



# Santos Dumont

ENGLISH ASSESSMENT



Versão 15C

2.0

*Para pilotos de avião*

## Identification

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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) Why is the use of ICAO phraseology important?  
*(If necessary: How do pilots learn to use standard phraseology in English?)*
- 2) How did you become interested in aviation?  
*(If necessary: Have you ever considered changing careers?)*
- 3) When should a pilot perform a missed approach procedure?  
*(If necessary: How does a pilot prepare for a go-around procedure?)*

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

  <b>TRACK 1</b>	<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 have just landed at Ezeiza Airport in Buenos Aires. Visibility is poor. Listen to Ezeiza Ground Control and read back.

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

  <b>TRACK 2</b>	<p>ANAC 123, [taxi via taxiways Hotel and Delta] [to gate ten]. [Cleared to cross runway one seven]. [Report vacated]. <b>[4]</b></p>
	<p><b>Minimum interaction:</b> <i>“Ground Control, taxi via H and D to gate 10. Cleared to cross runway 17. Report runway vacated, ANAC 123”</i></p>

<p><b><i>If the candidate did not interact with ATC as the pilot:</i></b></p> <p><i>You are supposed to interact as if you were the pilot.</i></p>	<p><b><i>If the candidate asks for a second repetition:</i></b></p> <p><i>You can only ask for one repetition.</i></p>
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Now, while on taxiway Delta, the ladder of a fire truck hit your right wing. Call Ezeiza Ground to explain the situation and request assistance.

**Minimum interaction:** "Ezeiza Ground, we have collided with a fire truck vehicle on taxiway Delta. Request assistance, ANAC 123."



**TRACK 3**

ANAC 123, I understand you had a collision with a truck and [your plane is on fire]. Confirm? [Fire fighters will be sent straight away]. **[2]**

**Minimum interaction:** "NEGATIVE, we are not on fire. We have collided with a fire truck, ANAC 123."


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

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

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**Situation 2)** You are at Bogota El Dorado Airport. Listen to Bogota Ground and read back.

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

	<p>ANAC 123, start up at fifty-five. [Taxi via Romeo, Foxtrot and hold short of Bravo]. [Expect to backtrack] [runway three one right]. Stand by for El Dorado Tower on frequency [one one eight decimal one]. <b>[4]</b></p>
<b>TRACK 4</b>	<p><b>Minimum interaction:</b> <i>“Ground Control, taxi via R, F and B. Hold short. Expect backtrack runway 31R, stand by for Tower on 118.1, ANAC 123.”</i></p>

<p><b>If the candidate did not interact with ATC as the pilot:</b></p> <p>You are supposed to interact as if you were the pilot.</p>	<p><b>If the candidate asks for a second repetition:</b></p> <p>You can only ask for one repetition.</p>
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Now, after takeoff, the open-door annunciator light turns on and you start losing cabin pressure, so you decide to return to Bogota. Call Bogota Approach Control to explain the situation and request to hold for twenty minutes in order to burn some fuel.


<p><b>Minimum interaction:</b> <i>“Bogota Approach, ANAC 123, we are losing cabin pressure. We need to return to Bogota. Request a two zero minute hold to burn some fuel before landing.”</i></p>	
	<p>ANAC 123, I understand you need to hold for twenty minutes and return to Bogota due to pressurization problems. Turn left [heading one five zero]. [Hold at (Ambalema) VOR] as published. [Maintain one three thousand feet]. <b>[3]</b></p>
<b>TRACK 5</b>	<p><b>Minimum interaction:</b> <i>“AFFIRM. Turn left heading 150, hold at VOR, maintain 13,000 feet, 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 flying from Miami to Madrid. Listen to Lisbon Center and read back.

