ETAP-014 SAMPLE TEST

PART I/ Task 1 Basic Listening Comprehension

Instructions: *In this task, you will hear five short recordings. Answer the following questions in the dotted lines while you listen to each one. Write only the specific information required.*
You have time to read the questions first. After you listen to each recording, you will have 10 seconds to write your answers.
Example:
The PILOT is talking to the ATC: "Sao Paulo Approach, good morning. Lufthansa 8260 passing 3500 ft climbing 8000 ft."
Question 1: What is the current altitude of the aircraft? 3500 ft.
Question 2: What is the targeting altitude for the aircraft? 8000 ft.

PART I/ Task 2 Listening Comprehension-Dialogue

Instructions: *In this task, you will hear five short recordings of pilot- air traffic controller communication. Answer the following questions in the dotted lines while you listen to each one. Write only the specific information required.*
You have time to read the questions first. After you listen to each recording, you will have 10 seconds to write your answers.
Example:
Pilot: Radar Qatari 778. We request to descend. We are descending flight level 100, heading 115.
ATC: Qatari 778, request is copied, descend flight level 100.
Pilot: Descending flight level 100, Qatari 778.
ATC: Qatari 778, Expect ILS approach for runway 14 … correction… Expect ILS approach for runway 16. Turn left heading 130.

1. *What is the new heading? 130*
2. *Which runway is in use? 16*

PART I/ Task 3 Listening Comprehension – True/False/Not-stated

Instructions: *In this task, you will hear two short recordings of pilot - air traffic controller communication. Listen to each communication and state whether the following statements are TRUE, FALSE or NOT STATED by putting a check in the box.*
*Select **TRUE**, if the information in the statement agrees with the information in the communication.*
*Select **FALSE**, if the information in the statement does not agree with the information in the communication.*
*Select **NOT STATED**, if there is no information in the communication about the situation.*
You have time to read the questions first. After you listen to each recording, you will have 20 seconds to select your answers.

Example:
JFK Tower: DL1063, inform me about people on board and fuel remaining, please.
DL1063: Stand by.
JFK Tower: DL1063, are you just going to go in visually?
DL1063: Yes, ma'am, DL1063. That would be great. We would like visual 22R, please.
JFK Tower: OK... DL1063, 22R is not available. Can you go around and make it to 14R?
DL1063: Negative ma'am, we can't make it. We don't have enough fuel for that.
JFK Tower: Stand by… Okay, I will clear the area for you. 22R then… And just let me know when you are ready to turn inbound and I will give you the clearance. Stand by.
DL1063: OK, we'll head back in, and just let you know our status for DL1063: we have 179 souls on board, 25 minutes remaining.
JFK Tower: OK. Thanks.

Question 1
1.4. DL1063 agrees to land on 14R.
☐True ◉False ☐Not stated
1.5. DL1063 has a fuel problem.
◉True ☐False ☐Not stated
1.6. DL1063 has only 440 gallons of fuel left.
☐True ☐False ◉Not stated

PART II/ Task 4 Question Formulation

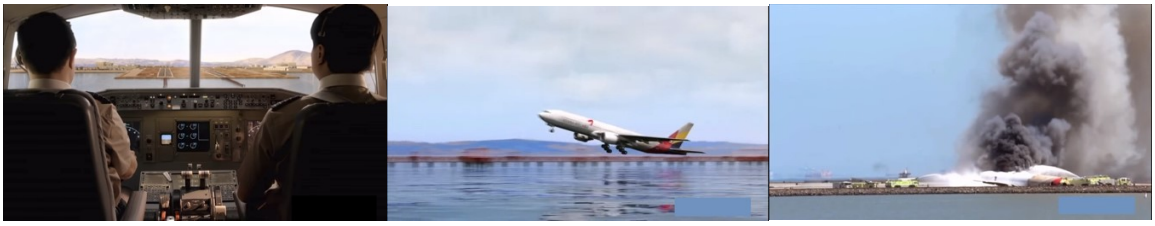
Instructions: *In this task, you will hear five short messages from one aviation staff member to you. Listen to each message and ask at least 3 questions to understand important details about the situation. You can be a pilot or an air traffic controller.*
Tell your questions to the interlocutor.

