



Santos Dumont

ENGLISH ASSESSMENT



Versão 14C

2.0

Para pilotos de avião



ANAC AGÊNCIA NACIONAL
DE AVIAÇÃO CIVIL

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) Why do pilots need to take medical exams?
(If necessary: What does a pilot's medical exam consist of?)
- 2) In your opinion, what will communications between pilots and air traffic controllers be like in ten years?
(If necessary: Do you think all air traffic control communications in Brazil should be in English? Why? Why not?)
- 3) What advice did your instructor give you before your first check ride?
(If necessary: How did you feel [on your first check ride]?)

<p>Follow-up questions, if necessary: <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.

 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 land at Brisbane Airport. Listen to Brisbane Control and read back.

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

 TRACK 2	<p>ANAC 123, [turn left] [heading zero one zero degrees], [descend to flight level one five zero] and [reduce speed to two four zero knots]. [4]</p> <p>Minimum interaction: <i>“Brisbane Control, turn left, heading 010, descend to FL150 and reduce speed to 240 knots, ANAC 123”</i></p>
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<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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Imagine you have been instructed to hold and you have been in the holding pattern for a while. However, you are now running low on fuel. Call Brisbane Control and inform them that you need to land in fifteen minutes.


<p>Minimum interaction: <i>“Brisbane Control, we are running low on fuel and need to land within one five minutes, ANAC 123.”</i></p>	
	<p>ANAC 123, exit hold now [heading one three five]. Expect vectors to intercept [ILS ZULU runway zero one]. [Confirm you need to land in five zero minutes]. [3]</p>
<p>TRACK 3</p>	<p>Minimum interaction: <i>“NEGATIVE. I need to land in one five minutes. Exiting hold heading 135. Expect vectors to intercept ILS ZULU RUNWAY 01, ANAC 123.”</i></p>

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 flying from Houston to New York. Listen to Houston Center and read back.

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

	<p>ANAC 123, Houston Center, [squawk ident], [maintain flight level three five zero]. We've received pilot reports informing about [severe icing conditions] [from flight level two seven zero up to flight level three niner zero] on your route. Read back. [4]</p>
TRACK 4	<p>Minimum interaction: <i>"Houston Center, squawk ident, maintain FL 350, aware of the severe weather conditions on the route from FL270 up to FL 390, 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, you realize that your de-icing system is intermittent. Call Houston Center, inform them about your problem and request to descend to flight level two three zero and to divert to Charlotte due to endurance limitation.


<p>Minimum interaction: <i>"Houston Center, our deicing system is intermittent. Request to descend to FL230 and divert to Charlotte due to endurance limitation, ANAC 123."</i></p>	
	<p>ANAC 123, [your transmission was blocked]. [Do you intend to follow your flight plan route] and [maintain flight level three five zero]? Confirm. [3]</p>
TRACK 5	<p>Minimum interaction: <i>"NEGATIVE, I requested to descend to FL230 and divert to Charlotte, 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 approaching Dubai Airport. Listen to Dubai Approach Control and read back.

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

	<p>ANAC 123, [cleared (Bubin) Arrival]. [Descend and maintain seven thousand feet]. [Report passing one three thousand feet]. [QNH one zero one four], expect hold at Nomru. [4]</p>
TRACK 6	<p>Minimum interaction: <i>“Cleared Arrival. Descend and maintain 7,000ft. Report passing 13,000ft. QNH 1014, 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, you have lost both hydraulic systems, and also the nose wheel steering capability. Call Dubai Approach to inform them about your situation and say your intentions.

<p>Minimum interaction: <i>“Dubai Approach, during descent we lost both hydraulic systems and also our nose wheel steering capability, (+ intentions), ANAC 123.”</i></p>	
	<p>ANAC 123, [cleared (straight-in) ILS approach] [runway one two left]. [Report established]. Did you lose both hydraulic systems? Confirm. [3]</p>
TRACK 7	<p>Minimum interaction: <i>“AFFIRM. We lost both hydraulic systems. Cleared ILS approach, runway 12L. Report established, 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 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]. [2]</p>
TRACK 8	<p>Minimum interaction: "Recife Tower, continue approach runway 18, followed by circling to runway 36. Report downwind leg, ANAC 123."</p>

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>If the candidate did not interact with ATC as the pilot: You are supposed to interact as if you were the pilot.</p>	<p>If the candidate asks for a second repetition: You can only ask for one repetition.</p>
<p>Minimum interaction: "Recife Tower, there is a truck on the runway. Missed approach, ANAC 123."</p>	
	<p>ANAC 123, [turn left] report downwind leg runway three six. [Are you going around because of a runway incursion]? Confirm. [2]</p>
TRACK 9	<p>Minimum interaction: "AFFIRM. We are going around 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 are at Malpensa Airport in Italy. Listen to Malpensa Ground Control and read back.


