



Santos Dumont

ENGLISH ASSESSMENT



Versão Modelo

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)*
-

Part 1 – Aviation Topics


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

- 1) When do pilots need to perform an emergency landing?
(If necessary: How do you think you would react if an emergency situation happened to your aircraft during the cruise phase of a flight?)
- 2) How was your flight training experience?
(If necessary: What is your opinion about Brazilian flight schools?)
- 3) In your opinion, what will aviation be like in the future?
(If necessary: Do you think there will still be two pilots in the cockpit? Why (not)?)

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 talk 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 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>
---	--

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 taken off from Miami Airport. Listen to Miami Tower and read back.

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

 TRACK 2	<p>ANAC 123, [maintain runway heading], [climb to seven thousand feet], [squawk four four three seven]. Contact Miami Departure on frequency [one two two point four]. [4]</p>
	<p>Minimum interaction: <i>“Miami Departure, maintain runway heading, climb to 7,000ft, squawk / transponder 4437 and contact Miami Departure on 122.4, 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>
--	--

Now, your main altimeter and the stand-by one are showing different indications and you have decided to maintain current altitude. Call Miami Departure to report the situation and say your intentions.


Minimum interaction: <i>"Miami Departure, I have unreliable altimeter indications. (+intentions), ANAC 123."</i>	
	ANAC 123, [maintain present altitude], [there is no traffic in this sector]. Confirm you have [unreliable altimeter indications]. [3]
TRACK 3	Minimum interaction: <i>"AFFIRM, I have unreliable altimeter indications. Maintaining present altitude, ANAC 123."</i>

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 land at Malpensa Airport in Milan. Listen to Milan Center and read back.

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

	<p>ANAC 123, [descend to flight level one zero zero]. [Pass (ODINA) intersection] [above flight level one eight zero]. [When reaching flight level one zero zero], call Milan Radar [on frequency one two six decimal three]. [5]</p>
TRACK 4	<p>Minimum interaction: <i>“Milan Radar, descend to FL100, pass (Odina/the) intersection above FL180. When reaching FL100 call Milan Approach on 126.3, 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>
--	--

Now, when reaching flight level one zero zero, you notice that your first officer is unconscious. Call Milan Radar to report the situation and say your intentions.


<p>Minimum interaction: <i>“Milan Radar, my first officer fainted/ passed out/ is unconscious/ is incapacitated (+ intentions), ANAC 123.”</i></p>	
	<p>ANAC 123, Milan Radar. [Confirm your captain is incapacitated]. [Proceed direct to (Saronno) VOR] and [descend to three thousand feet]. [3]</p>
TRACK 5	<p>Minimum interaction: <i>“NEGATIVE, my first officer fainted/ passed out/is unconscious/is incapacitated. Proceed direct to (Saronno/the) VOR and descend to 3,000ft, 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 land at Frankfurt Airport. Listen to Frankfurt Center and read back.

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

	<p>ANAC 123, [traffic is overtaken]. [Descend to flight level two niner zero]. [2]</p>
TRACK 6	<p>Minimum interaction: “Frankfurt Center, traffic overtaken, descend to FL 290, 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>
--	--

Imagine you have just experienced a rapid decompression. Call Frankfurt Center to report the situation and say you intentions.


<p>Minimum interaction: “Mayday, Mayday, Mayday, Frankfurt Center, ANAC 123. We’ve had a rapid decompression (+intentions).”</p>	
	<p>ANAC 123, [descend to flight level zero niner zero], [I understand you had a loss of hydraulic pressure], confirm? [2]</p>
TRACK 7	<p>Minimum interaction: “NEGATIVE, we’ve had a rapid decompression, not a loss of hydraulic pressure. Descend to FL 090, ANAC 123.”</p>

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

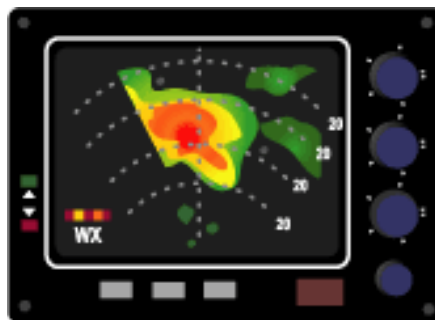
Thank you. This is the end of situation number 3. Now, situation number 4.

Situation 4) You have just departed from Ezeiza Airport in Buenos Aires. Listen to Ezeiza Tower and read back.


