화의 세밀한 부분을 포함한 거의 모든 문맥을 일괄되게 이해함
5	업무에 관련된 일상적이고 실제적인 주제뿐만이 아니라 언어상, 상황상 복잡한 경우나 예상치 못한 상황에 대해서도 거의 정확하게 이해함. 방언이나 다양한 억양 등을 이해함.
4	국제사회에서 사용되는 억양이나 언어 변형을 사용하는 경우. 업무에 관련된 일상적이고 실제적인 주제는 거의 정확하게 이해하지만 이외의 복잡한 경우나 예상치 못한 상황에서는 부연설명 필요함.
3	국제사회에서 사용되는 억양이나 언어변형을 사용하는 경우, 업무에 관련된 일상적이고 실제적인 주제는 대부분 정확하게 이해하지만 이외의 복잡한 경우나 예상치 못한 상황에서는 이해를 못함.
2	상대방이 천천히 분명하게 말할 때 대화를 이해할 수 있음
1	기초보다 낮은 레벨

#### • 상호응대 (Interaction)

등급	능력
6	거의 모든 상황에서 쉽게 대화할 수 있고 언어적 비언어적 신호에 민감하여 반응이 적절함
5	즉각적이고 적절하며 유용하며 회자와 청자의 관계를 효과적으로 유지함
4	대체로 즉각적으로 적절하고 유익함. 예상치 못한 경우의 대화도 시작하거나 유지할 수 있고 재차 대화를 확인함으로써 잘못된 의사소통을 방지함
3	친숙한 주제와 예상된 상황에서는 때때로 즉각적이고 적절하게 반응을 보이나 예상치 못한 상황에서는 자연스럽지 못함
2	단순히 일상적인 대화를 제외하고는 느리고 적절하지 못함
1	기초보다 낮은 레벨

🗗 4 👌 2013년 신 항공영어평가시험의 절차 • 시험은 듣기와 말하기 능력을 같이 측정하게 되며 각 영역을 별도로 평가 받을 수 없습니다. • 응시 시험 별로 듣기 시험을 동시에 치르고 난 후 개별적으로 말하기 시험을 각각 치르게 됩니다. • 시험의 진행은 다음의 절차에 따르며 시행 기관에 따라 약간의 차이는 있을 수 있습니다. 🔄 시험진행순서 ▶ 정해진 시간 내에 시험장에 입실을 완료하고 감독관으로부터 간단한 오리엔테이션을 받습니다. ▶신분증으로 응시자의 신원을 확인합니다. ▶듣기 시험 시험지와 답안지를 배부 받습니다. ▶정확한 인적 사항을 답안지에 기입한 후 듣기 시험을 시작합니다. ▶듣기시험은 OMR카드에 주관식과 객관식 답안을 직접 기입하는 PBT 방식으로 진행됩니다. ▶듣기시험이 종료되면 감독관의 안내에 따라 시험지와 답안지를 모두 제출합니다. ▶정해진 순서에 따라 별도의 말하기 시험장으로 입장합니다. ▶순서가 되지 않은 수험자는 시험장 또는 정해진 공간에서 대기합니다. ▶말하기 시험장으로 입장한 후 면접관으로부터 인적 사항과 신원을 확인 받습니다. ▶말하기 시험이 진행됩니다. ▶말하기 시험에서는 별도의 시험지를 배부 받지 않으며 참조를 위한 두 장의 그림 혹은 사진을 제시 받습니다. ▶시험이 종료되면 면접관의 안내에 따라 퇴실합니다.

※ 시험 결과는 응시 약 3주 후에 받을 수 있습니다. (단, 각 시행기관의 사정에 따라 결과 고시 기간은 변경될 수 있습니다.)



# 🛛 🗗 👌 듣기 영역 Task 안내

\* 안내서에 첨부된 샘플 시험세트(PILOT, RADAR, TOWER)를 참조하시기 바랍니다.

#### P∧RT\_1 | 그림묘사

이 파트에서는 그림 또는 사진으로 표현된 문제들이 출제됩니다. A와 B 두 개의 태스크로 구성되어 있으며, 각 태스크는 실제 무선교신을 포함한 항공 Phraseology 중심으로 설계되어 있습니다. 답안 제출형태로는 주관식 문제이지만 이미 보기에서 제시된 내용을 찾는 문제이므로 실제 객관식 문제라고 보아도 무방합니다.

# Task A (사진묘사)

- 이 태스크에서 수험자는 기본적으로 비슷하지만 분명히 구별되는 5가지의 사진을 제시 받습니다. 이 사진은 항공기의 상태나 여러 가지 비행 상황을 묘사하는 내용을 포함하고 있습니다.
- 사진을 설명하는 음성을 듣기 전에 수험자는 약 15초 동안 사진을 학습하게 됩니다. 15초가 지나면 항공기 상태나 비행 상황을 묘사하는 음성이 들려집니다. 음성은 조종사와 관제사의 교신 내용일 수도 있고 사진을 묘사하는 단순 내레이션일 수도 있습니다. 문제 음성은 중복되지 않는 하나의 사진만을 설명합니다.
- 문항번호 1번부터 4번까지 총 네 개의 음성이 들려지게 되며 수험자는 각 번호에 해당하는 사진의 이니셜(A, B, C, D, E)을 찾아서 답안지에 기입하면 됩니다. 이 때, 제시되는 사진은 다섯 개이지만 출제되는 문제 수는 네 개라는 점을 유의하여 각 문제 번호에 해당하는 답안을 답안지에 기입하시기 바랍니다.

# Task B (항공기 위치 찾기)

- 수험자는 공항의 레이아웃(PILOT, TOWER) 또는 레이더 이미지(RADAR)와 그 위에 위치가 다르게 표시된 세 개의 항공기 그림을 제공받습니다. 또한 세 개의 항공기에 해당하는 콜사인이 미리 시험지에 표시됩니다.
   그림을 설명하는 음성을 듣기 전에 수험자는 약 15초 동안 그림을 학습하게 됩니다. 15초가 지나면 세 개 항공기의 조종사와 관제사의 교신 음성이 들려집니다.
- 교신 음성에서는 문항번호가 포함되지 않으며 세 개 항공기의 교신 내용이 무작위로 재생됩니다. 교신 내용을 잘 듣고 공항 레이아웃에 표시된 세 개의 항공기에 대한 각각의 콜사인을 기입하면 됩니다.
- 그림에 표시된 각 항공기의 번호에 맞는 콜사인을 찾아 답안지에 주관식으로 직접 작성해 주시기 바랍니다.

# P^RT\_2 | 질의응답

이 파트에서는 질문에 대한 적절한 응답을 하는 문제가 제시되며 객관식과 주관식으로 구성되어 있습 니다.

A, B, C 세 개의 태스크로 구성되어 있으며 역시 각 태스크는 실제 무선교신을 포함한 항공 Phraseology 중심으로 설계되어 있습니다.

# 🔀 Task A (적절한 응답 찾기)

- 이 태스크에서 수험자는 단문으로 된 질문을 듣게 되고 이에 해당하는 응답으로 세 개의 보기를 같이 듣게 됩니다. 이들 세 개의 보기 중 가장 적절한 응답을 찾아서 답안지에 표기하시기 바랍니다.
- 시험지에는 질문과 보기가 모두 표시되지 않습니다.
- 질문과 보기는 모두 직무와 관련된 무선교신으로 이루어져 있으며 간단한 한 문장씩으로 구성됩니다.

## 🔀 Task B (ATIS 정보 기입하기)

- 이 태스크에서 수험자는 두 개의 ATIS를 듣게 됩니다. 녹음 내용을 잘 듣고 시험지에서 요구하는 각 질문들에 대한 정답을 기입하여야 합니다. 문제는 모두 주관식이며 답안지의 해당 번호에 직접 기입하시기 바랍니다.
- ATIS의 내용은 별도로 시험지에 표시되지 않으며 각 ATIS 지문마다 세 개의 질문이 시험지에 표시됩니다.
- 묻고 있는 정보가 어떤 내용인지 시험지에서 확인하시고 그 해당 정보만을 쓰셔야 하며 요구하는 정보 외에 다른 정보까지 쓰실 경우 오답처리 되므로 주의하시기 바랍니다.

# ▶ Task C (다양한 질문에 답하기)

- 이 태스크에서 수험자는 세 개의 음성 녹음 내용을 듣게 됩니다. 녹음된 내용은 공항에 근접한 항공기로부터 파일럿 혹은 관제탑으로부터 ATC의 무선교신 내용을 담고 있습니다.
- 무선교신 내용은 단문으로 구성되어 있습니다.
- 각 무선교신에는 두 개의 문제가 포함되어 있으며 이 내용은 시험지에 표시되어 있습니다.
- 녹음 내용을 잘 듣고 시험지에서 요구하는 각 질문들에 대한 정답을 기입하여야 합니다.
- 문제는 모두 주관식이며 답안지의 해당 번호에 직접 기입하시기 바랍니다.
- 질문에 대해서 수험자는 완전한 문장을 쓸 필요가 없으며 요구하는 정보에 대한 응답정보를 단답 형태로 작성하시면 됩니다.

### P∧RT\_3│사실적 이해

이 파트에서는 지문을 듣고 간단한 추론을 통해 문제에 대한 적절한 답을 고르는 문제가 제시되며 모두 객관식으로 구성되어 있습니다.

A와 B 두 개의 태스크로 구성되어 있으며 각 태스크는 Plain Language 중심으로 설계되어 있으며 실제 무선교신 상황의 항공 Phraseology도 포함하고 있습니다.

### Task A (메시지를 듣고 질문에 해당하는 답 고르기)

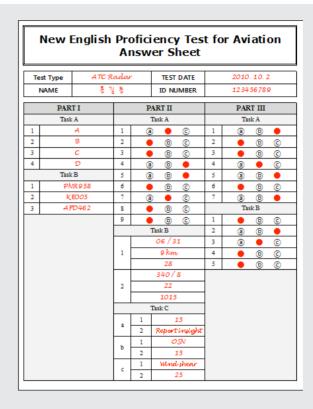
- 이 태스크에서 수험자는 세 개의 음성 녹음 내용을 듣게 됩니다. 녹음된 내용은 단순 내레이션, 뉴스 리포트, 비상상황의 방송내용 등을 담고 있습니다.
- 각 음성 지문은 2~3개의 문제를 포함하고 있으며 각 문제에서는 3개의 보기가 주어집니다.
- 지문은 시험지에 표시되지 않으며 질문과 보기는 시험지에 표시됩니다.
- 각 질문은 명확한 단문으로 이루어져 있으며 일상적인 단어와 구문을 사용하고 있습니다.
- 녹음 내용을 잘 듣고 시험지에서 요구하는 각 질문들에 대한 정답을 기입하여야 합니다.
- 문제는 모두 객관식이며 답안지의 해당 번호에 직접 마킹하시기 바랍니다.

### ▶ Task B (비상상황의 무선교신을 듣고 질문에 해당하는 답 고르기)

- 이 태스크에서 수험자는 두 개의 음성 녹음 내용을 듣게 됩니다. 녹음된 내용은 예외적이거나 비상 상황의 무선 교신을 담고 있습니다.
- 각 무선교신은 2~3개의 문제를 포함하고 있으며 각 문제에서는 3개의 보기가 주어집니다.
- 지문과 질문에 대한 보기는 시험지에 표시되지 않으며 질문만 시험지에 표시됩니다.
- 녹음 내용을 잘 듣고 시험지에서 요구하는 각 질문들에 대한 정답을 기입하여야 합니다.
- Task A와는 달리 보기가 시험지에 인쇄되어 있지 않으니 더욱 집중하여 보기까지 모두 잘 들으신 후 정답을 찾으셔야 합니다.
- 문제는 모두 객관식이며 답안지의 해당 번호에 직접 마킹하시기 바랍니다.

#### ○ 듣기시험 답안지 양식

듣기시험에서 사용되는 답안지 형식은 아래와 같습니다.



- 주관식 답안은 해당 번호의 공란에 직접 기입하고 객관식 답안은 해당번호의 답을 검게 색칠해야 합니다.
- 이해를 돕기 위해 빨간색으로 표시된 수험자 기입 사항은 모두 컴퓨터용 수성싸인펜을 사용하여 검은색으로 기입해 주시기 바랍니다.
- 상단의 이름과 날짜, 번호 등을 정확하게 써 넣으셔야 추후 성적표를 받으실 때 오류가 없습니다.
- 객관식 답안은 빈 곳이 없도록 색칠해야 합니다.
- 시행기관에 따라 답안지의 형식은 약간씩 다를 수 있습니다.
- 주관식 답안은 누구나 알아볼 수 있는 글씨로 명확하게 작성되어야 합니다.

