RMIT English Worldwide LANGUAGE TEST FOR AVIATION

RMIT English Language Test for Aviation - Pilots

Examiner Booklet

SPEAKING – PILOTS

PRACTICE TEST

This booklet contains:

- Information about the RELTA Speaking Test - PILOTS
- Instructions for delivering Section 1
- Section 1 - Script
- Instructions for delivering Section 2
- Section 2 - Script
- Instructions for delivering Section 3
- Section 3 – Interview questions
- Candidate Information Card for Sections 1 and 2

Instructions for delivering Section 1

1. Click to advance to the first screen and allow candidates time to read the information for Section 1 and check when they are ready to begin.

Ask the **questions below** (these are not assessed). Confirm and correct any incorrect responses, and provide further clarifications if required.

   a. What is your name?
   b. Remember your callsign is **PACIFIC 328**.
   c. What aircraft will you be flying in the test?
   d. What airport are you going to be departing from?
   e. How many Runways are there at Curran International Airport?

Deliver **Section 1** of the test using the following script.

The examiner should control when each subsequent screen is displayed to the candidate by clicking on the green continue symbol to progress through the test (do this when prompted, in the script).

Remember to use the **callsign** the candidate offered in question **b**, in the warm-up throughout Sections 1 and 2

Section 1 Script

Examiner script	Possible candidate response
Pacific 328, give way to the 767 passing from your left, report traffic in sight. ▶ CONTINUE	
	Give (Giving) way to the 767 (traffic), Pacific 328, traffic in sight. ▶ CONTINUE
	Pacific 328, request cross (holding short of) Runway 15.
Pacific 328. Confirm holding short Runway 15. ▶ CONTINUE	
	Affirm, Runway 15. Pacific 328. ▶ CONTINUE
Pacific 328. Departing Airbus on Runway 15. Hold short Runway 15. ▶ CONTINUE	
	Roger, hold (holding) short Runway 15 Pacific 328. ▶ CONTINUE
2 minutes later ▶ CONTINUE	
	Pacific 328 we are still holding short of Runway 15, how long will the delay be?
Pacific 328 my apologies, cross Runway 15, then taxi via Delta, Juliet, cross Runway 26 Left, hold short Runway 26 Right. Expect short delay in that position. ▶ CONTINUE	
	Cross Runway 15 then via Delta, Juliet, cross Runway 26 Left, hold short Runway 26 Right, Pacific 328. ▶ CONTINUE
2 minutes later ▶ CONTINUE	
	Ground Pacific 328, how long is the delay going to be?

Pacific 328 expect a 2 minute delay. We have a vehicle conducting a visual inspection of the Runway.	
	Pacific 328, we have the vehicle in sight.
Pacific 328, Boeing 777 touching down; behind that aircraft cross Runway 26 Right, then taxi to the holding point Juliet 1, Runway 15.	
	Behind the Boeing 777 touching down, cross Runway 26 Right and taxi to holding point Juliet 1, Runway 15, Pacific 328.
Pacific 328, contact Tower when ready 120.5 (unreadable)	
	Say again all after Tower. Pacific 328.
Pacific 328. Tower on 120.5 when ready.	
	Tower 120.5 when ready Pacific 328.
5 minutes later	
	Tower, Pacific 328. Ready.
Pacific 328, Curran Tower. Behind landing 747, Runway 15, line up behind, caution jetblast.	
	Behind the 747 line up behind, Pacific 328.
Pacific 328, contact departures airborne. Runway 15 cleared for takeoff.	
	Contact Departures airborne, cleared for takeoff. Pacific 328.
END OF SECTION 1	

Instructions for delivering Section 2

1. Click to advance to the instruction screen for **Section 2** and allow candidates time to read the instructions for **Section 2** and check when they are ready to begin.

Ask the **questions below** (these are not assessed). Confirm and correct any incorrect responses, and provide further clarifications if required.

a. What is the location of your aircraft?
b. What is your destination?
c. How many people are on board your flight?

