



Santos Dumont

ENGLISH ASSESSMENT



Versão 13C

2.0

Para pilotos de avião

Identification

Welcome to the *Santos Dumont English Assessment*. Today is the ____ (Day as ordinal number e.g.: 4th) of ____ (Month), ____ (Year). I am *(name)*. *(SME: "And I am (name). Nice to meet you.")*.

- 1) Please tell me your full name.
 - 2) Please sign here the same way you signed your ID. *(Ask candidate to sign the "Ficha de Solicitação de Serviço")*
 - 3) May I see your pilot's license and your ID? **State ANAC'S CODE** *(Thank you)*
 - 4) Do you have any electronic devices with you?
 - 5) *(Look at the camera, please.) (Thank you)*
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Part 1 – Aviation Topics


Ok, shall we start? Part One: "Aviation Topics". In this part, you will answer some questions related to aviation.

- 1) Let's talk about takeoff. What is the difference between V1 and V2?
(If necessary: Why can't pilots abort takeoff after the airplane reaches V1?)
- 2) How was your first flight as a pilot?
(If necessary: How did you feel after your first flight?)
- 3) What kind of avionics do you think aircraft will be equipped with in the future?
(If necessary: Do you think first officers will be working from the ground in the future? Why(not)?)

Follow-up questions, if necessary:	<i>Can you tell more about that?</i>
<i>Why? / Why not? / How? / When? / Where? / What?</i>	<i>Can you explain it better?</i>
<i>Can you say that again, please?</i>	<i>Have you ever been in/through this situation?</i>
<i>Can you give an example/some examples?</i>	<i>Has it ever happened to you?</i>

Thank you. This is the end of part one. Let's move on to the second part of the test.

Please put the headset on. Let's check the volume.

 TRACK 1	<p><i>“Santos Dumont English Assessment: this is a sound check. Please confirm to the examiner if the volume is okay and you can hear the recording loud and clear.”</i></p>
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Part 2 – Interacting as a Pilot

Part Two: “Interacting as a Pilot”. In this part, you will interact with the Air Traffic Control in five different situations. You may ask the controller to say again once. After listening to the controller, you should interact as the pilot. All information is important. You may take notes if you wish.


You are the pilot of a twin-engined aircraft. **Your call sign is ANAC 123.**

Wait 3 seconds for test taker to take notes if desired.

Are the instructions clear? OK, so let's start. Situation number one:

Situation 1) You are going to take off from Los Angeles Airport. Listen to Los Angeles Ground and read back.

Wait for 3 seconds for test taker to take notes if necessary.

 TRACK 2	<p>ANAC 123, [taxi to holding point runway two four left], [via taxiways Delta seven, Echo and Echo six]. [Give way to the Airbus three twenty]. Expect [twenty-minute delay for departure]. [QNH one zero one zero]. [5]</p>
	<p>Minimum interaction: <i>“Los Angeles Ground, taxi to holding point runway 24L via taxiways D7, E, E6. Give way to Airbus 320. Expecting 20-minute delay. QNH 1010, ANAC 123”</i></p>

<p><i>If the candidate did not interact with ATC as the pilot:</i></p> <p><i>You are supposed to interact as if you were the pilot.</i></p>	<p><i>If the candidate asks for a second repetition:</i></p> <p><i>You can only ask for one repetition.</i></p>
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Now, you are taxiing on taxiway Delta Seven when you notice that the Airbus ahead of you seems to be having a hydraulic leak from its left main landing gear. Call Los Angeles Ground to report what you see.

Minimum interaction: "I am observing a leak from the Airbus left main landing gear. It seems to be a hydraulic leak, ANAC 123."



TRACK 3

ANAC 123, [maintain position]. [Confirm that **you** have a (hydraulic fluid) leak on **your** (left main landing) gear]. **[2]**


Minimum interaction: "NEGATIVE, the leak is from the Airbus that is taxiing ahead of me, ANAC 123."