# 🛛 🗗 🖯 말하기 영역 Task 안내

#### \*말하기 영역은 공개된 시험문제를 참조하시기 바랍니다.

말하기 시험은 듣기 시험이 끝난 직후 면접관과의 1:1 대면으로 진행되며 전체 3개 파트에 총 8개 태스크로 구성되어 있습니다.

말하기 시험을 진행할 때에는 특히 파트2의 Role play를 위하여 별도로 필기구를 지참하시는 것이 좋습 니다. 콜사인을 비롯한 각종 정보들을 메모할 수 있도록 허용되어 있으니 반드시 면접관의 질문 내용을 메모해 둘 것을 권장합니다.

또한 각 질문에서는 한 번의 'Say again?'이 허용됩니다. 두 번 이상 사용하게 될 때에는 채점에서 감점 요인이 될 수 있기 때문에 면접관의 이야기를 잘 들으셔야 하고 한 번 허용되어 있는 'Say again?'을 잘 활용하시기 바랍니다.

## PART\_1 Interview

이 파트에서는 두 개의 문제가 출제됩니다.

## Task 1: 인사 및 소개(Greetings & Introduction)

면접관과 간단한 인사를 나누는 태스크이며 채점에는 결과 반영되지 않습니다. 수험자의 긴장을 이완시키고 보다 적극적이고 효과적으로 본인의 실력을 평가 받을 수 있도록 면접관은 간단한 인사와 함께 편안한 분위기를 조성하게 됩니다.

#### 1. Greetings & Introduction

Hi, my name is \_\_\_\_\_, and I'm your interviewer. How are you today? For the record, can you please tell me your complete name and home address?

# $\mathcal{O}^{\mathcal{P}}$

Sample answers

Interviewer Good afternoon, my name is Jimmy Bell, and I'm your interviewer. How are you today?

#### Test-taker I'm very fine.

Interviewer Good. For the record can you please tell me your complete name and home address?

**Test-taker** Um, my name is \*\*\*\*\*\* and my nickname is Scarlet. And my hometown is Young-Duk. Gyeongsang-Book-Do. Young-Duk Goon...

Interviewer Alright... thank you.

# Task 1: 직무 관련 인터뷰(Providing Job-Related Information)

이 태스크에서는 직무와 관련된 간단한 인터뷰가 진행됩니다.

조종사 혹은 관제사 등의 직무 자체에 대한 질문이나 이와 밀접하게 관련된 주제에 대하여 수험자의 간단한 의견을 묻는 내용으로 구성됩니다. 질문은 포괄적인 내용을 담고 있습니다.

#### xample for ATC :

2. Providing Job-Related Information

Many people say that the job of an air traffic controller is stressful, why?

#### Interviewer Many people say that the job of an air traffic controller is stressful. Why?

# ⊙<sup>©</sup> Sample answers

- **1.** It is true. I think being an air traffic controller is a very demanding and stressful job because you need to manage many airplanes. Sometimes it gets so busy that I can't even take a break.
- **2.** Being an air traffic controller is stressful because of several reasons. First, the knowledge that I am responsible for the lives of hundreds of people flying in the sky is something I must always keep in the back of my mind. The responsibility is a source of stress, but it also gives me the drive to work harder and more diligently. Second, the work itself can be a source of stress when traffic is really heavy. Having to keep track of the many aircraft in my area, their callsigns, altitude, speed, heading, destination, and other details can be difficult and does not allow me to take a break for extended periods of time.

#### xample for PILOT :

2. Providing Job-Related Information Would you encourage young people to pursue a career in aviation, why?

 $\mathfrak{R}^{(m)}$ 

#### Sample answers

- **1.** Yes! I have hopes that my five-year old son will become a pilot just like me. Why? Because the aviation industry is one of the fastest growing industries in the area of transportation.
- **2.** If someone asked me whether they should become a pilot or not, I think I would try to be as objective as possible. Although I love my job, it is not for everyone. I would tell the person what I believe the good point and bad points about being a pilot are. This will allow the person to make an informed decision about whether a career in aviation is right for them or not. That being said, I don't think anybody should pass up the chance to learn how to fly if given the opportunity.

# PART\_2 Role play

#### 이 파트에서는 세 개의 문제가 출제됩니다.

이 파트에서는 각 직무영역에서 조종사나 관제사의 한 역할을 맡아 면접관과 실제 무선교신을 재현하는 방식으로 진행되며 다른 파트에 비해 각 직무 별(Pilot, Radar, Tower)로 명확하게 문제가 구분됩니다.

\* 이 파트의 두 번 째 태스크에서는 면접관이 수험자에게 미리 역할 상황을 설명하는 한 장의 그림을 제공합니다. 이 그림은 공항 내의 항공기 위치를 표시한 내용일 수도 있고, 레이더 상의 항공기 위치를 표시한 것일 수도 있습니다.

#### Situation for Task 1: 단순상황 역할 응답 (READ-BACK)

#### Example for ATC:

You noticed an unidentified fast moving aircraft, about 7 miles from Papa Golf two one seven, and moving to converge. You want to warn Papa Golf two one seven about the other aircraft and give instructions to avoid a collision. Now listen as the pilot calls you:

# ⊖ Sample answers

Interviewer Now we're going to be doing a little role playing. Okay, you're going to act the part of the controller and I'm going to be the pilot, okay? Imagine you're manning Hong Kong Center and you just noticed an unidentified fast moving aircraft, about 7 miles from Papa Golf two one seven, and moving to converge. You want to warn Papa Golf two one seven about the other aircraft and give instructions to avoid a collision. Now listen as the pilot calls you:

Pilot (Interviewer) Hong Kong Center, request traffic advisory Papa Golf two one seven.

ATC(Test-taker) Papa Golf two one seven, unknown traffic, two o'clock, seven miles, crossing right to left, height unknown, fast moving, report in sight.

#### Example for PILOT:

Your aircraft is loaded to its maximum weight and, according to the pilot's operating handbook, at this weight, the airplane can only climb to flight level three five zero. You are now cruising at flight level two nine zero when Tokyo Control contacts you.

Sample answers

Interviewer Okay, ready? Your aircraft is loaded to its maximum weight and according to the POH (Pilot's operating handbook) at this weight the airplane can only climb to flight level 350. You are now cruising at flight level 290 when Tokyo Control contacts you. When they say...ATC says:

ATC(Interviewer) Hotel Lima 1234, Tokyo Control. Due to traffic, climb to and maintain flight level 370.

Pilot(Test-taker) Tokyo Control, unable to climb to flight level three seven zero due to weight, we can accept flight levels up to flight level three five zero only, Hotel Lima one two three four

#### Notes\_Part 2 Task 1

Role play의 첫 번째 문제는 현재의 정보를 조종사에게 전달하거나(ATC) 관제사의 교신 내용에 응대하는(PILOT) 정도의 간단한 역할 수행이 요구됩니다.

- 면접관이 먼저 질문지의 교신상황을 정상 속도로 읽어주면 수험자는 약 5초 가량의 답변 준비 시간을 가지게 됩니다.
- 이후 면접관이 상대 역할을 먼저 수행하고 수험자는 그에 맞는 자신의 역할을 맡아 답변하는 방식입니다. 여기서는 단순 Readback 수준의 Role Play가 요구됩니다.
- 요청이 있을 경우 1회에 한하여 'Say again'을 활용할 수 있습니다. 2회 이상 사용할 경우 평가에서 감점의 요인이 됩니다. 이는 말하기 영역의 모든 태스크에서 동일하게 적용됩니다.

### Situation for Task 2: 그림/차트보고 역할 응답

#### Example for ATC-Radar

Imagine that you are manning Hong Kong Center. You have two aircraft on your radar as shown; the red aircraft is northbound while the yellow aircraft is westbound. First, respond to a radar advisory request then respond to a traffic information request.



#### 20 | 2013년 신 **항공영어평가시험 안내서**

# ⊙ Sample answers

Interviewer Alright, your time is up. Imagine you are manning Hong Kong Center and you have two aircraft on your radar as shown. The red aircraft is northbound while the yellow aircraft is westbound. First respond to a radar advisory request, then respond to a traffic information request. You have identified Papa Golf 217 on your radar, the airplane is 18 miles east of JELO VOR. The pilot calls you on your frequency:

Pilot(Test-taker) Hong Kong Center, Papa Golf 217, unreliable radar, request radar advisory.

ATC(Interviewer) Papa Golf two one seven, identified, one eight miles east of JELO, radar advisory.

Example for PILOT:	<b>•</b>
Imagine that you are the pilot HL 1234. You are now holding on runway one six right when the air traffic controller calls you with a revised clearance and post departure instructions.	HL 1234

# ♥ Sample answers

Interviewer Take twenty seconds to study the picture. Now here's the situation. You are the pilot of Hotel Lima 1234. You are now holding on runway one six right when the tower calls you with a revised clearance and post departure instructions.

ATC(Interviewer) Would you like me to repeat the information?

Pilot(Test-taker) No, that's okay.

- ATC(Interviewer) Hotel Lima 1234. Hold position. After departure climb straight ahead five thousand feet before turning right.
- Pilot(Test-taker) Hotel Lima one two three four, holding, after departure, climb straight ahead five thousand feet before turning right

#### Notes\_Part 2 Task 2

- 두 번째 문제는 면접관이 제시하는 그림 또는 차트를 보고 면접관과 무선교신의 상호역할을 하는 내용입니다.
- 면접관이 역할을 시작하기 전에 수험자는 제시된 그림 또는 차트를 충분히 학습할 수 있는 시간(20~30초)이 주어 집니다. 그림을 충분히 숙지하고 면접관이 이야기하는 현재 상황에 대해 파악한 후 면접관과 상호 무선교신의 한쪽 역할을 수행하시면 됩니다.
- 면접관의 역할이 끝나면 수험자는 즉각적으로 답변할 수 있어야 합니다.
- 마찬가지로 1회에 한하여 'Say again'을 요청할 수 있습니다.

## Situation for Task 3: 특수한 상황 대처 응답 (Clarifying & Correcting)

#### Example for ATC

Imagine that you are a controller at Incheon Center and you have established contact with Kilo Echo 857 who is now leaving your area. You have to transfer Kilo Echo 857 to Beijing Center. The frequency for Beijing Center is 120.3. Initiate and continue the communication as necessary.

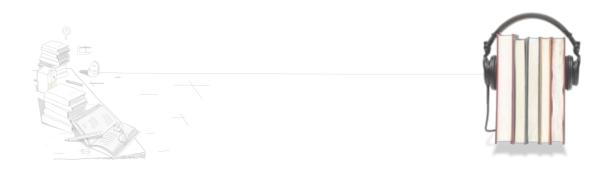
# Sample answers

Interviewer Imagine that you are a controller at Incheon Center and you have established contact with Kilo Echo 857 who is now leaving your area. You have to transfer Kilo Echo 857 to Beijing Center. The frequency for Beijing Center is 120.3. Initiate and continue the communication as necessary.

ATC(test-taker) Kilo Echo eight five seven, contact Beijing Center, one two zero decimal three

Pilot(interviewer) Beijing Center, one two two decimal three, Kilo Echo eight five seven

ATC(test-taker) Kilo Echo eight five seven, negative, one two zero decimal three, I repeat, one two zero decimal three



#### Example for PILOT:

You are the pilot of Hotel Lima one two three four. Your aircraft is at gate twelve of the terminal and all passengers are on board. Before requesting pushback and startup, you want to check the radio reception. Initiate a communication with Narita Ground and continue it if necessary.

# ⊖<sup>©</sup> Sample answers

**Interviewer** Here is the situation. You are the pilot of Hotel Lima 1234. Your aircraft is at gate 12 of the terminal and all passengers are on-board. Before requesting pushback and startup, you want to check your radio signal with Narita ground. So, what do you say to the ATC?

Pilot(Test-taker) Narita Ground, Hotel Lima one two three four, gate one two, radio check

ATC(test-taker) Hotel Lima one one two four, Narita Ground, read you four, are you ready for start up?

