

Santos Dumont English Assessment Mocking Test - PART 2 – Interacting as a Pilot

On the second part of the test, the objective is to check your ability to understand the air traffic controller and respond appropriately, as an efficient pilot would. Overall, there will be three different situations, each having two ATC recordings for you to interact. First of all, the evaluator will give you instructions on where you are and which phase of the flight you're at, that is, the necessary context so you can role-play adequately. Now, after knowing the flight context and listening to ATC's first message, you can easily reply. After that, you will be told you have an emergency situation onboard by the evaluator, which you will report to the controller, who is promptly going to reply. Write down as many notes as possible, since you may have to read back ATC's message. Besides, a general question will be made after all three conversations comparing them, so you should have as much information you could instead of relying on your memory. *A great tip is to write down simple codes, symbols or abbreviations when taking notes, since you must listen and write simultaneously.* To wrap it up, be ready: the last message must come from you! You will have to *confirm* or *correct* what ATC understood! If necessary, it's recommended that you ask for repetition right after an ATC sentence as a pilot would do (e.g. "Toronto Center, please, say again"). Theoretically, you won't be penalized for that, since it's pretty normal that we miss some information.

A)

- 1) You are on Heathrow's runway holding point on a B757 and you have just told ATC you're ready for take-off. Listen to the controller's message and respond appropriately.
ATC: ...
Pilot: ...
Now, engine #2 fails before V1. Inform ATC of the problem and your intention to reject/abort take-off.
Pilot: ...
ATC: ...
Pilot: ...
- 2) You have just departed from Hong Kong and you wish to climb to FL370, but for now you are level at FL220. You have just informed ATC of severe turbulence and hails in the area. Listen and respond.
ATC: ...
Pilot: ...
During climb, a big hailstone shattered the windshield and caused depressurization. Report to ATC and state your intention to descend to FL120.
Pilot: ...
ATC: ...
Pilot: ...
- 3) You are on cruise flight over Japan preparing for initial descent. ATC will give you instructions. Reply.
ATC: ...
Pilot: ...
Suddenly, before reaching VOR NGZ, a drunk passenger starts to misbehave and threaten the flight attendants with a cracked glass bottle. You are afraid he tries to reach the flight deck. Call ATC to expedite your descent.
Pilot: ...
ATC: ...
Pilot: ...
- 4) You are approaching Halifax Airport, leveled off at FL180 due to traffic. ATC clears you to descend to a lower altitude. Respond accordingly.
ATC: ...
Pilot: ...
When passing the Transition Level, you lower the flaps, but the left one gets stuck on the trail. Now, you have flap asymmetry. Besides, you expect sharp crosswind for landing, making it less safe. Call ATC, report the situation and tell them you need fire and rescue service on the runway.
Pilot: ...
ATC: ...
Pilot: ...

Now, talk to your partner about which of the previous situations would be **the most difficult** for you and **why**.

B) Split two emergency situations for each of you and, once at a time, role-play a captain performing a speech to the passengers in order to tranquilize them by explaining the issue and what actions ATC and you are taking to solve it. **Reminder: you must sound calm and confident, but not too formal or short as in a phraseology practice.**

CARLOS ADRIANO MANO TEIXEIRA
TODOS OS DIREITOS RESERVADOS

Air Traffic Controller Lines (to be used necessarily with the mocking test sheet)

- 1) You are on Heathrow's runway holding point on a B757 and you have just told ATC you're ready for take-off. Listen to the controller's message and respond appropriately.
ATC: "ANAC123, cleared to line up and take off, wind 310/15, QNH 1011."
Pilot: ...
Now, engine #2 fails before V1. Inform ATC of the problem and your intention to reject/abort take-off.
Pilot: ...
ATC: "ANAC123, we understand you have an engine fire, reject take-off and turn right on taxiway MB. Do you request firefighting service?"
Pilot: ...
- 2) You have just departed from Hong Kong and you wish to climb to FL370, but for now you are level at FL220. You have just informed ATC of severe turbulence and hails in the area. Listen and respond.
ATC: "ANAC123, now cleared to FL370, report reaching, contact Dubai Center on 119,45."
Pilot: ...
During climb, a big hailstone shattered the windshield and caused depressurization. Report to ATC and state your intention to descend to FL120.
Pilot: ...
ATC: "ANAC123, confirm if you have a bomb threat onboard, descend to FL120 on present heading."
Pilot: ...
- 3) You are on cruise flight over Japan preparing for initial descent. ATC will give you instructions. Reply.
ATC: "ANAC123, fly direct VOR NGZ, report reaching, maintain FL410, prepare for holding pattern due to traffic below."
Pilot: ...
Suddenly, before reaching VOR NGZ, a drunk passenger starts to misbehave and threaten the flight attendants with a cracked glass bottle. You are afraid he tries to reach the flight deck. Call ATC to expedite your descent.
Pilot: ...
ATC: "ANAC123, confirm if you have a threatening drunk passenger, cleared to descend to FL140, fly direct VOR NGZ."
Pilot: ...
- 4) You are approaching Halifax Airport, leveled off at FL180 due to traffic. ATC clears you to descend to a lower altitude. Respond accordingly.
ATC: "ANAC123, descend to 6,000ft, fly heading 075, Transition Level 085, QNH 1009."
Pilot: ...
When passing the Transition Level, you lower the flaps, but the left one gets stuck on the trail. Now, you have flap asymmetry. Besides, you expect sharp crosswind for landing, making it less safe. Call ATC, report the situation and tell them you need fire and rescue service on the runway.
Pilot: ...
ATC: "ANAC123, we understand you lost hydraulics, fire and rescue service were activated, continue normal descent."
Pilot: ...