

# **English Proficiency Test for Aviation**

**Set 12- pilot**

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## PART 1. TAPE-MEDIATED

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### Task 1. Giving Personal Information

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

(Audio Only)

1. Please state your name and birth date. (20')
2. Describe your most memorable flight. (35')
3. As an airline pilot, do you still enjoy flying small, two-seat conventional aircraft?  
Why or why not? (35')

## **Task 2. Read-back Radiotelephony Messages**

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

Now read Message A.

- a. Hickam Ground, Asia Air 683, destination Sydney, Bay 17, with Information H, request start up (20')

Stop. Now read Message B.

- b. Cleared to leave controlled area via LYKA, maintain FL 220, Big jet 310 (20')

Stop. Now read Message C.

- c. Leaving FL 180 for 8,000 ft, maintain visual separation from FL 150 to FL 100, report reaching, Polaris 285 (20')

Stop. Now read Message D.

- d. Sofia Approach, PL 120, struck by lightning, rudder ineffective, request priority landing and radar vector to final approach (20')

Stop. Now read Message E.

- e. JT 8722, 23 miles south of Merci at FL 270, GERZE 55, request clearance to cross airway VW 73 at ODAL (20')

### Task 3. Stating Own Idea about a Situation

**Directions:** Look at the picture below and provide the information below the picture. You will have 20 seconds to think about your answer, and 60 seconds to answer each question. Now look at the picture and think about your answer. (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, and answer 2 questions following. You will have 20 seconds to think about your answer for each question and 30 seconds to answer each. You may take notes as you listen to the conversation. Now listen.

(Audio Only)

Pilot: Departure, airborne, runway heading Qantas 910

Controller: Qantas 910, climb to 7,000 feet initially

Pilot: Roger, cleared to 7,000 feet initially; request to fly direct to PIM for a test flight, Qantas 910

Controller: At passing 6,000 feet fly direct to PIM

Pilot: At 6000, fly direct to PIM, Qantas 910

Pilot: Qantas 910, approaching PIM, request from present position to fly direct to Jet Training Area for a test flight

Controller: At PIM, resume own navigation to fly direct to Jet Training Area

Pilot: Roger, Qantas 910

1. What is the purpose of this flight? Now think about your answer. (20'')

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

2. What will the pilot upon reaching PIM? Now think about your answer. (20'')

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

### Task 5. Creating a Story from Illustrations

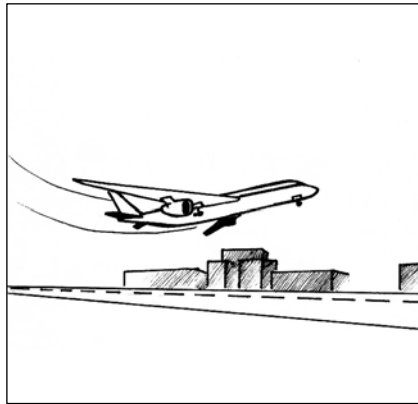
**Directions:** The illustrations presented below show a story. You will tell a story in your own words using the pictures below. You will have 20 seconds to think about the story and 1 ½ minutes to tell the story.

Begin the story with:

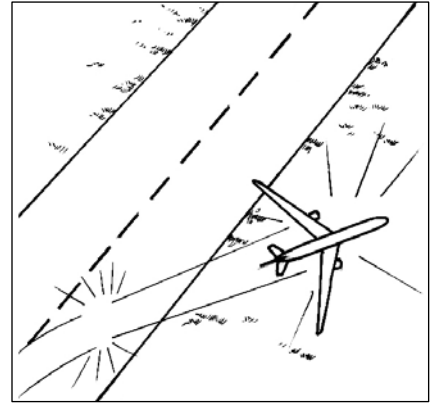
“Yesterday, Captain Morris was landing at an airport in heavy rain.”

Now, study the pictures. (20’)

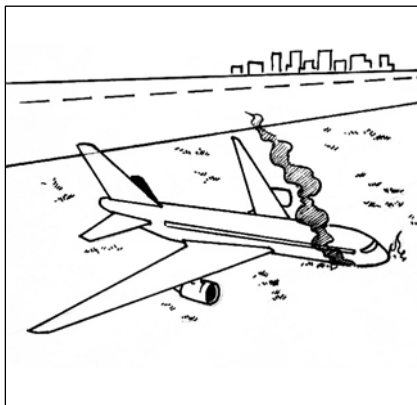
1



2



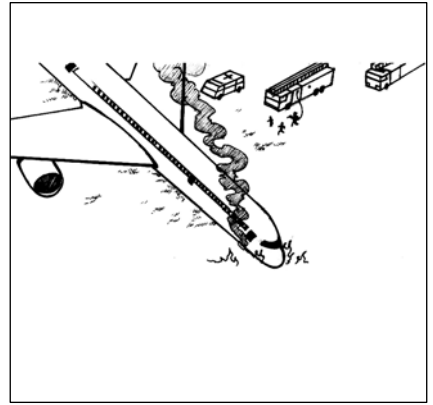
3



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 that you are the pilot of Cityliner 228. As you taxi to the active runway, your aircraft's FMS (Flight Management Computer System) display went blank but came back after a few seconds. Because of this, you decided to go back to the ramp for a maintenance check. Then, the tower controller calls you on the radio:

(Audio Only)

ATC: Cityliner 228, report when ready for departure

Pilot: \_\_\_\_\_ (15')

ATC: Cityliner 228, say again; are you having some problem?

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)

You are the pilot of Dynasty 538. As you climb to cruise altitude after takeoff, you hear a loud bang from one of your aircraft's engines and then the aircraft started to turn sharply to the right in a nose dive attitude. As this is happening, you can hear the passengers screaming.

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 concerned controller to communicate your situation and intention. (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)

While flying at cruise altitude, you briefed your passengers about the weather forecast, estimated time of arrival at the destination airport, and other pertinent data about the flight. Moments later, you learn from a flight attendant that they did not hear any cabin announcement from the flight deck. After some checking and testing, you find out that the passenger announce system is inoperative.

What would you do now to relay your message to the passengers? 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.

The number of low-cost airlines is growing. Because of the lower fares, more and more passengers are starting to use them. Some people, however, think that these airlines bring down fares by cutting down on maintenance costs, making them unsafe. Do you think low-cost airlines are safe?

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.

In one aircraft accident, investigators concluded that one of the reasons for the crash was that both the pilot and co-pilot were not very familiar with the newly-acquired aircraft. Do you think it would be safer if an airline flew a fleet of only one type of aircraft rather than a mixture of different aircraft? Why or why not?

Now, think about your answer. (30')

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

## **PART 2. INTERVIEW**

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### **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: What do you usually do during a brief stopover at an airport?

### **Task 3. Providing Job-Related Information**

Interviewer: What are the requirements for transferring your rating to another kind aircraft?

### **Task 4. Providing a Solution to an Abnormal Situation**

Interviewer: What would you do if you need to land immediately at an airport with poor visibility but the ILS is temporarily out of service?

### **Task 5. Sharing an Opinion**

Interviewer: Do you think it is advisable for pilots to read reports about aircraft accidents? Why or why not?