What did the controller say? **Wait for interaction.**

Thank you. This is the end of situation number 1. Now, situation number 2.


Situation 2) You are going to take off from Frankfurt Airport. Listen to Frankfurt Apron East Control and read back.

Wait for 3 seconds for test taker to take notes if desired.

	<p>ANAC 123, taxi [to holding point runway two five central] [via taxiway Lima, left on Lima One]. At holding point, call Tower on frequency [one one niner decimal niner zero]. Taxi with caution due to work in progress on the left side of taxiway Lima. [3]</p>
TRACK 4	<p>Minimum interaction: <i>“Frankfurt Control, taxi to holding point runway 25C, via taxiway L, left on L1. At holding point, call Tower on 119.9, ANAC 123.”</i></p>

<p>If the candidate did not interact with ATC as the pilot:</p> <p>You are supposed to interact as if you were the pilot.</p>	<p>If the candidate asks for a second repetition:</p> <p>You can only ask for one repetition.</p>
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Now, after waiting for a long time, you realize you will need to go back to the apron to refuel the aircraft. Call Frankfurt Tower and inform them about your situation.


	<p>Minimum interaction: <i>“Frankfurt Tower, we need to go back to the apron to refuel the aircraft, ANAC 123.”</i></p>
	<p>ANAC 123, roger. Taxi via runway two five central. [Exit at taxiway Lima Six]. [Expedite taxi]. Call Frankfurt Apron East Control on frequency [one two one decimal niner five]. [Confirm you have a fuel leak]. [4]</p>
TRACK 5	<p>Minimum interaction: <i>“NEGATIVE, we don’t have a fuel leak, we just need to go back to the gate to refuel the aircraft. Vacate the runway via taxiway L6 and call Frankfurt Apron East Control on 121.95, ANAC 123.”</i></p>

What did the controller say? **Wait for interaction.**

Thank you. This is the end of situation number 2. Now, situation number 3.


Situation 3) You are going to take off from Vitoria Airport. Listen to Vitoria Tower and read back.

Wait for 3 seconds for test taker to take notes if desired.

	<p>ANAC 123, [cleared to backtrack], [line up and wait runway two four]. [Report ready for takeoff]. [3]</p>
TRACK 6	<p>Minimum interaction: <i>“Victoria Tower, cleared to backtrack, line up and wait, runway 24, report ready for takeoff, ANAC 123.”</i></p>

<p>If the candidate did not interact with ATC as the pilot:</p> <p>You are supposed to interact as if you were the pilot.</p>	<p>If the candidate asks for a second repetition:</p> <p>You can only ask for one repetition.</p>
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Now, a flight attendant tells you that an unaccompanied minor has passed out. Call Vitoria Tower, explain the situation and request medical assistance.


<p>Minimum interaction: <i>“Vitoria Tower, an unaccompanied minor has fainted/passed out. Request instructions to vacate the runway and medical assistance, ANAC 123”</i></p>	
	<p>ANAC 123, [vacate the runway at taxiway Charlie] and [return to parking spot number three]. [Does the minor need assistance]? [3]</p>
TRACK 7	<p>Minimum interaction: <i>“AFFIRM. The minor needs medical assistance. Vacate the runway at Charlie and return to parking spot number three, ANAC 123.”</i></p>

What did the controller say? **Wait for interaction**

Thank you. This is the end of situation number 3. Now, situation number 4.

Situation 4) You are going to land at Santiago Airport. Listen to Santiago Approach and read back.


Wait 3 seconds for test taker to take notes if desired.

	<p>ANAC 123, radar contact, [turn right] [heading three four zero], [descend to five thousand feet], [report passing niner thousand feet], and [expect ILS runway one seven left]. [5]</p>
TRACK 8	<p>Minimum interaction: <i>“Santiago Approach, roger, turn right heading 340, descend to 5,000 feet, report passing 9,000 feet, and expect ILS runway 17L, ANAC 123.”</i></p>

<p>If the candidate did not interact with ATC as the pilot:</p> <p>You are supposed to interact as if you were the pilot.</p>	<p>If the candidate asks for a second repetition:</p> <p>You can only ask for one repetition.</p>
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Now, imagine that, during approach you see this right ahead of you (**show the picture to the test taker**). Call Santiago Approach to report the situation and request deviation.