Pilot(Test-taker) Narita Ground, negative, this is Hotel Lima one two three four, I repeat, Hotel Lima one two three four, affirmative ready for start up.

#### Notes\_Part 2 Task 3

세 번째 문제는 Clarification 혹은 Correction의 역할이 포함된 Role play입니다. 면접관이 이야기하는 내레이션을 먼저 듣고 난 후 역할을 수행합니다.

- 수험자가 상황에 대한 역할을 먼저 시작하면 면접관이 이에 응대하여 역할을 수행합니다.
- 이 때 면접관이 진행하는 역할 내용 중에서는 기본 정보와 배치되거나 잘못 이해하고 있는 부분이 있습니다. 수험자는 이 부분을 정확히 듣고 바로잡아 주어야 합니다.
- 두 번째 태스크가 일상상황(routine)에 대한 역할응대라면 이번 태스크는 특수상황(non-routine)의 무선교신을 내용으로 하고 있으며 조종사와 관제사 사이에 발생 가능한 miscommunication을 주로 다루고 있습니다.
- 이에 대해 수험자는 무선교신 내용을 정확하게 확인(clarifying)하거나 정정(correction)하는 역할을 수행해야 합니다. 역시 1회에 한하여 'Say again'을 요청할 수 있습니다.

#### Role Play 파트에서 콜사인

조종사의 경우 해당 비행기의 콜사인은 HL(Hotel Lima)\*\*\*로 통일합니다. 관제사의 경우 실제 사용되는 콜사인을 다양하게 허용합니다.

# **PART\_3** Giving opinions

이 파트에서 역시 세 개의 문제가 출제됩니다.

수험자는 면접관으로부터 문제 상황(일반/ 특수)을 듣거나 문제의 사진을 제시 받습니다. 각 상황 내용 또는 사진에 대해 수험자는 자신의 의견을 적절하게 구사할 수 있어야 합니다.

# ★ Task 1: 일반 상황에 대한 의견 제시 (Work-Related Situation)

#### Example for ATC:

What does squawking the code 7500 mean and what would you do if an aircraft in your sector that has squawked this code?

Interviewer in this next part you're going to provide information or share an opinion. Here is the situation. What does squawking the code 7500 mean and what would you do if an aircraft in your sector that has squawked this code?

# Sample answers

If a pilot entered or squawked 7500 in his transponder, this means that the aircraft is being hijacked. The other term for hijacking is unlawful interference. If a pilot has entered this code, I would verify first whether or not the code was accidentally entered. If the pilot confirms or there is no response, I would presume that the aircraft is indeed hijacked. I would report this to my supervisor so that he can coordinate with the appropriate authorities.

#### Notes\_Part 3 Task 1

첫 번째 태스크에서는 직무와 관련하여 발생할 수 있는 상황이 구체적으로 제시됩니다. 이에 대해 수험자는 자신의 의견을 적절하게 구사할 수 있어야 합니다. 파트 2의 Role play가 직접적인 무선 교신의 역할인 데 비해, 여기서는 직무와 관련하여 발생(가능)한 상황에 대한 원인 분석이나 구체적인 해결방안 까지도 설득력 있게 전달하도록 요구 됩니다.

#### **1. 항공영어평가시험 요령** | 25

## Task 2: 그림보고 의견 제시 (Stating Idea about a Picture)

Look at the picture shown. In your opinion, what happened to the aircraft; how did it happen?

Example for ATC



**Interviewer** This time I'm going to give you a picture I want you to study for 15 seconds. And then once you're finished I'll ask you a couple of questions about it. Okay, in your opinion what happened to the aircraft? How did it happen?

Sample answers

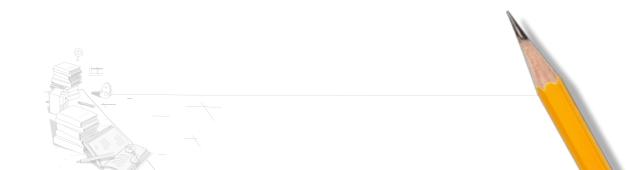
- **1.** The aircraft careened off the side of a taxiway. What is unusual is the fact that the aircraft's two engines still have their protective covers on. I think the aircraft was not moving under its own power when the incident happened. It's possible that the airplane was being towed when it lost control and careened off the side of the taxiway.
- **2.** Judging from the picture I believe the pilot lost control of the aircraft during takeoff or landing. Faulty brakes or a blown tire could have caused the plane to veer to one side and crash into the ditch. It is hard to tell, but there does not seem to be much damage to the aircraft. Therefore the plane was most likely not traveling very quickly.



**Interviewer** In your opinion, what happened to this aircraft and how did it happen? And, please take time to prepare your answer. What happened and how did it happen?

Sample answers

- **1.** The aircraft possibly overran the runway while landing. Its front gear collapsed when it reached the soft ground at the end of the runway. After it stopped, the passengers deplaned.
- **2.** The aircraft most likely overran or overshot the runway. Whether this happened during the landing phase or the takeoff phase cannot be determined from the picture. In addition, the front landing gear has collapsed, most likely as a result of rolling over an unpaved surface at high speeds. The emergency slides have been deployed, which indicates that the passengers were deplaned after the aircraft came to a rest.



#### Example for ATC

#### Notes\_Part 2 Task 2

#### 두 번째 태스크는 사진을 보고 주어진 질문에 대해 본인의 의견을 상세하게 서술하는 문제입니다. 제시되는 사진은 항공 관련 문제상황 또는 사고 현장 내용입니다. 수험자는 제시된 사진의 내용을 객관적으로 묘사 함은 물론 자신의 의견을 덧붙일 수 있습니다.

- 수험자에게 사진 내용을 숙지할 수 있는 시간(2~30초)이 주어진 이후, 면접관의 질문이 이어집니다.
- 사진 숙지 후, 면접관은 수험자가 논점을 지나치게 벗어나지 않도록 안내 질문(prompt question)을 한 두 개 제시합니다. 수험자는 이 안내 질문을 바탕으로 자신의 의견을 개진하게 됩니다.

# Task 3: 특수한 상황에 대한 의견 제시 (Stating an Opinion)

#### Example for PILOT

A recent study has revealed that in-flight fires are one of the leading causes of fatalities in aviation related accidents. In your opinion, does this show that flight crews lack proper training in fighting in-flight fires? Explain your answ

# Sample answers

- **1.** I believe pilots receive enough training in fighting in-flight fires. If the result of the study reflects reality, I think authorities should focus on the root cause of the problem. They should look into the reason why in-flight fires are so common.
- **2.** I do not believe the results of the study alone can be used to determine whether flight crews lack proper training in fighting in-flight fires. I believe the study points to a bigger problem. The question that authorities should be asking is why in-flight fires are common enough to be the leading cause of fatalities in aviation related accidents. Although training in the proper way to extinguish fires is necessary, efforts should be made to prevent the fires from breaking out in the first place.

#### Example for ATC

In the past there have been accidents where small private airplanes and airliners have collided with one another. Do you think it would be safer if small private aircraft were banned from operating in areas where airliners operate?

# ?<sup>⇔</sup> Sample answers

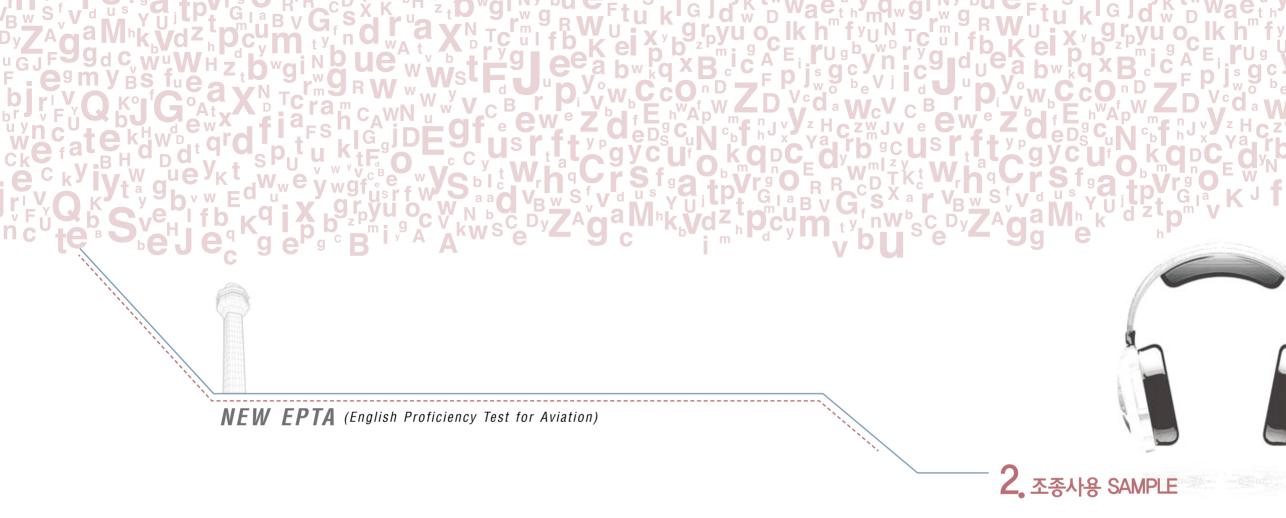
- 1. Of course it would safer if this can be done; less traffic means less risk of a collision. However, it would be unrealistic and unfair to restrict other airplanes from operating in areas where airliners operate because everybody has the right to fly and use airports and air traffic control facilities.
- 2. No I do not think banning small private aircraft from operating in airports with large airliners would make it safer. Simply reducing the number of airplanes operating in an airport would not increase safety. Rather, well trained pilots, ground crew, and air traffic controllers are the real factors in how safe an airport is. In addition, it would be unrealistic and unfair to restrict small aircraft from operating in areas where airliners operate. The right to fly and use airports and air traffic control facilities is not a privilege reserved for airliners only, but something that all aircraft possess.

#### Notes\_Part 2 Task 3

#### 세 번째 태스크는 직무와 관련된 특정 이슈에 대한 질문입니다. 수험자는 면접관으로부터 내용을 듣고 자신의 의견을 적절하게 구사하면 됩니다.

• 이 태스크에서는 특히 수험자의 유창성(fluency)과 논점에 대한 이해도(comprehension)가 중요한 평가 요소로 적용될 수 있습니다. 수험자는 직무영역에 국한된 소극적인 자세보다 적극적으로 자신의 영어 구사력을 발휘하는게 좋습니다.





**L**istening\_30 **S**peaking\_44



# 2-1 Listening

# 

# Task A

**Directions** : Study the pictures below, labeled A, B, C, D and E. You will hear 4 pilot-controller dialogues. While listening, identify which of the aircraft is involved by writing the letter on your answer sheet. There will be one picture that will not be used. You are given fifteen (15) seconds to study the pictures.



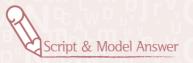




E

65312 TA5312 TRK 318 MAG ELFIN 1003.12 15.8MM





#### 1.

Pilot : Control, / due to weather, / request deviation, / two zero nautical miles left, / Sea Air two nine seven. ATC : Sea Air two nine seven, / deviation two zero nautical miles left of course approved, report clear of weather.

#### 정답:C

#### 2.

Pilot : Pan pan, / pan pan, / pan pan, / Manila Control, / Sierra Quebec four six seven, / we have a warning of a fire on engine one, / request emergency landing at Clark.

ATC : Sierra Quebec four six seven, / roger pan pan, / descend to flight level one eight zero, / stay on this frequency.

#### 정답 : B

#### З.

Pilot : Mayday, / mayday, / mayday, / Narita Approach, / Clipper six four one, / pilot in command passed out, / request priority, / I repeat request landing priority, / this is an emergency!

ATC : Clipper six four one, / copy mayday, / descend now to flight level one two zero.