Example:
The pilot is talking to the ATC: "We passed through severe turbulence and the fuselage is damaged."
You are the ATC. Now, ask your questions.

PART II/ Task 5 Picture Description

Instructions: *In this task, you will see three related pictures on an event. describe all you can see in the pictures and explain what you think has happened. then, the interlocutor will ask you some questions on the event.*
You may begin when you are ready.

Example:



Instructions to the interlocutor for follow-up session:
(If the candidate interprets the event differently, state that this can be understood as a human error.)
Now, I'd like to ask you some questions about pilot errors.

- *What might be the reasons of pilot errors?*
  (If the candidate doesn't state "pilot incapacity", ask "can pilot incapacity be a reason of pilot errors?")
- *What is the importance of effective communication when one of the pilots is incapacitated?*
- *What trainings must pilots take in order to reduce human errors? / How can technology be used to reduce human errors in the future?*

PART II/ Task 6 Listening-into-Speaking

Instructions: *In this task, you will hear information about a familiar but an important issue in aviation. First, you will listen to the information and summarize the important points. You do not need to repeat all of the information. Then, the interlocutor will ask you more questions on the issue. Give extended answers.*
You can take notes while listening.

Example:

LEVEL BUST
One of the issues that a pilot and an ATC must be knowledgeable about is 'Level bust'. Level bust is also referred as Altitude Deviation. It can be defined as any vertical deviation of more than 300 feet. A pilot cannot deviate from an ATC flight clearance more than 300 feet without any authorization.
Very rarely, aircraft technical equipment to prevent level bust fails and causes altitude deviation. However, the most common reasons for level bust are mainly caused by humans, not by technical failure. For example; pilots may mishear the given instructions. Sometimes even when they hear the instructions correctly, they may mis-set it on the flight management system. And in some situations, pilots may get confused by the instruction given to another pilot. A level bust can lead to loss of separation between two aircraft or between an aircraft and the terrain. And sadly, if not noticed on time, this loss of separation may result in crashing with each other.

1. Summarize the text you have listened to including important details.

Instructions to the interlocutor for follow-up session:
2. What kind of conditions increase the risk of level bust?
3. What precautions can be taken to reduce the risk of level bust?
4. What safety systems are there at the airport and the aircraft to deal with level bust?
5. How do you think the advances in technology will reduce the risk of level bust?
6. Have you ever experienced such an incident?

PART II/ Task 7 Listening-into-Speaking

Instructions: *In this task, you will hear the narration of an event. First, summarize the main event, problems or actions. Do not repeat the details. Then, the interlocutor will ask you more questions. Give extended answers. You can take notes while listening.*

Example:
"On February 15, 2013 the Embraer EMB-500 Phenom 100 jet departed from Kortrijk-Wevelgem International Airport in Belgium to Berlin-Schonefeld Airport, Germany. When passing FL200 in the descent for approach, the captain listened out the ATIS which was stating "[…] moderate icing reported below 3 000 feet […]".

The captain told the second pilot that the temperature wasn't below zero Celsius yet, and he wanted to wait before starting the anti-ice systems. Four minutes later, he switched on the Engine Anti-Ice System as temperature had dropped below zero. The aircraft was subsequently configured for the final and the autopilot was disconnected. The second pilot stated that they had visual contact with the runway and that 'anti-ice systems could be switched off'.

As the aircraft was flared over the threshold, the left wing dropped and contacted the runway. The aircraft then rolled right and touched down hard on the right-hand main landing gear. The gear leg broke and the aircraft slid along the side of the runway until coming to a stop 447 meters past the runway threshold. Luckily, there were no fatalities but the aircraft was damaged beyond repair."

1. Summarize the text by mentioning important points.

Instructions to the interlocutor for follow-up session:
2. In your opinion what could have caused that accident?
3. It is reported that the crew did not follow the standard operating procedures and entered the stall due to ice build-up on the wings and tail. Why do you think the pilot might have not followed the standard operation procedures?
4. What can a pilot's insufficient knowledge on technical matters lead to? What can a pilot do to keep updated on technical matters?
5. Do the pilot's knowledge and training affect their performance?
6. How can pilots continue to train themselves and learn about new systems?
Choose among questions 4-6.