

English Proficiency Test for Aviation

Set 32- Pilot

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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. How did you finance your flight training? (35")
3. When considering a job, what is more important to you: the amount of money or the job responsibilities? (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. Bangkok Ground, PR 730, destination Manila, Gate 11, request start up, with information D (20")

Stop. Now read Message B.

B. Hold on the LGS VOR/DME at 20 DME 7000 ft, inbound track 210 deg. Turn left, outbound distance 24 DME, KAL 572 (20")

Stop. Now read Message C.

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

Stop. Now read Message D.

D. Pan, pan, pan, pan, pan, pan, New County Approach, Bluewing 335, 6000 ft, heading 190 above clouds, unsure of my position, request heading to Bedford. (30")

Stop. Now read Message E.

E. Marlborough Ground, GD 267, we have to delay for a while; the tug seems to have broken down. (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. (30'')
2. How do you think this situation occurred? Now, answer the question. (90'')

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)

Pilot: Pan, Pan, Pan, Pan, Pan, Pan, Marvile Control, Jetstar 667 intercepted urgency call from JoyAir 512, both engines inoperative; one is on fire, and descending...

ATC: Jetstar 667, we lost contact with JoyAir 512, please ask their position, altitude and POB...

Pilot: Roger, break, JoyAir 512, Marvile Control wants to know your position, altitude and number of people onboard, over ...

Moments later,

Pilot: Marvile Control, I guess JoyAir 512's receiver is inoperative but I heard they're losing altitude and they're attempting to ditch

ATC: Jetstar 667, roger...

Pilot: Oh ..., Marvile Control, there's an aircraft billowing smokes below us; that could be JoyAir 512...

ATC: Jetstar 667, say your present position and altitude

Pilot: BINA at 9100 meters, Jetstar 667

1. Why didn't the controller communicate directly with JoyAir 512?

Now, think about your answer. (20")

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

2. What is the main reason why the controller asked for the position and altitude of Jetstar 667? Now, think about your answer. (20")

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

Task 5. Creating a Story from Illustrations

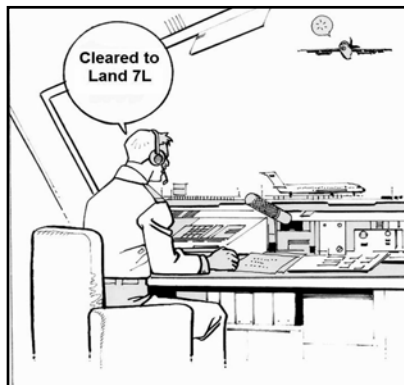
Directions: The illustrations below show a story. You will tell the story in your own words, based on the pictures. You have 20 seconds to prepare your story and 1 ½ minutes to tell the story.

Begin the story with:

“Yesterday, Captain Sanford was trying to land at an airport.”

Now, study the pictures. (20”)

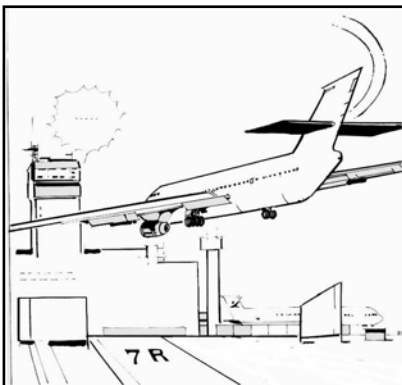
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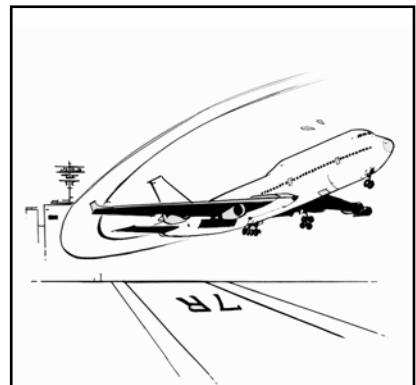
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4



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 NAZ 368. You just landed on the runway and while rolling, the controller instructs you to vacate the runway via Foxtrot 3. Due to poor visibility, taxiway markings cannot be identified. You are now at the end of the runway when the tower control calls:

(Audio Only)

ATC: NAZ 368, report when clear of the runway

Pilot: _____ (15'')

ATC: NAZ 368, I don't understand what you said; are you clear of the runway?

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 only 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 PKT 167 and you receive no warning about the weather along your route. As you descend to your destination, there are green and yellow returns on your weather radar, left and right of the intended path. You decide to penetrate the clouds. Moments later, heavy rain and hail are encountered. At FL 180, both engines flame out followed by electrical power loss. Passengers are screaming in the dark cabin while the airplane is being shaken by strong turbulence.

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 flying a four-engine passenger airplane. As you descend for a landing, the left outboard engine goes out of control and over speeds, producing maximum thrust. Because the other engines are set to lower settings, there is unequal thrust between the left and right sides of the airplane, resulting in a right yaw movement. You are supposed to intercept the ILS signal for a landing now.

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)

Many young pilots are seeking employment with airlines. In your opinion, what are the most important qualifications that airlines want to see in a pilot applicant? Why are these important?

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)

Most of the time, before takeoff, passengers are checking their belongings, chatting with other passengers, or asleep during the presentation of the emergency procedures. Do you think it is necessary to repeat the presentation if most passengers do not pay attention? Why or why not?

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: How do you choose a flight route?

Task 3. Providing Job-Related Information

Interviewer: Should a pilot always follow the instructions of the air traffic controller?
Explain.

Task 4. Providing a Solution to an Abnormal Situation

Interviewer: What would you do if a passenger gets upset and starts disturbing other passengers?

Task 5. Sharing an Opinion

Interviewer: Some pilots are expected by the company to do non-flying duties such as supervising refueling, keeping records, scheduling flights and other non-flying duties. Do you think it is appropriate to assign such duties to the pilot?