정답 : D

#### 4.

ATC : Hotel Lima one two three four, / line up and wait, runway three three left. Pilot : Hotel Lima one two three four / line up, runway three three left

정답:A

C

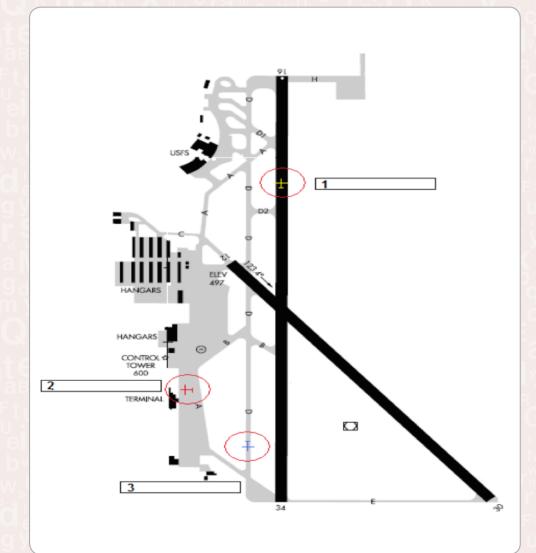
AR



#### 32 | 2013년 신 **항공영어평가시험 안내서**

# Task B

**Directions** : Study the airport layout below. There are three aircraft operating in different locations in the airport as shown. While listening to the radio conversation, identify each aircraft's location by writing their callsigns on your answer sheet. Keep in mind that the order in which the messages are played do not necessarily correspond to the numbers displayed in the layout. You have given fifteen (15) seconds to study the airport layout.

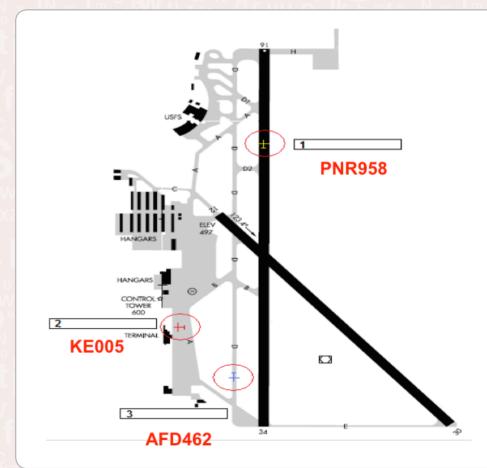




#### Now listen.

- ATC : Alpha Foxtrot Delta four six two, / line up and wait, runway three four
- Pilot 1: Line up and wait, runway three four, / Alpha Foxtrot Delta four six two
- Pilot 2: Kilo Echo zero zero five at the Terminal, / request start up and push back
- ATC : Kilo Echo zero zero five, / start up and push back at your discretion
- ATC : Papa November Romeo nine five eight / vacate runway, / turn left Delta one
- Pilot 3 : Turn left Delta one, / Papa November Romeo nine five eight

#### [정답]



#### 34 | 2013년 신 **항공영어평가시험 안내서**

# PART 0 02

# Task A

**Directions** : You will hear a question or statement and three possible answers for each. They will be played only once. Select the best response to the question or statement by marking the letter (a), (b), or (c) on your answer sheet.

1. Mark your answ	er on your answer shee	et.	
2. Mark your answ	ver on your answer shee	ət.	
3. Mark your answ	ver on your answer shee	et.	
4.Mark your answ	er on your answer shee	et.	
5. Mark your answ	ver on your answer shee	et.	
6.Mark your answe	er on your answer shee	et.	
7. Mark your answ	er on your answer shee	et.	
8. Mark your answ	ver on your answer shee	et.	
9. Mark your answ	ver on your answer she	et.	



<b>1. Kansai Tower, / Hotel Lima 7020, / radio check, / one one eight decimal five.</b> a. Hotel Lima 7020 / go ahead.	
b. Hotel Lima 7020, / Kansai Tower, / read you four. c. Hotel Lima 7020, / Kansai Tower, / pass your message.	
<ul> <li>2. Hotel Lima one five two, / report your level.</li> <li>a. Hotel Lima one five two, / maintaining flight level three three zero.</li> <li>b. Flight level over Naha, / Hotel Lima five one two.</li> <li>c. Wilco, / Hotel Lima five one two.</li> </ul>	
<ul> <li>3. Skipper seven two nine, / Monterey Approach, / no reported traffic, / report Salia a. Skipper seven two nine, / wilco.</li> <li>b. Monterey Approach, / thank you.</li> <li>c. Monterey Approach, / Skipper seven two nine.</li> </ul>	nas.
<ul> <li>4. US Air one two eight, / descend immediately to flight level two six zero / due to a. Roger, / flight level two six zero.</li> <li>b. Affirmative, / maintaining flight level two six zero, / US Air one two eight.</li> <li>c. Descending to flight level two six zero, / US Air one two eight.</li> </ul>	traffic.
<ul> <li>5. Aztec three four six, / request surface wind.</li> <li>a. Aztec three four six, / QNH nine nine seven.</li> <li>b. Aztec three four six, / windy on the runway.</li> <li>c. Aztec three four six, / surface wind two two zero at five.</li> </ul>	
<ul> <li>6. Hotel Lima seven three zero five, / runway two four, cleared for takeoff, / report a. Runway two four, / cleared for takeoff, / wilco Hotel Lima seven three zero.</li> <li>b. Runway two four, / Hotel Lima seven three zero.</li> <li>c. Cleared for takeoff, / wilco Hotel Lima seven three zero.</li> </ul>	when airborne.
<ul> <li>7. We need an ambulance upon landing; / can you make arrangements for us?</li> <li>a. Affirmative, / we will monitor your situation.</li> <li>b. Affirmative, / an ambulance will be ready for you.</li> <li>c. Yes, / a medical team will be at your gate.</li> </ul>	
<ul> <li>8. The runway is obstructed, / make a detour to runway two seven, can you do the a. Affirmative, / we will land on runway two seven.</li> <li>b. Wilco, / we will vacate the runway immediately.</li> <li>c. Roger, / runway now in sight.</li> </ul>	at?
<ul> <li>9. Bluebird six seven, / reduce speed one nine zero.</li> <li>a. Two eight zero indicated, / Bluebird six seven</li> <li>b. Slowing down, one nine zero, / Bluebird six seven</li> <li>c. Maintaining flight level one nine zero, / Bluebird six seven</li> </ul>	C A B
	6

C

# PART 02

# Task B

**Directions** : You will hear two ATIS broadcasts. While listening, write the required information in the right column of the table on your answer sheet.

Information Being Asked	Answer
Runway In-use	
Visibility	
Dew point	
	Runway In-use Visibility

#### 2

Information Being Asked	Answer
Wind	
Temperature	
QNH	



# Script & Model Answer

#### 1.

Information November. / Zero two zero zero Zulu. / Runway zero six and three one in use. / Wind zero six zero degrees at one five knots. / Visibility, nine kilometers. / Sky condition, / scattered three thousand feet, / broken two zero thousand feet. / Temperature three two, dew point two eight. / Q-N-H one zero zero eight hectopascals.

(Now write on your answer sheet.)

#### 2.

Incheon ATIS Information Alpha / time at zero one zero zero Zulu / expect landing runway three three right, / departure three three left, / wind three four zero at eight knots, / visibility nine kilometers, / sky condition / few three thousand, / broken one zero thousand, / temperature two two, / dew point one five, / Q-N-H one zero one five hectopascals, / glide slope out of service for runway three three left.

(Now write on your answer sheet.)

## [정답]

Information Being Asked	Answer
Runway In-use	(Runway) 06 (and) 31
Visibility	9 (km)
Dew point	28

#### 2

Information Being Asked	Answer
Wind	340 / 8 (knots)
Temperature	22 22 22 22 22 22 22 22 22 22 22 22 22
QNH	1015 (hpa)

# Task C

**Directions** : You will hear three different radio messages. After listening to each message, you will be required to answer two questions.

#### **a.** Questions :

1. How far south is the Cessna from Bayview?

2. What is the controller's instruction to the pilot?

# b.

Questions :

1. At what fix should the aircraft hold?

2. How long is the outbound time?

#### С.

Questions :

1. What was reported at about 800 feet on final on runway 22?

#### 2. What is the maximum wind gust?

# Script & Model Answer

Papa India five two six, / traffic, / Cessna one seven two, / one five nautical miles south of Bay View, / V-F-R tracking to Flinton / maintaining two thousand five hundred, / report in sight.

1. How far south is the Cessna from Bay view?

#### 정답: 15 (nm)

2. What was the controller's instruction to the pilot?

정답 : Report in sight

b.

Japan Air five eight nine, / hold Southwest of Oscar Sierra November, / flight level one seven zero, / nbound track, zero three zero degrees, right hand pattern, outbound time one minutes.

1. At what fix should the aircraft hold?

정답 : OSN or Oscar Sierra November

2. How long is the outbound time?

정답:1(minutes)

#### C.

Oscar Zulu seven zero seven, / be advised of a PIREP. / Windshear reported / at about eight hundred feet / on final, runway two two. / Wind two zero zero degrees at one five knots, gust two five knots. /Caution, / water on the runway, poor braking action.

1. What was reported at about eight hundred feet on final to runway two two?

정답 : Wind shear

2. What is the maximum wind gust?

정답 : 25 (knots)



#### 40 | 2013년 신 **항공영어평가시험 안내서**

# 

### Task A

**Directions** : Directions: You will hear three different audio recordings. After listening, you will be required to mark the letter on your answer sheet that corresponds to the best answer for each question.

#### Questions 1-2 refer to the following audio clip.

1. Why is Michael excited?

- a. Because he is learning to fly
- b. Because his dream has come true
- c. Because he will be flying solo tomorrow

#### 2. What does he hope to fly someday?

- a. A Boeing 787 b. A Cessna 152
- c. An Airbus 380

#### Questions 3-4 refer to the following news report.

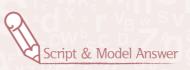
- 3. Where did the accident occur?a. At Samtoy Airportb. In Ilovillec. At around six o'clock
- 4. What type of aircraft is possibly involved in the accident?a. Airbus A320b. Airbus A330c. Boeing 737

#### Questions 5-7 refer to the following passenger Announcement.

5. What is the announcement about?a. Departure delay due to traffic congestionb. Departure delay due to a technical problemc. Departure delay due to poor visibility

6. What is causing the poor visibility in the airport?a. Thick fogb. Rainc. Smoke

7. How long of a delay is expected?a. About 45 minutesb. About an hourc. About half an hour



#### Questions 1-2 refer to the following audio clip.

Hello everybody! My name is Michael. I am 19 years old. I am excited because I will be flying my first solo flight tomorrow morning. I can say that flying on my own is a dream come true. I just can't believe it! I look forward to learning more and logging more flying hours and I hope to someday earn my commercial pilot's license. I will be flying a Cessna one five two tomorrow, but someday, I will be flying a Boeing seven eight seven.

#### Questions 3-4 refer to the following news report.

Goldwing Airways has confirmed that flight SU171 was the plane involved in the crash at Samtoy Airport today. The airline states that the accident occurred "during landing" at around six o'clock AM local time. Flight SU171 was operating from Iloville. While it has not confirmed the aircraft type, Goldwing Airways' schedule shows that it uses Airbus A330-200s on this route.

#### Questions 5-7 refer to the following ATC Irregular Announcement.

Ladies and gentlemen, from the cockpit, this is your captain speaking. Our departure is being delayed due to poor visibility. The thick fog is still engulfing the airport. However, the weather is improving quickly and we expect to depart the gate in about thirty minutes or possibly earlier. Thank you for your kind understanding.

[정답] 1-C 2-A 3-A 4-B 5-C 6-A 7-C



# Task B

**Directions**: You will now hear a few pilot-controller radio conversations. While listening, read the questions about each conversation. After listening, you will be required to mark the letter on your answer sheet that corresponds to the best answer for each question.

#### Questions 1-2 refer to the following audio clip.

1. To what flight level was the pilot instructed to climb?

2. Why did the pilot apologize to the controller?

#### Questions 3-5 refer to the following audio clip.

3. What is the pilot's request to the controller?

4. Why is runway 33R unavailable for Tango Air 448?

5. How will the controller solve the problem?





#### Questions 1-2 refer to the following audio clip.

ATC: China Air six three seven, / Macao Approach / continue climb to flight level two five zero, / direct ZUNIC, / report passing one one thousand feet. PILOT: China Air six three seven, / direct ZUNIC / climb to flight level two five zero ATC: Six three seven, I say again, / report passing one one thousand feet. PILOT: Wilco, sorry about that, / six three seven.

