

**PROFICIENCY TEST
MOCK VERSION**

PART 1: WARM-UP

Confirm if the name on the interview schedule and the test taker are the same. Write down the candidate's number on the Enrollment Form. Start recording.

Interlocutor: *Welcome to the Proficiency Test. My name is....*

Interlocutor: *Can you please confirm your name and your candidate number?*

Interlocutor: *Thank you. Can you please show me your pilot's license?*

Interlocutor: *Did you remember to turn off your mobile and other electronic devices?*

Listen to the candidate.

Interlocutor: *This is a recorded interview for the Proficiency Test, which consists of four parts. In the first part, Warm-up, we will talk together for about 5 minutes. You are supposed to answer some general questions related to your background and daily job activities.*

Interlocutor: *Do you have any questions about Part 1?*

Interlocutor: *Ok, let's begin.*

1. Tell me about your aviation background.
2. What makes a good airline?
3. Describe your first solo flight.
4. What are your plans for the future as a pilot?
5. Tell me about a time you had a mechanical/weather difficulty and had to divert? (experienced pilots) For inexperienced "Have you ever got lost when flying?"
6. Do you think that Brazilian airports are safe? Why? Why not? What can be done to improve safety?
7. What does CRM mean to you?

Interlocutor: *Ok, this is the end of part 1, now we are going to move on to part 2.*

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Situation one

“The crew of an Air France Boeing 777, flight AF525 from Dubai to Paris CDG discovered a letter warning there was a bomb on board. The captain intends to make an emergency landing at Beirut to evacuate the passengers and search for the bomb in the aircraft.”

- Listen to the candidate report it.

Interlocutor: *You are the pilot of the Air France 525. Contact Dubai Center to inform the problem and say your intentions.*

- Listen to the candidate

Interlocutor: *Now, the controller reads back. Listen:*

“Air France 525 I hear you have a bomb on board. Confirm, please.”

- Listen to the candidate

Interlocutor: *Now, confirm or clarify it.*

- Listen to the candidate

Interlocutor: *Now, request the necessary assistance and make an announcement to the passengers.*

Situation two

“Boeing 747 of British Airways flying from Phoenix (Arizona) to London had to land at Montreal Pierre Trudeau airport (Dorval) in emergency due to smoke in the cockpit of flight BA 288. The ventilation system could be the cause of the problem. All the passengers were transferred to a hotel.”

Interlocutor: *Tell me what you understood.*

- Listen to the candidate report it (check with him/her if the volume is OK).

Interlocutor: *Now, you are British Airways 288. Call Montreal Approach and report your problem .*

- Listen to the candidate.

Interlocutor: *Now, the controller reads back. Listen:*

“Speedy Bird 288, confirm fire in the toilet.”

- Listen to the candidate

Interlocutor: *Now, confirm or clarify it.*

- Listen to the candidate

Interlocutor: *Ok, this is the end of Part 2. Now, we are going to move on to Part 3 of the test.*

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PART 3: EMERGENCY SITUATIONS

Interlocutor: *This is Part 3 of the test. You will listen to extracts of 2 different conversations and you will have to report them. They will be played only once. After listening to the first one, you will report what you understood, and then respond to some questions related to it. The same applies to the second extract. You don't have to focus on numbers or call signs, just on the situation.*

Situation one

Pilot - 32 Bravo, I'm starting to lose my number 1 engine, I'm not able to maintain altitude, I'd like to request immediate descent and vectors to the nearest VFR airport, please.

ATC - Duke 32 Bravo, roger, on present heading descend to flight level one five zero.

Pilot - Duke 32 Bravo, down to flight level one five zero.

- Listen to the candidate report it.

a) What could be the causes of an engine loss?

b) What are the procedures you should follow when you lose an engine? What are some of the check list procedures?

Interlocutor: *Now you're going to listen to a different situation.*

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PART 3: EMERGENCY SITUATIONS

Situation two

Pilot - Mayday, mayday, mayday, 9815L, I'm in trouble, mayday, mayday, mayday.

ATC - N9815L, Fort Dodge Radio, go ahead.

Pilot - I have no idea where I'm going, I'm... I'm gonna crash, mayday, mayday, mayday.

ATC - 9815L say last known position.

Pilot - I have no idea, I have no idea, mayday, mayday, mayday, I'm gonna crash.

ATC - 9815L say altitude.

- Listen to the candidate report it.

- a) What problems does a pilot have when using MAYDAY? Give me some examples.
- b) What about PAN PAN? What is the difference? Give me examples.

Interlocutor: *Now, considering both situations...*

- 1) How would you compare the first and the second one?/ Can you tell me which one is more difficult to deal with?
- 2) In your opinion, what is the worst emergency a pilot can have? Why?

Interlocutor: *Now we are going to move on to part 4 of the test.*

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PART 4: AVIATION TOPICS

Interlocutor: *This is Part 4 of the test. I will show you a picture for you to describe and then answer some general questions related to it.*

- Show the picture to the candidate and observe his/her comments.



(The picture shows maintenance people checking the aircraft AC system.)

- 1) What kind of aircraft do you think it is? What is it used for? What kind of cargo does it generally carry?
- 2) Which flight is more (pleasant for pilots) profitable: cargo or passengers?
- 3) Which items are illegal in cargo flights?

Interlocutor: *That's the end of the test. Thank you for coming.*