



English Proficiency Test for Aviation

Set 16 - Pilot

Copyright © G-TELP KOREA & IAES

All rights reserved. No part of the material protected by this copyright may be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying, recording or by any information storage or retrieval systems, without permission in writing from the copyright owner.

PART 1. TAPE-MEDIATED

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. What was the most difficult part of becoming a pilot? (35')
3. What do you do to improve your flying skills? (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. Miami Center, Sierra 456TA, request instruction to divert to Orlando International Airport due to thunderstorm and low visibility. (20')

Stop. Now read Message B.

- b. Korean air thirty-one Incheon Control, Asiana thirty-one is also on this frequency, acknowledge. (20')

Stop. Now read Message C.

- c. King Air 7588W, on the final, simulating engine failure, request touch and go runway 35R (20')

Stop. Now read Message D.

- d. Runway 14 RVR 2,000, variable 1,600 to 3,000, confirm your squak. (20')

Stop. Now read Message E.

- e. Tango Air seventy-six, a DC-9, previously reported wind shear, gain of twenty-five knots between 1,000 and 600 ft, followed by a loss of 60 knots between 500 ft and the surface. (30')

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.

Controller: Ridge-Air 768, heading 090, descend to and maintain 1,500 feet until established the localizer, clear for ILS runway 07 approach.

Pilot: Heading 090, descend to 1,500 feet until established on the localizer clear for ILS 07 approach.

Controller: Ridge-Air 768, you are too low, check your altitude and instruments.

Pilot: Approach Control, Ridge-Air 768, the glide-slope is out of order. Again, glide slope malfunctioned.

Controller: Ridge-Air 768, cancel the ILS approach, and continue non-precision approach runway 07

Pilot: Roger, Ridge-Air 768

1. Why did the controller advise the pilot to check his instruments? Now, think about your answer. (20')

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

2. Was the controller's instruction to continue no-precision approach appropriate? 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, Mr. Drake was flying to his hometown.”

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 G-Air 448, flying at an altitude of FL 410 when you experience severe icing. You intend to descend to FL 370. So, you contacted the control center to relay your intention. The controller replied:

(Audio only)

Controller: G-air 448, go head.

Pilot: _____ (15')

Controller: G-Air 448, I'm sorry, I did not understand your message. Please repeat.

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 TK-Air 653. You have taxied to the active runway and are ready to take off. Moments later, you receive clearance from the ATC and begin to roll. You have almost reached the rotation speed when a warning light comes on, indicating that the baggage door has suddenly opened.

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

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

2. Now, give a sample of the message you will give 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)

While flying en route to your destination at 35,000 feet altitude, you receive a pilot report that a storm has developed along your route. You intend to maintain your route and fly around the weather when you get near to it. When you check your weather radar, however, you find that it is not working properly.

Would you still continue with your plan to fly around the storm? Why or why not?

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.

Aviation laws in some countries require airline pilots to undergo a medical examination every 6 months. Some people say that undergoing a medical exam every 6 months is very inconvenient considering the busy schedule of pilots. What do you think?

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.

Airline companies use various procedures when evaluating applicants. Some airlines check whether an applicant has a drinking and driving record. Some people believe that this policy will help enhance the safety of passengers and aircraft. Other people say that it is a violation of the applicant's right to privacy. What do you think?

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: What is your typical routine at work?

Task 3. Providing Job-Related Information

Interviewer: What is more cost-efficient: a jet airplane or a propeller airplane?

Task 4. Providing a Solution to an Abnormal Situation

Interviewer: What would you do if, while on cruise, a flight attendant informs you that he/she discovered a very suspicious bag in one of the aircraft's toilets??

Task 5. Sharing an Opinion

Interviewer: Many people believe that modern equipment aboard airplanes perform many of the duties of a pilot. Some even say that the equipment makes a pilot redundant and unnecessary. What do you think?