#### Questions :

1. To what flight level was the pilot instructed to climb?

a. Flight level two five zerob. Flight level one one zeroc. Flight level three five zero

2. Why did the pilot apologize to the controller?
a. His readback was incomplete
b. He failed to readback the instruction
c. He misunderstood the instruction

#### Questions 3-5 refer to the following audio clip.

Pilot: Pan pan, / pan pan, / pan pan, / Incheon tower Tango Air four four eight, / two zero miles north at flight level one six zero. / Passenger suffering from a heart attack, / request straight-in approach runway three three right. ATC: Tango Air four four eight, / negative, / work in progress at three three right. / I will clear runway three three left for you, / stand by.

#### Questions :

3. What is the pilot's request to the controller?a. Make him priority for landingb. Straight-in approach on runway three three right

c. An ambulance for a sick passenger

4. Why is runway three three right unavailable for Tango Air four four eight?

a. Work in progress on the runwayb. Traffic on the runwayc. Ice and water on the runway

5. How will the controller solve the problem?a. She will instruct all aircraft to vacate the runwayb. She will give vectors to Tango Air

c. she will coordinate with Fire & Rescue Units



# 2-2. Speaking

# PART\_1 Interview (1min 30sec)

# Task A Greetings & Introduction

Hi, my name is \_\_\_\_\_\_, and I'm your interviewer. How are you today? For the record, can you please tell me your complete name and home address?

# Task B Providing Job-Related Information

Would you encourage young people to follow a career in aviation, why?

# ⊖ Sample answers

Yes! I have hopes that my five-year old son will become a pilot just like me. Why? Because the aviation industry is one of the fastest growing industries in the area of transportation.

If someone asked me whether they should become a pilot or not, I think I would try to be as objective as possible. Although I love my job, it is not for everyone. I would tell the person what I believe the good point and bad points about being a pilot are. This will allow the person to make an informed decision about whether a career in aviation is right for them or not. That being said, I don't think anybody should pass up the chance to learn how to fly if given the opportunity.

# PART\_2 Role Play (1min 30sec for each task)

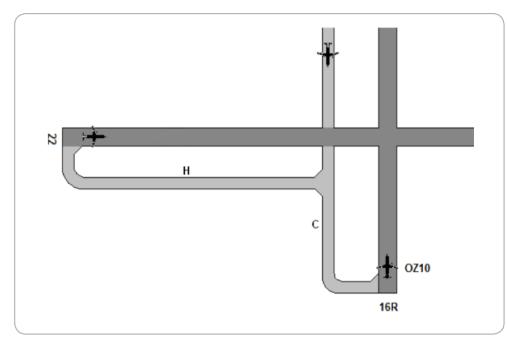
# Task A Situation 1

Imagine that you are the pilot of Hotel Lima 1234. You are now holding on runway one six right when the tower calls you with a revised clearance and post departure instructions.

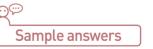
# Sample answers

**Tower (Interviewer)** Hotel Lima one two three four, hold position, after departure climb straight ahead five thousand feet before turning right.

Pilot (test-taker) Hotel Lima one two three four, holding, after departure, climb straight ahead, five thousand feet before turning right



Your aircraft is loaded to its maximum weight and according to the POH (pilot's operating handbook), at this weight, the airplane can only climb to flight level three five zero (FL350). You are now cruising at flight level two nine zero when Tokyo Control contacts you.



Task B Situation 2

- ATC (Interviewer) Hotel Lima one two three four, Tokyo Control, due to traffic, climb to and maintain flight level three seven zero.
- Pilot(Test Taker) Tokyo Control, unable due to weight. Can accept flight level three five zero, Hotel Lima one two three four

Tokyo Control, unable to climb to flight level three seven zero due to weight, we can accept flight levels up to flight level three five zero only, Hotel Lima one two three four.



## Task C Situation 3

You are the pilot of HL(Hotel Lima) one two three four. Your aircraft is at Gate twelve of the terminal and all passengers are on board. Before requesting pushback and startup, you want to check your radio signal with the Narita Ground.

#### Initiate a communication with Narita Ground and continue it if necessary.

- Pilot (Test Taker): Narita Ground, Hotel Lima one two three four, gate one two, radio check
- ATC (Interviewer): Hotel Lima one one two four, Narita Ground, read you four, are you ready for start up?
- Pilot (Test Taker): Narita Ground, negative, this is Hotel Lima one two three four, I repeat, Hotel Lima one two three four, affirmative ready for start up.

# **PART\_3** Providing Information and Sharing Opinions

## Task AWork-Related Situation (3-4min)

What would you do if instruments warn you during flight that there is a steady decrease in cabin pressure?



### Sample answers

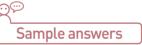
If cabin pressure cannot be restored it is necessary to descend to between 8,000 and 10,000 feet so the passengers can breathe normally. This is an emergency situation that must also be relayed to the controller. If there's a suitable airport, I may land the airplane immediately. Flying at a low altitude to the destination is also an option.

The first thing I would do is declare an emergency, inform the controller about the situation and request to descend to a lower altitude. An altitude between 8,000 and 10,000 feet is ideal so passengers can breathe normally. As we are descending I would diagnose the problem and try to restore cabin pressure. If cabin pressure cannot be restored, then, depending on the distance to the destination airport, I may continue on or make a request to the controller to land at the nearest suitable airport.





Look at the picture provided. In your opinion, what happened to the aircraft; how did it happen?

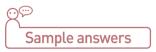


The aircraft possibly overran the runway while landing. Its front gear collapsed when it reached the soft ground at the end of the runway. After it stopped, the passengers deplaned.

The aircraft most likely overran or overshot the runway. Whether this happened during the landing phase or the takeoff phase cannot be determined from the picture. In addition, the front landing gear has collapsed, most likely as a result of rolling over an unpaved surface at high speeds. The emergency slides have been deployed, which indicates that the passengers were deplaned after the aircraft came to a rest.

# Task C Stating an Opinion (5min)

A recent study reveals that in-flight fire is one of the leading causes of commercial aviation fatalities. In your opinion, does this show that flight crews lack training in fighting in-flight fires? Explain your answer.



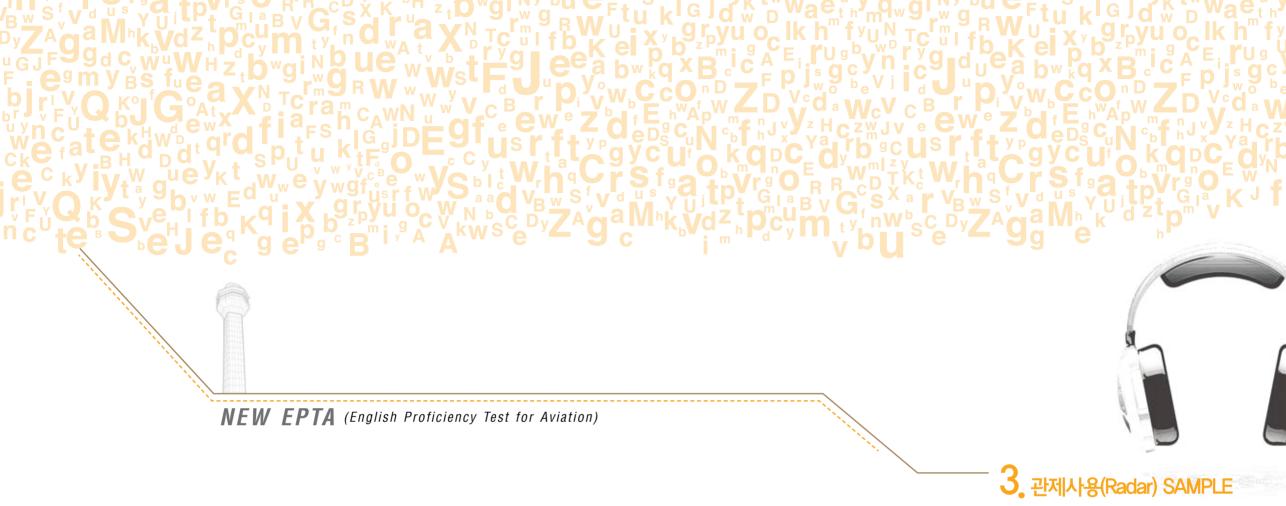
I believe pilots receive enough training in fighting in-flight fires. If the result of the study reflects reality, I think authorities should focus on the root cause of the problem. They should look into the reason why in-flight fires are so common.

I do not believe the results of the study alone can be used to determine whether flight crews lack proper training in fighting in-flight fires. I believe the study points to a bigger problem. The question that authorities should be asking is why in-flight fires are common enough to be the leading cause of fatalities in aviation related accidents. Although training in the proper way to extinguish fires is necessary, efforts should be made to prevent the fires from breaking out in the first place.









Listening\_52 Speaking\_66

# **3-1** Listening

# PART 0

# Task A

**Directions** : Study the pictures below, labeled A, B, C, D and E. You will hear 4 pilot-controller dialogues. While listening, identify which of the aircraft is involved by writing the letter on your answer sheet. There will be one picture that will not be used. You are given fifteen (15) seconds to study the pictures.

В















#### 1.

Pilot : Ground, / Alpha Victor four two one in the apron, / request taxi to the general aviation area via Echo. ATC: Alpha Victor four two one, roger, / taxi Echo, hold short of Delta.

정답 : A

정답 : B

# 2.

Pilot : Tower, / Mike Tango eight zero seven abortingtakeoff, / engine warning lights on. ATC : Roger, / Mike Tango eight zero, aborting takeoff, / vacate runway via Bravo on your left.

3.

Many light aircraft can be fitted with floats for water surface operation. One such aircraft is seen here moored beside a lake. 정답: C

#### 4.

The bomber aircraft seen here is being refueled in midair for non-stop operation.

정답 : E

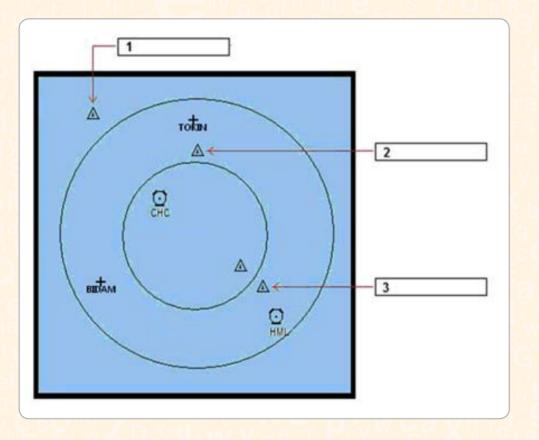


#### 54 | 2013년 신 **항공영어평가시험 안내서**

# Task B

**Directions:** Study the radar screen below. There are three aircraft flying in different locations in your area as shown. While listening to the radio conversation, identify each aircraft's location by writing their callsigns on your answer sheet.

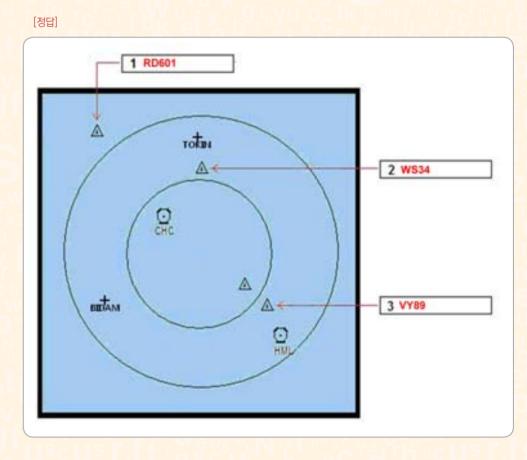
Keep in mind that the order in which the messages are played do not necessarily correspond to the numbers displayed in the image. You have given fifteen (15) seconds to study the radar screen





#### Now listen.

- (Pilot 1) Whiskey Sierra three four, / eight miles south of TOKIN (TOE-KIN), / request climb.
- (ATC) Whiskey Sierra three four, / climb and maintain five thousand feet report reaching.
- (Pilot 2) Romeo Delta six zero one, / two zero miles west of TOKIN, one three, / maintaining flight level one six zero, estimating BIDAM (BI-DAM) three five.
- (ATC) Romeo Delta six zero one, / roger
- (ATC) Victor Yankee eight nine, / traffic at your ten o'clock, / five miles, / east bound, / altitude unknown, / if not sighted, turn left heading two seven zero.
- (Pilot 3) Wilco, / Victor Yankee eight nine.