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

	<p>ANAC 123, [maintain runway heading], [climb to flight level zero seven zero]. [Expedite climb]. Call Buenos Aires Departure on frequency [one two five decimal six zero]. [4]</p>
TRACK 8	<p>Minimum interaction: <i>“Ezeiza Tower, roger, maintain runway heading, climb to FL 070, expedite climb, call Buenos Aires Departure on 125.6, ANAC 123.”</i></p>

Now, when passing three thousand feet, you see this situation on your weather radar (**show the picture to the test taker**) and you decide to deviate to the right. Call Buenos Aires Departure and say your intentions.



<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>
--	--


<p>Minimum interaction: <i>“Buenos Aires Departure, ANAC 123, we need to deviate to the right due to bad weather.”</i></p>	
	<p>ANAC 123, [increase rate of climb] [until passing flight level zero six zero] [confirm you need to deviate to the right due to bad weather]. [3]</p>
TRACK 9	<p>Minimum interaction: <i>“AFFIRM. We need to deviate to the right due to bad weather. Increase rate of climb until passing FL 060, 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 are going to take off from Santos Dumont Airport. Listen to Santos Dumont Clearance and read back.


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

	<p>ANAC 123, expect start up at three five and runway two zero left. [You are cleared to Confins Airport] [via Upper Zulu Four], [flight level three six zero], PUMSO One Charlie Departure ISRIN transition. [Squawk four seven five one]. Read back. [4]</p>
TRACK 10	<p>Minimum interaction: <i>“Rio Approach, cleared to Confins Airport, via UZ4, FL360, (PUMSO 1C/the) Departure, (ISRIN) transition. Squawk 4751.”</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>
--	--

Now, after takeoff, this happens to you (**show the picture to the candidate**). Because of this situation, you have decided to divert to Galeao Airport. Call Rio Approach, explain the situation and say your intentions.



<p>Minimum interaction: <i>“Rio Approach, ANAC 123. We have hit a flock of birds. Request diversion to Galeao Airport.”</i></p>	
	<p>ANAC 123, [I’ll give you priority to land at Santos Dumont Airport]. Turn right [heading two five zero]. [Expect visual approach runway two zero left]. [3]</p>
TRACK 11	<p>Minimum interaction: <i>“NEGATIVE, I requested to divert to Galeao Airport, 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: Miami Center, American 2493, we are now [experiencing severe turbulence] [at flight level three zero zero]. [A passenger is injured]. [Request return to Miami]. [4]
	ATC: American 2493, roger. Turn right [heading one five] and [descend to flight level two four zero]. [Medical assistance will be provided upon arrival]. [3]


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

Wait for interaction.

1) How can a pilot avoid a bad weather situation when overflying the ocean?

(If necessary: When do pilots start getting worried about turbulence?)

Situation 2) Listen to situation number two:

 TRACK 13	Pilot: Dubai Control, Emirates 075. [I had a tail strike during takeoff]. [We need to climb] [to the minimum safe altitude] [in order to check our systems] before returning. [4]
	ATC: Emirates 075. Roger. [Climb to four thousand feet], [maintain radial one two zero], [call back for vectors to return]. [3]


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

Wait for interaction.

2) What kind of emergency or abnormal situations may a pilot experience during takeoff roll?

(If necessary: When does a pilot need to abort a takeoff?)

Situation 3) Listen to situation number three:

 TRACK 14	Pilot: Mayday, Mayday, Mayday, Dubai Departure, Skydubai 523. [We lost thrust in both engines]. [We'll try to return to Dubai], [but we might need to ditch]. [3]
	ATC: Skydubai 523, roger. [Turn left] [heading two three zero]. [Expect to land on runway three zero right]. [3]

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

Wait for interaction.

3) What may happen to a twin-engined aircraft if both engines fail in-flight?

(If necessary: What actions would you take if that happened to you?)

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 of the test, 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 do you think was happening when this picture was taken? / What's happening?</i>
2	Choose one: What do you think happened before this picture was taken?; or What do you think these people were doing before this picture was taken? 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?



Picture

4) How dangerous can a burst tyre be during landings or takeoffs?

Ask the following question if candidate asks for clarification:

How dangerous is it to have a tyre blowout during landing or takeoff? Why?

5) How are traffic operations at airports affected when there is a damaged aircraft obstructing the runway?

Ask the following question if candidate asks for clarification:

How can a damaged aircraft stopped on the runway affect airport operations?

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

“Anomalies during takeoff roll, such as an underinflated tyre, might cause instability and, therefore, a takeoff rejection.”

Ask the following question if candidate asks for clarification:

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

“The main cause of a rejected takeoff is a burst tyre.”

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.