



English Proficiency Test for Aviation

Set 18 - Pilot

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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. Please tell me, why did you become a pilot? (35')
3. As a pilot, what's the most difficult part of your job? (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. Cleared To Gimhae Airport ; Kuro WEST Departure, Osan 1A Transition; Then, As Filed. Maintain 9,000. Expect FL 410, 10 Minutes After Departure (20')

Stop. Now read Message B.

- b. Jet Blue 557 is cleared to Las Vegas Airport via the Anaheim 2 departure Hector transition, as filed. Maintain 5000; expect FL 310 10 minutes after departure. Departure frequency will be 127.2, squawk 2491. (30')

Stop. Now read Message C.

- c. HL 776UK, cleared to Montgomery airport, SKIPP FIVE departure Ventura transition, then as filed. Maintain 9,000. (20')

Stop. Now read Message D.

- d. Cleared to Ormond, hold east, as published, snow removal in progress, expect further clearance 1130. (20')

Stop. Now read Message E.

- e. Fox-air 778, cross Redding at or above 7,000 ft, cleared VOR runway 7L approach, caution wake turbulence. (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)

Control: *Fine-air 222, due to traffic, fly heading 050, climb 14,000 feet, QNH 1002*

Pilot: *Control, message garbled, please say again, Fine-air 222*

Control: *I say again, Fine-air 222, due to traffic, fly heading 050, climb 14,000 feet, QNH 1002*

Pilot: *Heading 050, climb 14,000 feet, QNH 1002 hPa, Fine-air 222*

Control: *Readback correct, report reaching 14,000 ft*

Pilot: *Roger, Fine-air 222*

Moments later,

Pilot: *Leveling at 14,000, Fine-air 222*

Control: *222, roger, resume own navigation, direct DOTT.*

Pilot: *Direct DOTT, 222*

Control: *222, traffic at 3 o'clock 5 miles, west bound, a 737, 10,000 feet, climbing*

Pilot: *Looking... 222*

Control: *222, do you need vectors*

Pilot: *Negative, traffic in sight, 222*

1. What was the first instruction given by the controller to the pilot and why was it given? Now, think about your answer. (20')

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

2. Why didn't Fine-air 222 need vectors to avoid the other traffic? 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:

“Last week, John went to the toilet inside of an airplane...”

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 Sun-air 229. 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

Now think about what you will communicate. (20')

(Audio Only)

Controller: Sun-air 229, do you now have the traffic in sight?

Pilot: _____ (15')

Controller: Sun-air 229, please say again, I didn't get 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)

You are flying a four engine passenger jet and you are number two in the landing sequence behind a B-737. As you turn to final, the controller informs you that the twin turboprop airplane landed hard and its gears collapsed due to the presence of strong windshear over the runway.

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)

You are now descending for the approach at your destination airport. The controller cautioned you of poor braking action due to patches of ice on the runway. When you try to extend the flaps and reduce speed, however, you find that the flaps cannot be extended.

What would you do in this situation? 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.

At present, passengers cannot use mobile phones while the airplane is in flight. The use of mobile phones, however, is allowed in an emergency. If mobile phones can interfere with the aircraft's systems, do you think it is safe to allow passengers to use them in an emergency? 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.

The airline industry is growing at a fast rate. The favorable outlook, however, is hurt by the ever increasing cost of fuel. If fuel costs continue to rise, what do you think airlines should do in order to reduce the effects and remain profitable?

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 sports do you and your co-workers like to do together? Why?

Task 3. Providing Job-Related Information

Interviewer: Which flight phase do you think is more critical, landing or take off? Why?

Task 4. Providing a Solution to an Abnormal Situation

Interviewer: What would you do if your captain / first officer looks too tired to fly?

Task 5. Sharing an Opinion

Interviewer: Some companies have a policy prohibiting pilots from drinking alcoholic beverages 12 hours before a flight. Do you think 12 hours will give pilots enough time to recover?