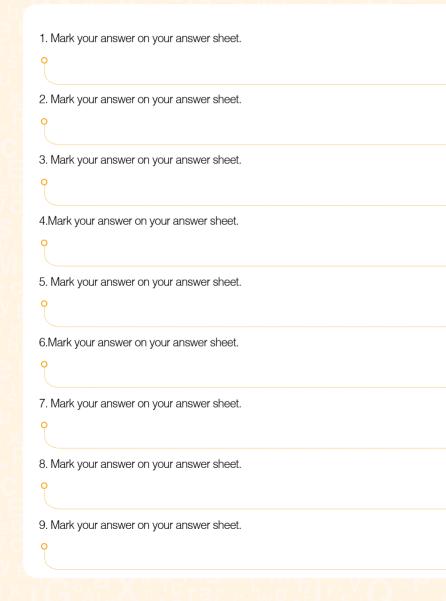
#### 56 | 2013년 신 **항공영어평가시험 안내서**

#### 3. 관제사용(Radar) SAMPLE | 57

# 

# Task A

**Directions**: You will hear a question or statement and three possible answers for each. They will be played only once. Select the best response to the question or statement by marking the letter (a), (b), or (c) on your answer sheet.



# Script & Model Answer

- We're experiencing severe icing, / request immediate descent.
   a. Descend to flight level two one zero
   b. Climb to flight level three five zero
   c. Roger, maintain present flight level
- 2. Traffic at your left, / two fighter jets, / opposite bound, / report in sight.
  a. Roger, / we're turning left now
  b. Request radar vectors
  c. Traffic in sight, / two fighter jets
- 3. Due to traffic, / climb to flight level three nine zero, / report reaching.
  a. No traffic to report at this time.
  b. Climb to flight level three nine zero, / wilco.
  c. Descending now to flight level two nine zero.
- 4. Zulu Bravo nine six zero, / you've squawked seven seven / zero zero, / confirm.
  a. Changing frequency, / one two seven decimal seven
  b. Roger, four seven NICAH, / next POLLO
  c. Affirmative, / sick passenger, request nearest airport
- 5. Hold over Charlie Alpha Tango, / do you have enough fuel for the delay?
  a. Affirmative, / we have sufficient reserves
  b. Affirmative, / no delay is expected
  c. Roger, / request priority
- 6. Bluebird six seven, / reduce speed one nine zero.
  a. Two eight zero indicated, / Bluebird six seven
  b. Slowing down, one nine zero, / Bluebird six seven
  c.Maintaining flight level one nine zero, / Bluebird six seven
- 7. You're not on the radar, / squawk five three / one two.
  a. Unable, / transponder inoperative
  b. Affirmative, / heading three two zero
  c. Estimating Sierra Kilo three five
- 8. A pilot report says mild to moderate turbulence in your area, / any updates?
  a. Nothing experienced so far
  b. No other aircraft sighted at this time
  c. We need to descend now
- 9. Kansai Tower, / Hotel Lima 7020, / radio check, / one one eight decimal five.
  a. Hotel Lima 7020 / go ahead.
  b. Hotel Lima 7020, / Kansai Tower, / read you four.
  c. Hotel Lima 7020, / Kansai Tower, / pass your message.

# Task B

**Directions** : You will hear two ATIS broadcasts. While listening, write the required information in the right column of the table on your answer sheet.

1 Information Being Asked	Answer
Runway In-use	
Visibility	
QNH	

#### 2

2 Information Being Asked	Answer
Information Code	
Surface Wind	
Temperature	



# Script & Model Answer

#### 1.

Information Bravo. / Zero two zero zero universal coordinated time. / Runway zero six and three one in use. / Wind zero six zero degrees at five knots. / Visibility, seven kilometers. / Sky condition, / scattered three thousand feet, / broken one eight thousand feet. / Temperature three zero, dew point two seven. / Q-N-H one zero zero nine hectopascals. / Expect V-O-R/D-M-E runway zero six approach.

(Now write on your answer sheet.)

#### 2.

Macao International Airport information Golf, / zero seven zero zero Zulu, / runway zero one in use, / surface wind zero four zero at eight. / Visibility eight hundred meters, fog, / few one thousand five hundred feet / scattered nine thousand feet. / Temperature two nine, dewpoint two nine, Q-N-H one zero zero eight, / advise you have information Golf.

(Now write on your answer sheet.)

#### [정답]

1 Information Being Asked	Answer
Runway In-use	(Runway) 06 (and) 31
Visibility	
QNH	

#### 2

2 Information Being Asked	Answer
Information Code	G (Golf)
Surface Wind	040/8
Temperature	29



# Task C

**Directions** : You will hear three different radio messages. After listening to each message, you will be required to answer two questions.

# а.

Ouestions
1. What airway is the pilot instructed to use in order to climb to a certain flight level?
2. What should the pilot do after passing FL 200?

### b.

Ouestions
1. What is the altitude of the aircraft as it heads to intercept a V-O-R radial?
2. What is the distance of the other traffic from Orient 419?

#### С.

#### Questions

1. What weather phenomenon is the report about?

2. Based on the radio message, what phase of the flight is Clipper 76 most likely in?



#### 3. 관제사용(Radar) SAMPLE | 61

# Script & Model Answer

a.

Far Eastern nine two, / climb to flight level two four zero / via Whiskey nine / after passing flight level two zero zero / fly directly to Alpha Lima. / Report reaching flight level two four zero

1. What airway is the pilot instructed to use in order to climb to a certain flight level?

2. What should the pilot do after passing flight level two zero zero?

정답:W9

정답: Fly directly to Alpha Lima

#### b.

Orient four one nine, / eight thousand feet, / heading one eight zero to intercept radial one five zero, / we have traffic indicating one zero miles on our TCAS, / request to fly directly to Clark V-O-R, estimate Clark V-O-R zero eight three zero.

1. What is the altitude of the aircraft as it heads to intercept a V-O-R radial?

2. What is the distance of the other traffic from Orient four one nine?

정답:10 (nm)

정답:8000

#### C.

Tango Air seven six, / a DC-9, / previously reported windshear, / gain of twenty-five knots / between one thousand and six hundred feet, / followed by a loss of six zero knots / between five hundred feet on the surface.

1. What weather phenomenon is the report about?

#### 정답: Windshear

2. Based on the radio message, what phase of the flight is Tango Air seven six most likely in?

정답: Approach or Landing or Approach & Landing

#### 3. 관제사용(Radar) SAMPLE | 63

# PART 02

# Task A

**Directions** : You will hear three different audio recordings. After listening, you will be required to mark the letter on your answer sheet that corresponds to the best answer for each question.

#### Questions 1-2 refer to the following audio clip.

- 1. Who was the audience Samantha introduced herself to?
- a. ATC trainees
- b. Fellow senior ATCs
- c. A general audience
- 2. How long did it take before Samantha was promoted to a supervisory position?

a. 5 years

- b. 8 years
- c. 23 years

#### Questions 3-4 refer to the following news report.

3. How many times did the aircraft attempt to land?

a. ust once

b. Twice

c.Thrice

4. What can be considered as one of the causes of the accident?
a. Poor visibility
b. Machine malfunction

c. Pilot error

#### Questions 5-7 refer to the following ATC Irregular Announcement.

- 5. Why is Vancouver International Airport being closed?a. Due to bad weatherb. Due to a quasi-emergency in effect
- c. Due to security reasons
- 6. How long will the airport be closed?
- a. One hour
- b. Two hours
- c. Three hours

7. What are affected aircraft advised to do?

- a. Hold over the airport
- b. Return to their departure airport
- c. Proceed to their alternate airport



#### Questions 1-2 refer to the following audio clip.

Good morning everybody, I'm Samantha Collins your trainer for today. Our topic for this training is Ways and Techniques of Aircraft Separation. But before we go into that, let me introduce myself further. I started working as a controller when I was twenty three, and eight years after that, I was promoted to supervisor. Part of my duty as a supervisor is to share my knowledge and experience with young people like you.

#### Questions 3-4 refer to the following news report.

Just a couple of hours ago, Armenian Airlines flight 967 missed its arrival time at Sochi airport, due to poor weather conditions. The Airbus A320 crash-landed as it attempted to make a second approach, killing all 113 people on board. Air traffic control reported "an improvement in weather conditions". In reality the weather conditions did not meet the compulsory standard of 1.5 kilometers of visibility.

#### Questions 5-7 refer to the following ATC Irregular Announcement.

Attention all aircraft bound to Vancouver International Airport be advised a quasi-emergency is in effect and the airport will be closed from one three zero zero until one four zero zero local time. Affected aircraft are advised to proceed to their alternate airport. Standby for further instructions.

[정답] 1-A, 2-B, 3-B, 4-A, 5-B, 6-A, 7-C



# Task B

**Directions**: You will now hear a few pilot-controller radio conversations. While listening, read the questions about each conversation. After listening, you will be required to mark the letter on your answer sheet that corresponds to the best answer for each question.

#### Questions 1-2 refer to the following audio clip.

- 1. Why was Good Air 899 instructed to turn and climb immediately?
- 2. Why did the misunderstanding take place?

#### Questions 3-5 refer to the following audio clip.

- 3. What kind of problem was Fast Air 456 having?
- 4. What did the pilot request from the controller?

#### 5. How did the controller react to the pilot's request?

#### 3. 관제사용(Radar) SAMPLE | 65

# Script & Model Answer

#### Questions 1-2 refer to the following audio clip.

ATC : Good Air eight nine nine, / traffic alert, / turn left heading two four zero / and climb to five thousand immediately Pilot : Good Air eight nine nine, / heading two four zero, / climb to flight level two five zero ATC : Good Air eight nine nine, negative, / climb to five thousand feet, I repeat, / climb five thousand feet, / report reaching Pilot : Climb five thousand feet, wilco, / Good Air eight nine nine

#### Questions :

Why was Good Air eight nine nine instructed to turn and climb immediately?
 a. To maintain standard separation
 b. To avoid conflicting traffic
 c. To compensate for the delay

#### 2. Why did the misunderstanding take place?

a. The word "to" was misunderstood as a number by the pilotb. The radio transmissions were noisyc. The instruction was too long

#### Questions 3-5 refer to the following audio clip.

Pilot : Mayday, / mayday, / San Diego Tower, / Fast Air four five six, / we are approaching initial fix / and having trouble with left engine, / request landing priority if possible
 ATC : Fast Air four five six, roger your mayday, / I can put you on number two, / advise when ready to land
 Pilot : Thanks, wilco, / Fast Air four five six

#### Questions :

3. What kind of problem is Fast Air four five six having?
a. Engine trouble
b. A sick passenger
c. Low fuel

- 4. What did the pilot request from the controller?
  a. Traffic and field advisories
  b. Radar vectors
  c. Landing priority
- 5. How did the controller react to the pilot's request?
  a. He put Fast Air four five six as number two for landing
  b. He acknowledged the emergency call
  c. He instructed the pilot to land immediately

# **3-2** Speaking

# PART\_1 Interview (1min 30sec)

# Task A Greetings & Introduction

Hi, my name is \_\_\_\_\_\_, and I'm your interviewer. How are you today? For the record, can you please tell me your complete name and home address?

Task B Providing Job-Related Information Many people say that working as an air traffic controller is stressful, why?

# ⊖ Sample answers

It is true. I think being an air traffic controller is a very demanding and stressful job because you need to manage many airplanes. Sometimes it gets so busy that I can't even take a break.

Being an air traffic controller is stressful because of several reasons. First, the knowledge that I am responsible for the lives of hundreds of people flying in the sky is something I must always keep in the back of my mind. The responsibility is a source of stress, but it also gives me the drive to work harder and more diligently. Second, the work itself can be a source of stress when traffic is really heavy. Having to keep track of the many aircraft in my area, their callsigns, altitude, speed, heading, destination, and other details can be difficult and does not allow me to take a break for extended periods of time.

# PART\_2 Role Play (1min 30sec for each task)

# Task A Situation 1

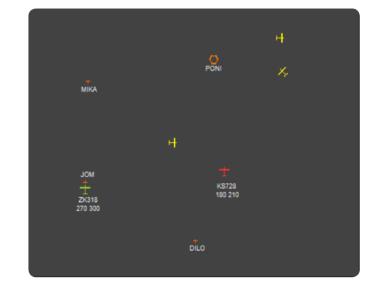
King Air 822 is requesting permission to leave controlled airspace by descending. According to your radar, the pilot's request is fine but you want him to report when passing 12,000 feet. After the pilot's request, respond accordingly.