<p>Minimum interaction: <i>“Santiago Approach, there is a hot air balloon ahead of us. Request deviation, ANAC 123”</i></p>	
	<p>ANAC 123, [turn two zero degrees left]. [Confirm the hot air balloon is at your twelve o’clock position]. [2]</p>
TRACK 9	<p>Minimum interaction: <i>“AFFIRM, the hot air balloon is at our twelve o’clock position. Turn 20 degrees left, ANAC 123.”</i></p>

What did the controller say? **Wait for interaction**

Thank you. This is the end of situation number 4. Now, situation number 5.

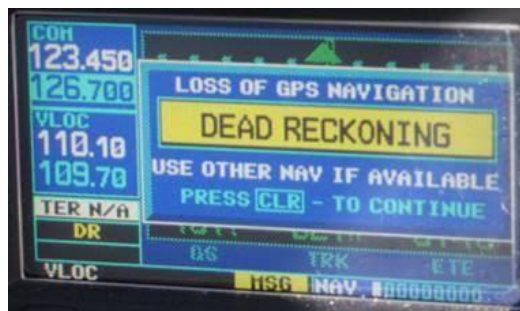
Situation 5) You have just taken off from Miami Airport using RNAV. Listen to Miami Tower and read back.


Wait 3 seconds for the test taker to take notes if necessary.

	<p>ANAC 123, [climb and maintain five thousand feet], [squawk three four three two], and [proceed to Fox Lima Lima VORTAC]. Call Miami Departure on frequency [one one niner point four five]. [4]</p>
TRACK 10	<p>Minimum interaction: “Miami Tower, climb and maintain 5,000 feet, squawk 3432, proceed to FLL VORTAC. Call Miami Departure on 119.45, ANAC 123.”</p>

<p>If the candidate did not interact with ATC as the pilot:</p> <p>You are supposed to interact as if you were the pilot.</p>	<p>If the candidate asks for a second repetition:</p> <p>You can only ask for one repetition.</p>
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Now, this situation happens to you (**show the picture to the candidate**). Call Miami Tower to inform them about your problem.



<p>Minimum interaction: “Miami Tower, we lost our GPS, ANAC 123.”</p>	
	<p>ANAC 123, your transmission is readable but with difficulty. [I understand you are having problems with your GPWS]. Is that it? [How do you read me]? [2]</p>
TRACK 11	<p>Minimum interaction: “NEGATIVE, we are having problems with our GPS. Readability XX, ANAC 123.”</p>

What did the controller say? **Wait for interaction**

Thank you. This is the end of part two. Let’s move on to the third part of the test.


Part 3 – Unexpected Situations

Part Three: “Unexpected Situations”. In this part of the test, you will listen to three different communications between pilots and air traffic controllers.

The recordings will be played twice. There is a five-second pause before the recording is repeated. After listening to the recording, you should tell me everything that the pilot and the controller said. I will then ask you a question.

At the end of Part three, I will ask you to compare the three situations, so please take notes. **All information is important. Do you have any questions?**

Situation 1) Listen to situation number one:

	<p>Pilot: Pan Pan, Pan Pan, Pan Pan. Shannon Center, N904DE. [We have just passed through a thunderstorm] and [suffered severe turbulence]. [We have some injured passengers onboard] and [need to return to Dublin Airport]. [We need to dump some fuel]. Could you give us a clearance for that or do we have a special procedure here in Ireland? [5]</p>
<p>TRACK 12</p>	<p>ATC: N904DE, roger. [No clearance needed for that]. Maintain heading. [Expect straight-in approach runway two eight]. [2]</p>


(If necessary: tell me everything you heard, please).