Section 2 – Script

Examiner script	Possible candidate response
Pacific 328, behind the departing A330, cross Runway 26 Left behind, then taxi via Echo and hold short Runway 15. ▶CONTINUE	
	Behind the departing A330, cross Runway 26 Left, then taxi via Echo and hold short Runway 15. ▶CONTINUE
	Ground from Pacific 328, is Taxiway Echo closed?
Pacific 328, confirm your position? ▶CONTINUE	
	We have just turned right from Hotel into Echo, We're about 20 metres west of Runway 15, Pacific 328.
Pacific 328, negative. Taxiway Echo is fully open. Is there an obstruction? ▶CONTINUE	
	Affirm, there are cone markers sitting across the taxiway, Pacific 328.
Pacific 328 just confirm exactly what it is that you can see? ▶CONTINUE	
	There are 2 cone markers sitting across the taxiway, one is upright, the other is lying on its side, Pacific 328.
Pacific 328 please describe the markers. ▶CONTINUE	
	They are orange with 2 horizontal black stripes. They're about 80cm in height. Pacific 328.
Pacific 328 roger, are you able to taxi around them? ▶CONTINUE	
	Negative, Pacific 328.
Pacific 328 roger standby. ▶CONTINUE	
Candidate sees picture of truck removing cones ▶CONTINUE	

Pacific 328, the safety officer confirms the taxiway is now clear, continue on Echo and hold short Runway 15.	
	Roger, thank you, continue on Echo to hold short Runway 15, Pacific 328.
2 minutes later	
Pacific 328, Dash 8 just landing, behind that aircraft cross Runway 15 behind, then continue via Echo, turn left on Juliet hold short Runway 26 Right. Report holding short.	
	Behind the landing Dash 8, cross Runway 15, then via Echo, Juliet, hold short Runway 26 Right, wilco, Pacific 328.
Candidate sees picture of landing Dash 8	
3 minutes later	
	Pacific 328, holding short Runway 26 Right.
Pacific 328 cross Runway 26 Right expedite, taxi to holding point Juliet 1, Runway 15, contact Tower when ready 120.5	
	Cross 26 Right expedite, then taxi holding point Juliet 1 Runway 15, Tower 120.5 when ready Pacific 328.
	Curran Tower, Pacific 328 ready (Juliet 1 holding point Runway 15).
Pacific 328 line up, continue a rolling start, Runway 15, contact Departures airborne cleared for take-off.	

	Wilco, rolling start, Runway 15 cleared for take off Pacific 328.
	[CONTINUE]

Candidate sees animation as aircraft takes off	
[CONTINUE]	

	Pacific 328 has suffered a bird strike on the port wing, just after lift off and we have had to shut down number 1 engine, standby.
Pacific 328 roger, remain this frequency. Climb to 2000 feet for visual left circuit Runway 15. [CONTINUE]	
	2000, we are unable to accept left circuit (turn left) and we will need to dump fuel. We are too heavy for landing. Pacific 328.
Pacific 328, roger, maintain Runway heading, climb to 5000, contact departures 123.45, expect further instructions for fuel dumping. [CONTINUE]	
	Maintain Runway heading, climb 5000, Departures 123.45, Pacific 328. [CONTINUE]

15 minutes later [CONTINUE]	
	Curran Departures, Pacific 328, fuel dump complete, request return for landing.
Pacific 328 roger, cancel SID turn right heading 330 for downwind, visual right circuit Runway 15, maintain 2,000. [CONTINUE]	
	Right heading 330, maintain 2,000 Pacific 328.
Pacific 328 make visual approach report turning base. [CONTINUE]	
	Visual approach, wilco, Pacific 328. [CONTINUE]

	Pacific 328 turning base.
Pacific 328 continue approach; you're number 2 to a 737 just crossing the fence. ▶ CONTINUE	
	Number 2, Pacific 328. ▶ CONTINUE
	Curran Tower, Pacific 328 short final and request wind check thanks.
Pacific 328; wind 170 degrees, 8 knots, Runway 15 cleared to land. ▶ CONTINUE	
	Cleared to land Runway 15, Pacific 328. ▶ CONTINUE
END OF SECTION 2	

Instructions for delivering Section 3

1.   Inform the candidate that the radiotelephony communication component of the test is now over and that in **Section 3** the candidate is required to communicate with you in a face-to-face interview situation.