Pilot (Interviewer): Hawaii Control, King Air 822 requesting permission to leave controlled airspace by descending
 ATC (Test Taker): King Air eght two two, cleared to leave controlled airspace by descending, report passing one two thousand

King Air eight two two, cleared to leave controlled airspace by descending to one zero thousand, report passing one two thousand

# Task B Situation 2



Study the simplified radar screen below. There are five aircraft, two of which are unidentified. Kilo Sierra seven two eight is in conflict with an unidentified aircraft which is about six miles to his left. Warn the pilot as you respond to his report.



**Pilot** (Interviewer): Kilo Sierra seven two eight, maintaining flight level one eight zero, estimating PONIN four six **ATC** (Test Taker): Kilo Sierra seven two eight, roger, unidentified aircraft at your eleven o'clock, six miles

Kilo Sierra seven two eight, roger, unidentified aircraft at your eleven o'clock, six miles, eastbound, fast moving, altitude unknown

# Task C Situation 3

One of the unidentified aircraft has contacted you and reported his callsign as Golf Echo one five zero; he is eight miles east of PONIN. To be properly identified, instruct the pilot to squawk and ident one four six five on his transponder and respond to his message as necessary.

Initiate and continue the communication as necessary.



ATC (Test-taker): Golf Echo one five zero, squawk and ident one four six five. Pilot (Interviewer): Squawk one four five six and ident, Golf Echo one five zero ATC (Test-taker): Golf Echo one five zero, negative, one four six five.

# **PART\_3** Providing Information and Sharing Opinions

# Task A Work-Related Situation (3-4min)

Despite the standard phraseologies and procedures established by the ICAO, different countries still have differences in radiotelephony phraseologies and procedures differ from country to country. How would you deal with a pilot who uses non-standard phraseologies?



I wouldn't say anything as long as I could understand the pilot. If it becomes a problem, I would request the pilot use standard phraseologies.

If I had enough time I would give the pilot a little bit of a lecture. But, in a busy work environment like mine, it's impractical to do this. As long as I understand what the pilot is saying, I wouldn't comment about the use of non-standard phraseologies. However, if there's a misunderstanding between the two of us or I do not understand what the pilot is saying, I would request the use of standard phraseologies.

# Task B Situation 2



Look at the picture provided. In your opinion, what happened to the aircraft; how did it happen?



The aircraft appears to have made a forced landing on a motorway. The aircraft possibly suffered an engine failure or ran out of fuel while in flight. The flight crew had no other option but to execute an emergency landing.

The aircraft appears to have made a forced landing. The left landing gear has also collapsed, whether this is due to the forced landing or whether there was a separate issue with the landing gear is unknown. The reason



# Task C Stating an Opinion (5min)

There have been collision accidents that involved small private airplanes and airliners. Do you think it would be safer if small private aircraft be banned from operating in areas where airliners operate?



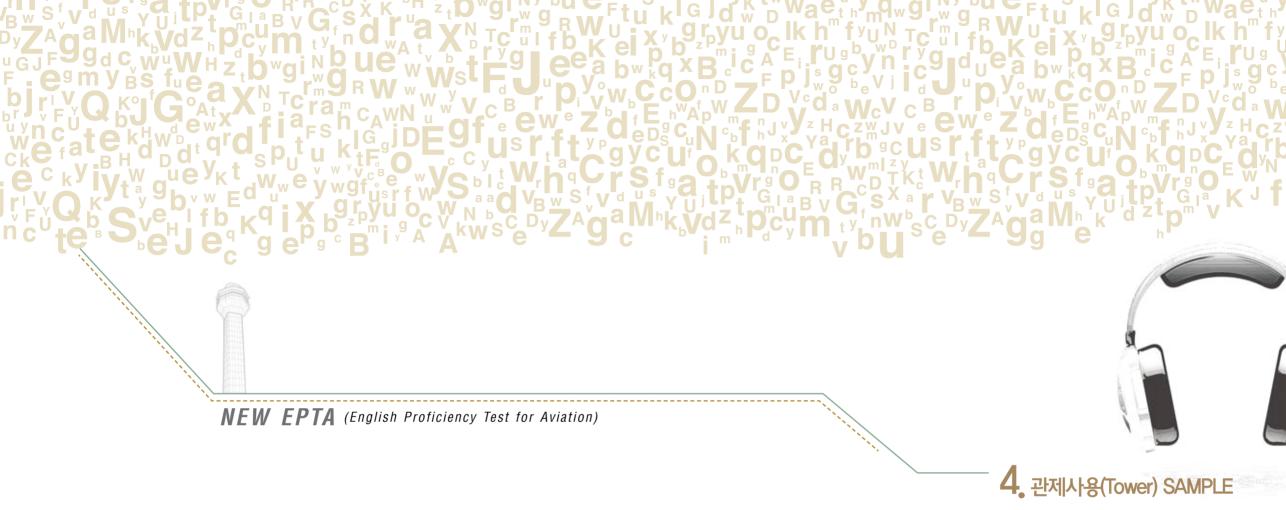
Of course it would safer if this can be done; less traffic means less risk of a collision. However, it would be unrealistic and unfair to restrict other airplanes from operating in areas where airliners operate because everybody has the right to fly and use airports and air traffic control facilities.

No I do not think banning small private aircraft from operating in airports with large airliners would make it safer. Simply reducing the number of airplanes operating in an airport would not increase safety. Rather, well trained pilots, ground crew, and air traffic controllers are the real factors in how safe an airport is. In addition, it would be unrealistic and unfair to restrict small aircraft from operating in areas where airliners operate. The right to fly and use airports and air traffic control facilities is not a privilege reserved for airliners only, but something that all aircraft possess.





# **3. 관제사용**(Radar) SAMPLE | 71



**L**istening\_74 **S**peaking\_88



# 4-1 Listening

# 

# Task A

**Directions** : Study the pictures below, labeled A, B, C, D and E. You will hear 4 pilot-controller dialogues. While listening, identify which of the aircraft is involved by writing the letter on your answer sheet. There will be one picture that will not be used. You are given fifteen (15) seconds to study the pictures.

В



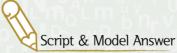






E





#### 1.

ATC : Globe Master one zero one, / turn right to Alpha, / follow the Foxtrot twenty two at your right Pilot : Turning right, / follow Foxtrot twenty two, / Globe Master one zero one

정답 : A

정답 : E

정답 : D

### 2.

Pilot : Tower, / Starship five one eight, / Hangar four, / request start up ATC : Five one eight, / start up approved

#### З.

Pilot : Dakota two four five / over Sangley, / three thousand feet, / field in sight, / request visual approach ATC : Dakota two four five, / cleared for visual approach runway zero six, / altimeter three zero zero two

#### 4.

Pilot : Auckland Tower, / KLM seven one three, / three mile final runway zero five ATC : KLM seven one three, / wind calm, / cleared to land runway zero five

정답:C

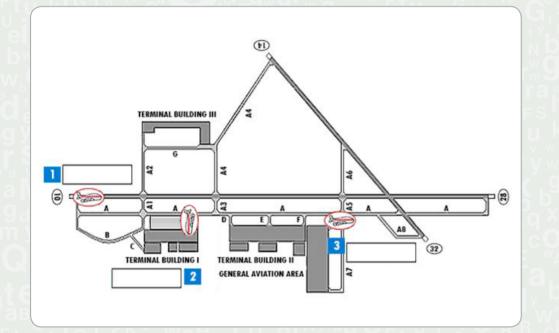


C

#### 76 | 2013년 신 **항공영어평가시험 안내서**

# Task B

**Directions** : Study the airport layout below. There are three aircraft operating in different locations in the airport as shown. While listening to the radio conversation, identify each aircraft's location by writing their callsigns on your answer sheet. Keep in mind that the order in which the messages are played do not necessarily correspond to the numbers displayed in the layout. You have given fifteen (15) seconds to study the airport layout.

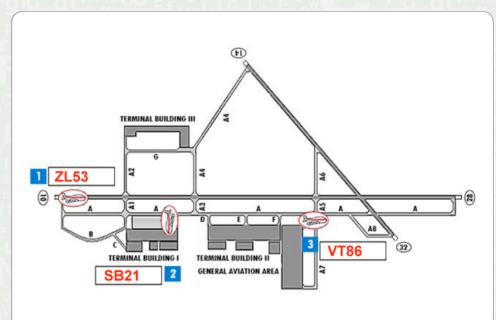


# Script & Model Answer

#### Now listen.

- Pilot 1 : Control, / Sierra Bravo two one at Terminal one, / request pushback and start up
- ATC : Sierra Bravo two one, / pushback and start up approved
- ATC: Victor Tango eight six, / hold short taxiway Alpha
- Pilot 2: Hold short taxiway Alpha, / Victor Tango eight six
- Pilot 3: Zulu Lima five three, / ready for departure
- ATC : Zulu Lima five three, / cleared for immediate takeoff, runway one zero

## [정답]



#### 78 | 2013년 신 **항공영어평가시험 안내서**

#### 4. 관제사용(Tower) SAMPLE | 79

C

# 

## Task A

**Directions**: You will hear a question or statement and three possible answers for each. They will be played only once. Select the best response to the question or statement by marking the letter (a), (b), or (c) on your answer sheet.

I. Mark your answer on your answer sheet	
2. Mark your answer on your answer sheet	·
3. Mark your answer on your answer sheet	
I.Mark your answer on your answer sheet.	
5. Mark your answer on your answer sheet	
6.Mark your answer on your answer sheet.	
7. Mark your answer on your answer sheet	•
3. Mark your answer on your answer sheet	
9. Mark your answer on your answer sheet	

# Script & Model Answer

Orient six seven two, / say indicated airspeed.
 a. Reducing speed, / Orient 672
 b. 320 (Tree two zero) knots indicated, / Orient 672
 c. Orient 672 maintaining flight level three one zero.

2. Hotel Lima five zero zero one, / request weather deviation two zero nautical miles right of course / due to Charlie Bravo.

a. Hotel Lima five zero zero one, / copy your request, standby.

b. Hotel Lima five zero zero one, / under radar control

c. Hotel Lima five zero zero one, / weather report available at six five two zero.

3. Pacific five two three, / this is the primary, / secondary eight nine five one, / stand by SELCALcheck?

a. Pacific 523, / negative SELCAL, try again.
b. SABES at 0830, / Pacific 523
c. Estimating SABES at 0830, / Pacific 523.

4. Pan pan, / pan pan, / pan pan, / Nippon five eight one, / suffering from suspected heart attack, / request divert to the nearest airport.

a. Nippon 581, copy pan pan, / what's your intention

b. Nippon 581, copy pan pan, / do you need assistance?

c. Nippon 581, copy pan, / nearest airport Shanghai.

Skylane three zero six, / for radar identification / turn left heading one eight zero.
 a. Present heading 330, / flight level two nine zero, / Skylane 306
 b. Heading 330 over PIKOL, / Skylane 306

c. Left heading 180, / Skylane 306

6. Clipper one zero one, / radar service terminated, / resume own navigation, / flight information

available from Clark / on one two three decimal five. a. Resume own navigation, / Clark 123.5, Clipper 101

b. Requesting flight information from Clark, / Clipper 101

c. Request transponder code, / Clipper 101

7. Varig nine three seven, / for sequencing, / make a three sixty degree turn to the left.

a. Turning left heading 330, / Varig 937 b. 360 degree turn to the left, / Varig 937

c. Reducing speed to 360 knots, / Varig 937

8. Delta four one eight, / resume own navigation for Bradford, / magnetic track zero seven zero, / distance three

six miles. a. Roger, / turning left heading 270, / Delta 418 b. Wilco, / Delta 418 c. Climb to flight level 360, / Delta 418

9. Aztec three four six, / request surface wind. a. Aztec three four six, / QNH nine nine seven.

b. Aztec three four six, / windy on the runway.c. Aztec three four six, / surface wind two two zero at five.

# Task B

**Directions** : You will hear two ATIS broadcasts. While listening, write the required information in the right column of the table on your answer sheet.

1	
_	

Information Being Asked	Answer
Runway surface	
QNH	
Activity at Runway 08	

# 2

Information Being Asked	Answer
ATIS Information Code	
Visibility	
Altimeter Setting	

# Script & Model Answer

# 1.

Edinburgh Information Romeo, / zero seven three zero hours, / I-L-S approach, runway two five, / runway surface wet, / braking action poor, / work in progress on runway zero eight, / wind three five zero degrees six meters per second, / visibility six kilometers. / Cloud scattered five hundred meters, / temperature three zero, dew point two two, / Q-N-H one zero one eight, / advise on initial contact / you have Romeo.

