

**SANTOS DUMONT ENGLISH ASSESSMENT
MOCK VERSION**

PART 1: WARM-UP

Confirm if the name on the interview schedule and the test taker are the same. Write down the candidate's number on the Enrollment Form. Start recording.

Interlocutor: *Welcome to the Proficiency Test. My name is....*

Interlocutor: *Can you please confirm your name and your candidate number?*

Interlocutor: *Thank you. Can you please show me your pilot's license?*

Interlocutor: *Did you remember to turn off your mobile and other electronic devices?*

Listen to the candidate.

Interlocutor: *This is a recorded interview for the Proficiency Test, which consists of four parts. In the first part, Warm-up, we will talk together for about 5 minutes. You are supposed to answer some general questions related to your background and daily job activities.*

Interlocutor: *Do you have any questions about Part 1?*

Interlocutor: *Ok, let's begin.*

1. Tell me about your aviation background.
2. What makes a good airline?
3. Describe your first solo flight.
4. What are your plans for the future as a pilot?
5. Tell me about a time you had a mechanical/weather difficulty and had to divert? (experienced pilots) For inexperienced "Have you ever got lost when flying?"
6. Do you think that Brazilian airports are safe? Why? Why not? What can be done to improve safety?
7. What does CRM mean to you?

Interlocutor: *Ok, this is the end of part 1, now we are going to move on to part 2.*

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PART 2: PROBLEM-SOLVING

Interlocutor: This is Part 2 of the test. You will listen to two different situations. After each recording, you'll have to report what you understood. Then you are going to interact playing the role of the pilot. If you need to get some more information, you can listen to each recording once again. In this part of the test you may take notes. I will give you a pen and a piece of paper but you can not take it with you when you leave this room. Do you understand what you have to do?

Situation one

1. “Boeing 747 of British Airways flying from Phoenix to London had to land at Montreal Pierre Trudeau airport in emergency due to smoke in the cockpit of flight BA 288. The ventilation system could be the cause of the problem. All the passengers were transferred to a hotel.”

Interlocutor: Tell me what you understood.

- Listen to the candidate report it.

Interlocutor: Now, you are British Airways 288. Call Montreal Approach and report your problem .

- Listen to the candidate.

Interlocutor: Now, the controller reads back. Listen:

2. “Speedy Bird 288, confirm fire in the toilet.”

Interlocutor: Tell me what you understood.

- Listen to the candidate report it.

Interlocutor: Now, answer ATC.

- Listen to the candidate.

Interlocutor: Now, you're going to listen to a different situation.

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Situation two

3. “An Air France Boeing 777, flight AF525 from Dubai to Paris CDG made an emergency landing at Beirute overnight. The crew discovered a letter warning there was a bomb on board. The passengers were evacuated and the aircraft was searched and nothing was found and the flight could resume with some delay.”

Interlocutor: *Tell me what you understood.*

- Listen to the candidate report it (check with him/her if the volume is OK).

Interlocutor: *You are the pilot of the Air France 525. Contact Dubai Center to inform the problem and say your intentions.*

- Listen to the candidate.

Interlocutor: *Now, the controller reads back. Listen:*

4. “Air France 525 I hear you have a bomb in the toilet. Confirm, please.”

Interlocutor: *Tell me what you understood.*

- Listen to the candidate report it.

Interlocutor: *Now, answer ATC.*

- Listen to the candidate.

Interlocutor: *Now, request the necessary assistance and make an announcement to the passengers.*

- Listen to the candidate.

Interlocutor: *Ok, this is the end of Part 2. Now, we are going to move on to Part 3 of the test.*

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PART 3: EMERGENCY SITUATIONS

Interlocutor: *This is Part 3 of the test. You will listen to extracts of 2 different conversations and you will have to report them. They will be played only once. After listening to the first one, you will report what you understood, and then respond to some questions related to it. The same applies to the second extract. You don't have to focus on numbers or call signs, just on the situation.*

Situation one

5. Pilot - 32 Bravo, I'm starting to lose my number 1 engine, I'm not able to maintain altitude, I'd like to request immediate descent and vectors to the nearest VFR airport, please.

ATC - Duke 32 Bravo, roger, on present heading descend to flight level one five zero.

Pilot - Duke 32 Bravo, down to flight level one five zero.

Interlocutor: *Tell me what you understood.*

- Listen to the candidate report it.

Interlocutor:

a) How does a pilot know when he is starting to lose the engine?

b) What would you do if you couldn't maintain altitude?

Interlocutor: *Now you're going to listen to a different situation.*

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Situation two

6. Pilot - Mayday, mayday, mayday, 9815L, I'm in trouble, mayday, mayday, mayday.

ATC - N9815L, Fort Dodge Radio, go ahead.

Pilot - I have no idea where I'm going, I'm... I'm gonna crash, mayday, mayday, mayday.

ATC - 9815L say last known position.

Pilot - I have no idea, I have no idea, mayday, mayday, mayday, I'm gonna crash.

ATC - 9815L say altitude.

Interlocutor: *Tell me what you understood.*

- Listen to the candidate report it.

Interlocutor:

a) What could be the cause of the problem this pilot is facing?

b) Have you ever been through any emergency situations as a pilot?

Interlocutor: *Now, considering both situations...*

1) How would you compare the first and the second one? Can you tell me which one is more difficult to deal with?

2) In your opinion, what is the worst emergency a pilot can have? Why?

Interlocutor: *OK, this is the end of Part 3. Let's tear off the piece of paper with your notes and then we are going to move on to Part 4 of the test.*

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PART 4: AVIATION TOPICS

Interlocutor: *This is Part 4 of the test. I will show you a picture for you to describe and then answer some general questions related to it.*

- Show the picture to the candidate and observe his/her comments.



(The picture shows maintenance people checking the aircraft AC system.)

- 1) What kind of aircraft do you think it is? What is it used for? What kind of cargo does it generally carry?
- 2) Which flight is more (pleasant for pilots) profitable: cargo or passengers?
- 3) Do you think the maintenance personnel in Brazil are well trained? How do you think aircraft maintenance will be like in the future?

Interlocutor: *That's the end of the test. Thank you for coming.*