2.   Ask the candidate to <u>remove their headset</u>, leave the candidate console and join you at the examiner console.

3.   Switch the inputs for the examiner microphone from the headset input to the large microphone.

4.   Position your computer screen so that the candidate can view the image(s) in **Section 3, Part 2**.

5.   Use the **Speaking Test - Section 3 (Interview) Questions** (on the following page) to ask the candidate questions for **Section 3**.

6.   **Section 3** should elicit between **10** and **12** minutes worth of candidate speech.

7.   Examiners should first read the words used on the interview questions. However, if candidates do not understand a question, examiners may clarify or paraphrase the questions. Examiners should refrain from asking additional questions after or during the candidate responses. Questions provided in parentheses are designed to prompt candidates, if required.

8.   Examiners must ask all sub-components of each question in the order that they are presented.

9.   In situations where candidates are unable to produce extended answers for the components of **Question 3**, and appear to feel uncomfortable or lack language skills to elaborate on their answers in **Question 3**, examiners may terminate the speaking test early. In such cases the examiner should thank the candidate and state clearly into the microphone that the "Speaking test is not complete".

Section 3- Interview questions

1   Tell me about what was unusual about your flight in Section 2?

2   Look at the pictures showing what happened during takeoff in Section 2.

    i.   How are these pictures connected?

    ii.   Look at Picture 2. Can you describe the situation in Picture 2? (What can you see?)

    iii.   What did you need to do in Section 2 after this happened?

    iv.   Why are birds hazardous?

    v.   What other situations could cause pilots to return after departure?

    vi.   Tell me about a situation you have experienced which required you to return after takeoff. (OR: tell me about a simulator session you have had where you have experienced engine trouble after departure.)

3   Let's now discuss some more general aviation issues, where I'd like you to give your opinion and ideas.

       Both the captain and first officer make decisions on the flight deck.

    i.   Over the last 10 years, what has changed in the way decisions are made on the flight deck in your airline?

    ii.   Have these changes been good or bad for pilots? Why/why not?

    iii.   Which language do you use with the crew? How do you feel about switching between your language and English when you talk to ATC?

    (Select from the following as required):

    iv.   How do you think the way pilots and air traffic controllers communicate will change in the future? (What role could technology have in this?)

    v.   Do you have any suggestions for how air traffic control could be improved in your country?

    vi.   What problems in aviation are facing your region in the next five years? What can be done now to help limit these problems?

Section 3: Picture 1

Picture 2

Information for Sections 1 and 2

Section 1:
Flight Information

Aircraft:	Airbus 330
Location:	Taxiway Hotel
Origin:	Curran
Destination:	Nelson
POB:	293
Local time:	10.25 am

Section 2:
Flight Information

Aircraft:	Airbus 330
Location:	Taxiway Hotel
Origin:	Curran
Destination:	Nelson
POB:	206
Local time:	12.50 pm

Section 1 and 2: Departure Airport

CURRAN INTERNATIONAL AIRPORT

ATIS	Curran Delivery	Ground	Tower	Curran Departure
127.05	129.9	121.6/121.7	120.5	119.1

Maintenance Area

N

J1

M

L

E

E

J

M

H

E

E

L

D

G

H

D

M

E

D

D

L

F

G

D

J

D

H

K

F

G

C2

Terminal 2

C1

B

F

B

A2

A

A1

Terminal 1