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

	<p>ANAC 123, [maintain flight level two niner zero]. [Turn right] [heading one seven five] and [reduce speed to Mach point seven seven]. <b>[4]</b></p>
<b>TRACK 6</b>	<p><b>Minimum interaction:</b> <i>“Lisbon Center, maintain flight level 290. Turn right, 175 and reduce speed to Mach point 77, ANAC 123.”</i></p>

<p><b>If the candidate did not interact with ATC as the pilot:</b></p> <p>You are supposed to interact as if you were the pilot.</p>	<p><b>If the candidate asks for a second repetition:</b></p> <p>You can only ask for one repetition.</p>
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Imagine you have faced bad weather conditions and severe turbulence. Some passengers are injured, so you have decided to divert to Lisbon. Call Lisbon Center to explain the situation and say your intentions.

<p><b>Minimum interaction:</b> <i>“Lisbon Center, we have faced severe turbulence and some passengers are injured. Request diversion to Lisbon Airport, ANAC 123.”</i></p>	
	<p>ANAC 123, [fly direct to Lima India Sierra VOR], [descend to flight level one five zero], confirm you are diverting to Lisbon [due to an engine failure] caused by severe turbulence. <b>[3]</b></p>
<b>TRACK 7</b>	<p><b>Minimum interaction:</b> <i>“NEGATIVE engine failure. We requested to divert to Lisbon because we have injured passengers onboard. Fly direct to LIS VOR, descend to FL150, 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.

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**Situation 4)** You are going to land at Guararapes Airport. Listen to Recife Tower and read back.


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

	<p>ANAC 123, [continue your approach] to [runway one eight] followed by [circling to runway three six]. [Report downwind leg]. <b>[4]</b></p>
<b>TRACK 8</b>	<p><b>Minimum interaction:</b> "Recife Tower, continue approach runway 18, followed by circling to runway 36. Report downwind leg, ANAC 123."</p>

<p><b>If the candidate did not interact with ATC as the pilot:</b></p> <p>You are supposed to interact as if you were the pilot.</p>	<p><b>If the candidate asks for a second repetition:</b></p> <p>You can only ask for one repetition.</p>
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Now, you are cleared to land and this situation happens to you (**show the picture to the test taker**). Call Recife Tower to report the situation and say your intentions.




<p><b>Minimum interaction:</b> "Recife Tower, there is a truck on the runway. Missed approach/we are going around, ANAC 123."</p>	
	<p>ANAC 123, [turn left] [report downwind] leg runway three six. [Are you going around because your main gear is stuck]? Confirm. <b>[3]</b></p>
<b>TRACK 9</b>	<p><b>Minimum interaction:</b> "NEGATIVE. We are going around because there is a truck on the runway/because of a runway incursion. Turn left. Report downwind leg runway 36, ANAC 123."</p>

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

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

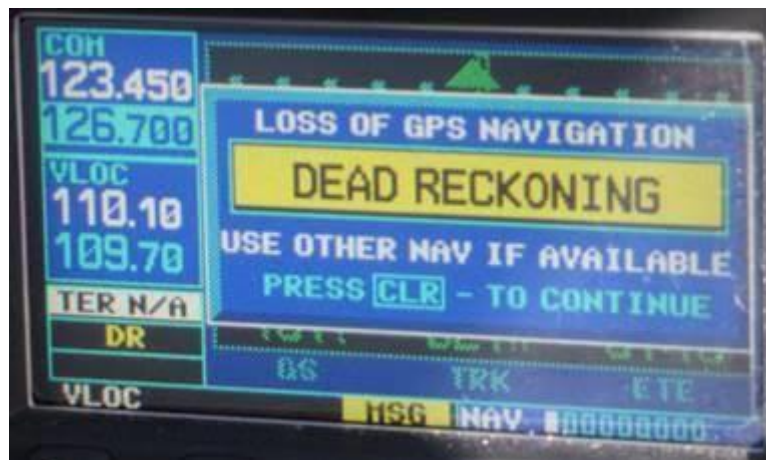
**Situation 5)** You have just taken off from Miami Airport using RNAV. Listen to Miami Tower and read back.