(Now write on your answer sheet.)

#### 2.

Great Falls information Juliet, / one two zero zero Zulu / weather, / wind two two zero at five, / visibility three miles, / ceiling five thousand overcast, / temperature two one, dew point zero five, / altimeter two nine decimal eight seven, / landing and departing runway two four, / departing V-F-R aircraft state type of aircraft, / requested altitude and destination, / advise controller you have information Juliet.

(Now write on your answer sheet.)

#### [정답]

1 Source for the BUS up		
Information Being Asked	Answer	
Runway surface condition	WET	
QNH	1018 - 1008 - 10	
Activity at Runway 08	WIP (Work in progress)	

#### 2

Information Being Asked	Answer
ATIS Information code	J (Juliet)
Visibility	3 (miles)
Altimeter Setting	29.87



# Task C

**Directions** : You will hear three different radio messages. After listening to each message, you will be required to answer two questions.

#### а.

#### Questions

- 1. How far is the unknown aircraft from Eagle 455?
- 2. In what direction should the pilot turn to avoid a collision?

#### b.

#### Questions

- 1. At what flight level was the aircraft initially cleared to fly?
- 2. Until when is the clearance valid?

#### С.

#### Questions

- 1. What was the time when the pilot made the report?
- 2. What did the pilot see while flying?



# Script & Model Answer

#### a.

Eagle four five five, / avoiding action, / turn left immediately heading two seven zero, / traffic at eleven o'clock, / five miles, / crossing left to right, / indicating slightly above, fast moving.

1. How far is the unknown aircraft from Eagle 455?

2. In what direction should the pilot turn to avoid a collision?

정답 : 5 (nm) 정답 : Left

#### b.

Cathay nine zero zero, roger, / cleared to Hong Kong Airport / via Whiskey sixteen. / Maintain flight level two zero zero / until further advised. / Clearance is void if not off by / one zero three five or earlier.

1. At what flight level was the aircraft initially cleared to fly?
2. Until when is the clearance valid?

정답:1035

정답 : (FL) 200

#### С.

Princeton, / Twinstar six seven / PIREP, over Garland, / zero nine zero zero Zulu, / a flock of ducks encountered / at six thousand feet, / few clouds, / visibility unrestricted.

1. What was the time when the pilot made the report?

2. What did the pilot see while flying?

정답:0900(Z)

정답 : (A flock of) ducks



#### 4. 관제사용(Tower) SAMPLE | 83

# 

## Task A

**Directions** : You will hear three different audio recordings. After listening, you will be required to mark the letter on your answer sheet that corresponds to the best answer for each question.

#### Questions 1-2 refer to the following audio clip.

1. When did Mary Anne apply for a job as an air traffic controller?

- a. When she was in college
- b. After finishing college
- c. Not mentioned
- 2. How did Mary Anne learn what it's like being an air traffic controller?
- a. She knew about it since long ago.
- b. She learned about it in college.
- c. She learned about it from a friend.

#### Questions 3-4 refer to the following news report.

- 3. How many survived the crash?a. All the passengersb. Eight crew membersc. Only eight passengers
- 4. During what phase of the flight did the accident occur?a. During takeoffb. While cruisingc. During landing

#### Questions 5-7 refer to the following ATC Irregular Announcement.

- 5. How long is the announcement effective for?a. 10 hoursb. 15 hoursc. 20 hours6. What are pilots warned about?
- a. The presence of soft spots in some areasb. The presence of potholes in some areasc. The presence of soft spots and potholes in some areas
- 7. What agency should be informed if loose stones are spotted?
  a. Departure ramp control
  b. Area control
  c. The Tower



#### Questions 1-2 refer to the following audio clip.

Good morning everyone. My name is Mary Anne Lee, residing in Santa Monica, just a few blocks south of the airport. I hold a Bachelors Degree in Business Administration but after graduation, my friend, Keith, encouraged me to submit an application and a letter showing my interest in becoming an air traffic controller. I said "What? You want me to hold a flag and stand on the runway directing airplanes?" My friend laughed at me and said, "It's not what you think." After a brief discussion with Keith, I applied for the job and the rest is history.

#### Questions 3-4 refer to the following news report.

All the crew members on-board a Russian-operated Tupolev TU-204 survived after the twin-jet crashed outside of Moscow. The aircraft was attempting to land at Moscow Airport when the accident occurred at 0235. No passengers were on board the jet at the time.

Authorities say the aircraft was destroyed in the accident. Eight crew members were on board the aircraft at the time and received injuries of varying severity.

#### Questions 5-7 refer to the following ATC Irregular Announcement.

Attention all aircraft, effective one three zero zero to two three zero zero Zulu, pilots are advised to exercise caution due to the presence of soft spots at Stand two six, Stand two five, and Stand two three, potholes abeam Bay number five, and approximately five zero meters of Stand two two. Report the presence of any loose stones to departure ramp control.

#### [정답] 1-B, 2-C, 3-B, 4-C, 5-A, 6-C, 7-A



# Task B

**Directions**: You will now hear a few pilot-controller radio conversations. While listening, read the questions about each conversation. After listening, you will be required to mark the letter on your answer sheet that corresponds to the best answer for each question.

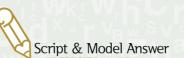
#### Questions 1-2 refer to the following audio clip.

- 1. At what flight level was the aircraft flying when the pilot made initial contact?
- 2. Why was the pilot's request denied by the controller?

#### Questions 3-5 refer to the following audio clip.

- 3. In whose area of responsibility is the aircraft operating?
- 4. What is the complete callsign of the airplane in distress?
- 5. What did the controller instruct the pilot to do?





#### Questions 1-2 refer to the following audio clip.

- Pilot : Control, / Malaysian seven one, / maintaining flight level three seven zero, / request descent to flight level three five zero
- ATC : Malaysian seven one, / be advised that flight level three five zero is unavailable / due to traffic, / descend to flight level three three zero
- Pilot : Malaysian seven one / descending to flight level three five zero
- ATC : Negative, I say again, / descend to and maintain flight level three three zero until further advised.

#### Questions:

At what flight level was the aircraft flying when the pilot made initial contact?

 a. FL 370
 b. FL 350
 c. FL 330

 Why was the pilot's request denied by the controller?

 a. There was a miscommunication between the controller and the pilot
 b. The requested flight level was not available
 c. Not mentioned

#### Questions 3-5 refer to the following audio clip.

Pilot : Pan pan, / pan pan, / pan pan, / Cranby Control, / Pacific Express six five two, / Boeing 747, / number two engine out, / over PONIN at flight level three three zero, / fly to destination
ATC : Six five two, / Cranby Control, roger pan pan, / stay with us on this frequency
Pilot : Wilco, / the engine stopped without any warning. / We're doing relight procedures, six five two
Pilot : Cranby Control, / relight unsuccessful, / number four engine out, / two engines out now, / request landing at the nearest airport, / six five two

#### Questions:

3. In whose area of responsibility is the aircraft operating?

a. Pacific Control
b. PONIN Control
c. Cranby Control

4. What is the complete callsign of the airplane in distress?

a. Pacific Express six five two

- b. Pacific Express seven forty seven
- c. Bravo six five two
- 5. What did the controller instruct the pilot to do?a. Maintain flight level four three zerob. Fly to the destination
- c. Stay on the same frequency



4. 관제사용(Tower) SAMPLE | 87

# 4-2 Speaking

PART\_1 Interview (1min 30sec)

# Task A Greetings & Introduction

Hi, my name is \_\_\_\_\_\_, and I'm your interviewer. How are you today? For the record, can you please tell me your complete name and home address?

# Task B Providing Job-Related Information

Would you encourage young people to pursue a career as an air traffic controller, why?

# Sample answers

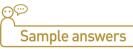
No. I would not encourage them to become air traffic controllers. Why? Well... it's a very demanding job...

Yes, I would encourage young people to pursue a career as an air traffic controller. However, I would try to explain as much as I can about the job and to make sure it is something they will enjoy doing. Being an air traffic controller is not for everyone and it's better to discover this early on. There are many good points about being an air traffic controller, but you must be able to handle the bad points about the job as well.

# PART\_2 **Role Play** (1min 30sec for each task)

# Task A Situation 1

Imagine that you are manning Delano Tower. You just cleared the number one aircraft, Alpha Sierra Papa five eight one for takeoff, but shortly after, the pilot calls you on the radio.

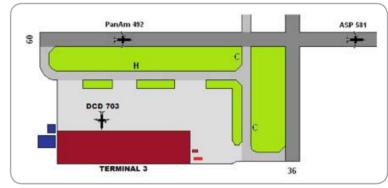


Pilot (Interviewer) : Delano Tower, Alpha Sierra Papa five eight one, aborting takeoff, front tire exploded and we're stuck on the runway, request tow truck

ATC (Test Taker) : Roger, Alpha Sierra Papa five eight one, stand by

Roger, Alpha Sierra Papa five eight one, aborting takeoff, I'll send a tow truck for you, do you require anything else?

# Task B Situation 2



Since runway zero nine is obstructed, you have informed all departing aircraft that runway three six should now be used. You want the number two aircraft, Pan Am four nine two to prepare for takeoff on runway three six when the pilot calls you.

Sample answers

**Pilot** (Interviewer) : Tower, Pan Am four nine two, request taxi instructions. **ATC** (Test Taker) : Pan Am four nine two, line up and wait on runway three six

Pan Am four nine two, taxi on runway zero nine, turn right Charlie, line up and wait on runway three six

# Task C Situation 3

The pilot of Delta Charlie Delta seven zero three requested pushback and startup. Due to some unexpected delays, he can pushback and startup at time, one one three zero. Inform the pilot about this and continue the communication as necessary.

Sample answers

ATC (Test-taker): Delta Charlie Delta seven zero three, pushback and startup at time, one one three zero

Pilot (Interviewer): Roger, pushback and startup at time, one one two zero, Delta Charlie Delta seven zero three

ATC (Test-taker): Negative, pushback and startup at time, one one three zero, I repeat, one one three zero.



# **PART\_3 Providing Information and Sharing Opinions**

# Task A Work-Related Situation (3-4min)

Flight delays are very common and all airlines want to avoid any delay whenever possible. What would you do if a pilot complains on the radio that you are favoring airlines based in Korea in departure sequencing?



Since we don't have the luxury of time for discussion on the radio, I would advise the pilot to make a formal complaint so that his grievance can be addressed.

Radio communications should be as short and concise as possible. Therefore, I would request the pilot file a formal complaint. Even if I were to try and reassure him that I am not giving priority to airlines based in Korea, I do not think the pilot would believe me anyway. Rather than tie up radio communication lines with pointless chatter, having the pilot file a complaint would be the best way to handle the situation.

## Task B Presenting an Idea about a Picture (3-4min)



Look at the picture provided. In your opinion, what happened to the aircraft; how did it happen?

# Sample answers

The aircraft careened off the side of a taxiway. I think the aircraft was not moving under its own power when the incident happened. It's possible that the airplane was being towed when it lost control and careened off the side of the taxiway.

Judging from the picture I believe the pilot lost control of the aircraft during takeoff or landing. Faulty brakes or a blown tire could have caused the plane to veer to one side and crash into the ditch. It is hard to tell, but there does not seem to be much damage to the aircraft. Therefore the plane was most likely not traveling very quickly.

# Task C Stating an Opinion (5min)

There have been collision accidents that involved small private airplanes and airliners. Do you think it would be safer if small private aircraft be banned from operating in areas where airliners operate?



Of course it would safer if this can be done; less traffic means less risk of a collision. However, it would be unrealistic and unfair to restrict other airplanes from operating in areas where airliners operate because everybody has the right to fly and use airports and air traffic control facilities.

No I do not think banning small private aircraft from operating in airports with large airliners would make it safer. Simply reducing the number of airplanes operating in an airport would not increase safety. Rather, well trained pilots, ground crew, and air traffic controllers are the real factors in how safe an airport is. In addition, it would be unrealistic and unfair to restrict small aircraft from operating in areas where airliners operate. The right to fly and use airports and air traffic control facilities is not a privilege reserved for airliners only, but something that all aircraft possess