



English Proficiency Test for Aviation

Set 30- 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. Introduction

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 motivated you to pursue a flying career? (35")
3. Would you be willing to reduce your salary in order to save the company from bankruptcy? Why or why not? (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. Canadian 726 expect further clearance one niner two zero, anticipate additional three zero minutes delay at SWEET.

Stop. Now read Message B.

B. Bangkok Ground, PR 730, destination Manila, Gate 11, request start up, with information D (20")

Stop. Now read Message C.

C. ANA 393, executing a missed approach due to weather, request clearance to alternate airport (20")

Stop. Now read Message D.

D. JAG 882, the turbulence is getting stronger, we have an indication of thunderstorms about 23 km ahead of us, request deviation 10 miles to the left (20")

Stop. Now read Message E.

E. Pan Asia 859, executing a missed approach due to weather, diverting to our alternate airport (20")

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. Now, describe the picture in as much detail as possible. (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 2 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)

Control: China Air 892, continue approach, runway is wet, previous landing Airbus reported standing water on the runway, braking action poor

Pilot: Roger, request ILS category II approach, China Air 982

Control: China Air 982, ILS category II is unserviceable due to the red side bars of the approach lighting inoperative, ILS category I minimum is operational

Pilot: Roger, ILS category I, China Air 982

Pilot: China Air 982, please increase intensity of the approach lights, they look dim

Control: China Air 982, they are already on maximum setting, cleared to land

Pilot: Cleared to land, China Air 982

1. What was the first request of the pilot of China Air 982? Now, think about your answer. (20")

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

2. Based on the conversation, what can you say about the visibility on the runway? Why? Now, think about your answer. (20")

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

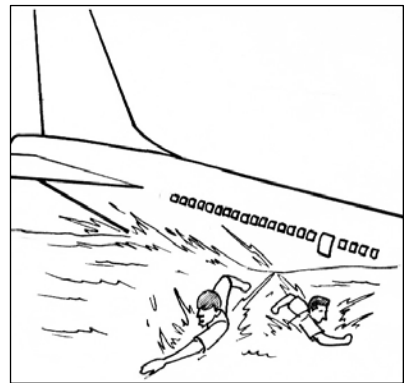
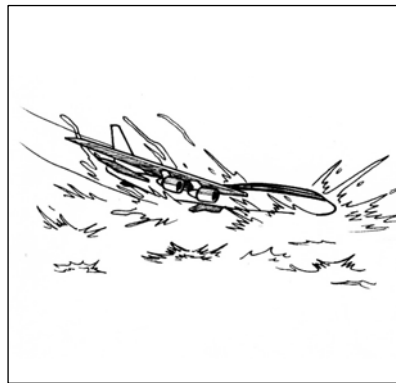
Task 5. Creating a Story from Illustrations

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:

“Yesterday, a cargo plane suffered total engine failure.”

Now, study the pictures. (20’)



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 Starwind 457. While on cruise, you receive information from a flight attendant that some suspicious-looking passengers are armed. You decide to land immediately at the nearest airport before the armed men can do anything violent. You enter 7500 on your transponder and the controller responds:

(Audio Only)

Control: Starwind 457, verify squawking 7500

Pilot: _____ (15'')

Control: Starwind 457, your message unreadable, please say again

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 about 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 TA 338. The aircraft is at cruise altitude when you discover that you are unable to move the control wheel for lateral control. As the flight nears its destination, you try to extend the wing flaps. The leading edge slats extend, but you are unable to extend the trailing edge wing flaps.

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

Now, answer the question in 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 leveling at FL 280 minutes after takeoff. As you engage the autopilot, a warning light illuminates, indicating hydraulic system malfunction. Checking the instruments, you learn that hydraulic pressure is slowly decreasing.

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

Now, answer the question in 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.

(Audio Only)

Aircraft engineers believe that modern aircraft are safer than older ones. They say that the complex warning systems and backup systems make the new aircraft more reliable. Some groups, however, do not agree with them. They claim that a complex system is more likely to fail than simple designs. As a pilot, do you think new airplanes are safer than older ones?

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.

(Audio Only)

The modern pilot must have many abilities to perform all the tasks expected of him. Today's complex air-traffic system and sophisticated aircraft require skill, judgment, education, and experience. Which of these requirements do you think is the most important? Why?

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: Before takeoff, what do you usually do to check if you are on the correct runway?

Task 3. Providing Job-Related Information

Interviewer: Why is it prohibited to use a mobile phone in an airplane, especially during takeoff and landing?

Task 4. Providing a Solution to an Abnormal Situation

Interviewer: What would you do if you learned that a shoulder-launched missile was fired at your aircraft while in flight?

Task 5. Sharing an Opinion

Interviewer: Some aspiring pilots are said to have a slim chance of landing a job at some airlines because of their nationality. Do you think a pilot's suitability can be determined by his nationality?