**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]. <b>[4]</b></p>
<b>TRACK 10</b>	<p><b>Minimum interaction:</b> <i>“Miami Tower, climb to 5,000 feet, squawk 3432, proceed to FLL, call Miami Departure on 119.45, ANAC 123.”</i></p>

<p><b>If the candidate did not interact with ATC as the pilot:</b></p> <p>You are supposed to interact as if you were the pilot.</p>	<p><b>If the candidate asks for a second repetition:</b></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 and say your intentions.



<p><b>Minimum interaction:</b> <i>“Miami Tower, we lost our GPS. (+ intentions), ANAC 123.”</i></p>	
	<p>ANAC 123, confirm you are [experiencing problems with your GPS system] and [say again your intention]. <b>[2]</b></p>
<b>TRACK 11</b>	<p><b>Minimum interaction:</b> <i>“AFFIRM. We have lost our GPS (+ intentions), ANAC 123.”</i></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:

  <b>TRACK 12</b>	<b>Pilot:</b> Mayday, Mayday, Mayday, London Approach, Easyjet 2341. We have [fire in the hold], [we are descending to flight level one two zero]. [Request emergency landing] at Heathrow. [We have sixteen and a half tons of fuel on board]. <b>[4]</b>
	<b>ATC:</b> Easyjet 341, London Approach, roger. [Descend (at your discretion) to flight level one two zero], [report reaching]. [Firefighters will be called upon]. When able, [report persons on board]. <b>[4]</b>


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

**Wait for interaction.**

**1)** What actions should a pilot take when there is fire onboard?

*(If necessary: What can cause fire in the cargo hold?)*

**Situation 2)** Listen to situation number two:

  <b>TRACK 13</b>	<b>ATC:</b> Piper 418, Cleveland Approach. [We are closed to all operations]. There is a [hot air balloon over the field]. [Beware: CBs in the vicinity] of the aerodrome. Say your intentions. <b>[3]</b>
	<b>Pilot:</b> Cleveland Approach, roger. [Request diversion to Detroit], [we are carrying a human organ for transplant]. Request to fly direct to Detroit, Piper 418. <b>[2]</b>


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

**Wait for interaction.**

**2)** For what reasons may airports close?

*(If necessary: What dangers can balloon or firework shows pose to aviation?)*

**Situation 3)** Listen to situation number three:

 <b>TRACK 14</b>	<b>Pilot:</b> Pan Pan, Pan Pan, Pan Pan, Dubai Approach, Turkish 15. We have [total electrical failure]. [Request immediate return]. We have [thirty-minute battery power]*. <b>[3]</b>
	<b>ATC:</b> Turkish 15, roger. Turn right [heading one eight zero], [vectors to ILS approach] [runway one two right]. [You are number one for landing]. <b>[4]</b>

\*If candidate mentions problem regarding battery life or RAT (ram air turbine), piece of information should be counted as correct, even without the specific remaining battery life time. *(If necessary: tell me everything you heard, please).*

**Wait for interaction.**

**3)** What aircraft systems are affected by an electrical failure?

*(If necessary: What should the crew do in case an electrical failure happens in-flight?)*

**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	<b>Choose one:</b> 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	Now imagine that this picture has just been taken: What do you think will happen next?
	<b>Only for more proficient candidates / Choose one:</b> Has a situation like this ever happened to you or somebody you know? Please tell me about it. If you faced a similar situation during takeoff, would you return to the airport? Why? Why not? Do you think you would handle a real emergency situation in the same way as in the simulator?

**Picture A:**



**Picture B:**



**Picture C:**



**Picture D:**



4) What may cause a tail strike?

**Ask the following question if candidate asks for clarification:**

What causes tail strikes?

5) In what situations may a tail strike result in severe structural damage to the aircraft fuselage?

**Ask the following question if candidate asks for clarification:**

Why could a tail strike cause severe damage to the structure of an airplane?

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.

“Some aircraft designs are far more susceptible to tail strike than others, so if you combine poor design, strong wind and bad handling, then the probability of a tail strike increases dramatically.”

**Ask the following question if candidate asks for clarification:**

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

“Some aircraft designs are much more likely to suffer a tail strike, so if you combine poor design, bad weather and improper rotation techniques, then the probability of tail strike increases.”

**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?

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