

English Proficiency Test for Aviation

Set 1- Pilot

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PART 1. TAPE-MEDIATED

Task 1. Introduction

Directions: You will be asked about yourself. Please answer in complete sentences.

1. Please state your name, and birth date. (20')
2. How was the interview for your present job conducted? (35')
3. What do you like about your present job? (35')

Task 2. Read-back Radiotelephony Messages

Directions: Read each message loudly and clearly. You have 20 to 40 seconds to read each message, depending on the time allotted. Begin speaking after the prompt.

Now read Message A.

- a. Jacksonville Approach, Atlanta Air 486, DC 10 at 15,000 feet, request descent and PAR approach, position 15 miles southwest of airport, heading 330 (20')

Stop. Now read Message B.

- b. Re-routing from present position, fly direct POTIB to joint B-462 and F-862 maintaining FL 330, Good Air 452. (20')

Stop. Now read Message C.

- c. Cleared to leave control area. Maintain FL220 while in control area. Trans-Air 558. (20')

Stop. Now read Message D.

- d. Com-air 556, 4 miles from Lima. Turn right heading 330, maintain 2,000 until established on the localizer Cleared ILS Runway 36 approach. (25')

Stop. Now read Message E.

- e. Mayday, mayday, mayday, Clark Tower, Mooney 5392 intercepted mayday from Spirit 346, a Cessna 172, engine failure, force landing, 16 miles north of ROSS VOR, heading 310 (40')

Task 3. Stating Own Idea about a Situation

Directions: Look at the picture below and answer the questions about it. You have 20 seconds to study the picture, and 60 seconds to answer each question. Now, study the picture. (20')



1. Describe the picture in as much detail as possible. Now describe the picture. (60')
2. How do you think this situation occurred? Now, answer the question. (60')

Task 4. Answering Questions about a Conversation

Directions: Listen to the following conversation between a pilot and an air traffic controller. You will be asked two questions about it. For each question, you have 20 seconds to prepare your answer and 30 seconds to respond. You may take notes while listening to the conversation. Now, listen.

(Audio Only)

Pilot : "Approach good afternoon, this is Good Air 880"

Controller : "Good Air 880 go ahead"

Pilot : "Good Air 880 passing FL 120 to FL 290"

Controller : "Fly direct VER"

Pilot : "Say again"

Controller : "I said fly direct VER"

Pilot : "Roger Good Air 880"

Controller : "After passing FL 180 contact control on 119.3"

Pilot : "Roger, Good Air 880"

Controller : "Traffic at your 11 o'clock range 15 miles"

Pilot : "TCAS contact on the traffic Good Air 880"

1. Based on the conversation, what part did controller repeat? Why?

Now, think about your answer. (20')

Now, answer the question in as much detail as possible. (30')

2. Based on the conversation, was Good air 880 departing or arriving?

Now, think about your answer. (20')

Now, answer the question in as much detail as possible. (30')

Task 5. Creating a Story from Illustrations

Directions: The illustrations below show a story. You will tell the story in your own words, based on the pictures. You have 20 seconds to prepare your story and 1 ½ minutes to tell the story.

Begin the story with:

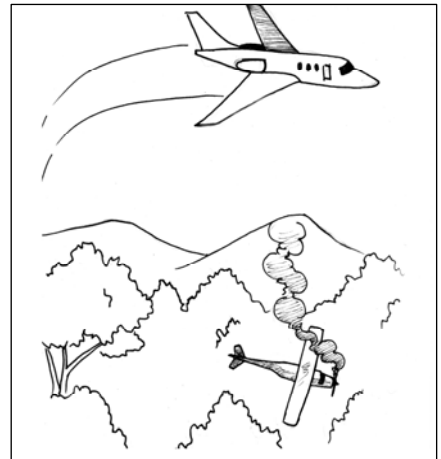
“Last week Captain Kelly was on a return flight to his home base.”