Wait for interaction.

1) Why do pilots sometimes need to jettison fuel?

(If necessary: What is the environmental impact of fuel dumping?)

Situation 2) Listen to situation number two:

	<p>Pilot: Seattle Center, United 1136. [Experienced sudden decompression]. [Our (left) door separated from the aircraft]. We're [in an emergency descent down to eleven thousand feet]. [3]</p>
<p>TRACK 13</p>	<p>ATC: United 1136, Seattle Center. [Squawk seven seven zero zero]. [Report passing one seven thousand feet]. [You are clear of traffic]. [Altimeter setting three zero zero niner]. [4]</p>


(If necessary: tell me everything you heard, please).

Wait for interaction.

2) Why does a pilot need to descend in case of sudden decompression?

(If necessary: For what reasons would a door separate from an aircraft?)

Situation 3) Listen to situation number three:

 TRACK 14	ATC: Alitalia 673, [airport authority asked if you started an emergency evacuation]. [Confirm if you need emergency services]. [2]
	Pilot: Galeao Ground, [a flight attendant accidentally deployed our escape slide]. [I made an announcement explaining that we will need to disembark the passengers]. [There is no need for emergency services]. [The company staff will handle it], Alitalia 673. [4]

(If necessary: tell me everything you heard, please).

Wait for interaction.

3) How important is flight attendant training for safe aircraft operations?

(If necessary: Do you think it is also important for flight attendants to speak English well? Why? Why not?)

Thank you! You may remove the headset now.

Make sure the microphone is close to the candidate.

Now, after listening to these three situations:

4) How would you compare them, which one do you think is the most difficult to deal with and why? You may want to compare them in terms of severity, possible solutions or ways of prevention.

Follow-up questions, if necessary:

Why? / Why not? / How? / When? / Where? / What?

Can you say that again, please?

Can you give an example/some examples?

Can you tell more about that?

Can you explain it better?

Have you ever been in/through this situation?

Has it ever happened to you?

Thank you! This is the end of part three. Let's now move on to the last part of the test, part four.

Collect all notes made by the test taker and eliminate them.

Part 4 – Picture Description and Discussion

Part 4: Picture Description and Discussion. In this part, you will tell me what you can see in this picture (**show the picture to the test taker**) and what you think is happening in it. After that, I will ask you some questions. **(Pause)** Look at the picture carefully. You may take a few moments to think before you start talking.

1	Please describe this picture to me. <i>If necessary: - What's happening in this picture?</i>
2	Choose one: What do you think happened before this picture was taken?; or What do you think was happening before this picture was taken? Can you create a short story based on this picture? Use your imagination.
3	Choose one: Now imagine that this picture has just been taken: What do you think will happen next? What should happen before this aircraft operates again?
	Only for more proficient candidates / Choose one: If faced with volcanic ash, how do you think you would react? Do you think you would manage a real emergency situation in the same way as in the simulator?

Picture A:



Picture B:



Picture C:



Picture D:



4) What could be the impact of volcanic ash on aircraft equipment?

Ask the following question if candidate asks for clarification:

How could volcanic ash affect aircraft equipment?

5) How can information of volcanic ash affect flight operations?

Ask the following question if candidate asks for clarification:

How can flight operations be affected by volcanic ash?

6) Now, I am going to read a statement to you and you will tell me to what extent you agree or disagree with it.

“Fragments of volcanic ash are dangerous because they can reduce visibility, especially at night.”

Ask the following question if candidate asks for clarification:

How much do you agree or disagree with the following statement?

“Volcanic ash is more dangerous for night flights because it reduces visibility.”

Possible follow-up questions to be asked if necessary:

Why? / Why not? / How? / When? / Where? / What?

Can you say that again, please?

Can you give an example/some examples?

Can you tell more about that?

Can you explain it better?

Have you ever been in/through this situation?

Has it ever happened to you?

Ok, thank you! So this is the end of the test. Thank you very much for coming.