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

	<p>ANAC 123, taxi to [holding point runway three five left]. [Give way to Delta Airlines 747] coming from your right and [taxi via taxiway Victor, right on Whiskey, left on Golf Whiskey]. Contact tower to cross the runway on [frequency one one niner decimal zero]. [4]</p>
TRACK 10	<p>Minimum interaction: <i>“Malpensa Ground Control, taxi to holding point runway 35L, give way to Delta Airlines 747 and taxi via V, right on W, left on GW, and contact tower to cross runway on frequency 119.0, 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, as you are turning to the holding point, this situation happens to you (**show the picture to the candidate**). Call Malpensa Tower, report your problem and say your intentions.



<p>Minimum interaction: <i>“Malpensa Tower, when turning to holding point, we left the taxiway, so we need to be towed back onto the runway, ANAC 123.”</i></p>	
	<p>ANAC 123, [understood you are holding short of runway three five left]. [Cleared to cross the runway] and [taxi to holding point] of runway three five right via [taxiway Golf Echo, Charlie and Charlie Alpha]. [4]</p>
TRACK 11	<p>Minimum interaction: <i>“NEGATIVE, we are not ready to cross the runway. We are stuck/veered off/left the taxiway. We need to be towed back onto the runway, 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:

 TRACK 12	Pilot: Toronto Center, Charlie Foxtrot Victor Alpha. Pan Pan, Pan Pan, Pan Pan, [leaving flight level three eight zero], [driftdown procedure], [maximum altitude capability] flight level two four zero. [3]
	ATC: Charlie Foxtrot Victor Alpha, Toronto Center. Roger. [Flight level two four zero is not available]. [Descend and maintain flight level two two zero]. [2]


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

Wait for interaction.

1) What can an air traffic controller do in order to help a pilot during an engine failure?

(If necessary: What would be the best procedure for a pilot to follow during a descent with an inoperative engine?)

Situation 2) Listen to situation number two:

 TRACK 13	ATC: Jetblue 755, Washington Center. [Turn left] [heading one eight zero]. The [area ahead is restricted] [due to military activity]. [4]
	Pilot: Washington Center, Jetblue 755. [Unable]. [We must avoid a severe thunderstorm] [at our nine o'clock position]. [3]


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

Wait for interaction.

2) Under what circumstances can ATC instructions be disregarded by pilots?

(If necessary: What should an air traffic controller do if a pilot is unable to comply with an ATC instruction?)

Situation 3) Listen to situation number three:

 TRACK 14	Pilot: Sao Paulo Departure, PP-TRS. [We were struck by lightning]. [Our (left) engine has failed]. [Request return to (Guarulhos) Airport] and [priority to land]. [4]
	ATC: PP-TRS, Sao Paulo Departure. Turn left [heading zero niner zero], [vectors to intercept final approach runway two seven left]. [Maintain six thousand feet]. [Altimeter setting one zero one five]. [4]

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

Wait for interaction.

3) What else may happen to an aircraft if it suffers a lightning strike?

(If necessary: How would you react if you had an engine failure after a lightning strike?)

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	<p>Choose one:</p> <p>What do you think happened before this picture was taken?; or What do you think he/she/they/the pilot(s) was/were doing before this picture was taken?</p> <p>What do you think was happening before this picture was taken? Can you create a short story based on this picture? Use your imagination.</p>
3	<p>Now imagine that this picture has just been taken: What do you think will happen next?</p>
	<p>Only for more proficient candidates / Choose one:</p> <p>If you faced an emergency situation in-flight, how do you think you would handle it? Do you think you would handle a real emergency situation in the same way as in the simulator?</p> <p>What would you suggest to flight simulator developers in terms of new features, in order to make the training more realistic and more effective?</p>

Picture A:



Picture B:



Picture C:



Picture D:



4) Has an increase in the use of simulators for training pilots made aviation safer? How?

Ask the following question if candidate asks for clarification:

Has safety increased due to the use of simulators?

5) What is the most serious emergency situation a pilot may deal with? Why?

Ask the following question if candidate asks for clarification:

What is the most difficult situation that a pilot may face? Why?

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.

“Although simulators can accurately replicate aircraft operations, it is less complicated for pilots to cope with emergency situations in simulators than in real flights.”

Ask the following question if candidate asks for clarification:

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

“Dealing with emergency situations in simulators is easier than in real life.”

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.