Now, study the pictures. (20’)

1



2



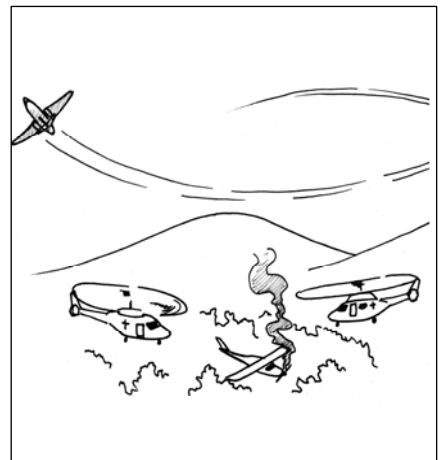
3



4



5



Now, tell the story. (90’)

Task 6. Responding to a Communication Problem

Directions: Listen to the following situation. Afterward, you will need to respond to a communication, then rephrase and clarify your response. You have 15 seconds to respond to the first communication. In the second communication, you have 45 seconds to clarify your response. No time will be given to prepare your response. Now, listen.

Imagine you are the pilot of FineAir 776 which is loaded to its maximum allowable weight. According to the airplane's manual, at this weight condition, the airplane can only climb up to FL 310. You are now cruising at FL 290 when the ATC contacts you.

(Audio Only)

ATC: FineAir 776, due traffic, climb to and maintain FL 350

Pilot: _____ (15')

ATC: FineAir 776, please explain, I don't understand what you just said.

Pilot: _____ (45')

Task 7. Responding to an Emergency

Directions : Listen to the following situation, then explain how you would resolve the situation. You will also need to provide a sample of your radio message. You will have 30 seconds to think for the first question, then you will have 60 seconds to answer each question. Now listen to the situation.

(Audio Only)

During climb out after takeoff, your aircraft collided with a large bird. Due to the impact, the windshield was broken, seriously injuring your captain. First officer requires immediate attention but there is no one else to take control of the aircraft.

1. What would you do in this situation? Now, think about your answer. (30')

Now, answer the question with as much detail as possible. (60')

2. Now, provide a sample of your radio message to the air traffic controller. (60')

Task 8. Handling a System Malfunction

Directions: Listen to the following situation, and explain how you would resolve the situation. You have 30 seconds to prepare your answer, and 1 ½ minutes to respond. Now, listen.

(Audio Only)

Descending from a higher altitude, you notice that the altimeter and the air speed indicator are giving unrealistic numbers. Just a few minutes ago, the altimeter was indicating an altitude of 29,000 feet. Despite having been descending for awhile now, the altitude reading remains at 29,000 feet. Your co-pilot's instruments are also affected. The controller is now expecting you to make a level report.

How would you handle this problem? Now, think about your answer. (30')

Now, answer the question with as much detail as possible. (90')

Task 9. Expressing an Opinion 1

Directions: Listen to the following question. You have 30 seconds to prepare your answer, and 1 ½ minutes to respond. Now, listen.

According to a recent study, in-flight fires have been the fourth leading causes of commercial aviation fatalities in recent decades. In the United States alone, at least one flight a day is diverted because of smoke in the cabin or cockpit. Do you think flight crews have enough training to fight in-flight fires? Why or why not?

Now, think about your answer. (30')

Now explain your opinion in as much detail as possible. (90')

Task 10. Expressing an Opinion 2

Directions: Listen to the following question. You have 30 seconds to prepare your answer, and 1 ½ minutes to respond. Now, listen.

Many big airlines are pushing for the implementation of the so-called paperless cockpit in the hope of improving pilot performance. According to them, this will also make the cockpit more organized. In your opinion, is there really a big difference between a standard cockpit and the paperless cockpit?

Now, think about your answer. (30')

Now explain your opinion in as much detail as possible. (90')

PART 2. INTERVIEW

Task 1. Introduction and Casual Conversation

Interviewer: Good morning. My name is _____. I will be your interviewer today. What is your name?

Interviewer: It's nice to meet you _____. How are you today?

Interviewer: So, tell me a little about yourself, what do you do?

Task 2. Giving Information about Habitual Activities

Interviewer: Aircraft delays are unavoidable occurrences in flight operations. What usually causes these delays?

Task 3. Providing Job-Related Information

Interviewer: In flying passenger airplane, what does the captain expect from the first officer?

Task 4. Providing a Solution to an Abnormal Situation

Interviewer: If a hijacker threatens to kill the passengers one by one if you don't open the cockpit door, what will you do and why?

Task 5. Sharing Opinion

Interviewer: According to investigators, some aircraft accidents and incidents were caused by pilot error due to stress. These findings are opposed by some groups who believe that pilot stress is either a myth or would not have a significant effect on pilot's performance.

In your opinion is there such a thing as pilot stress?

Interviewer: Thank you very much for your time and good luck on your test.