



Speaking – Pilots

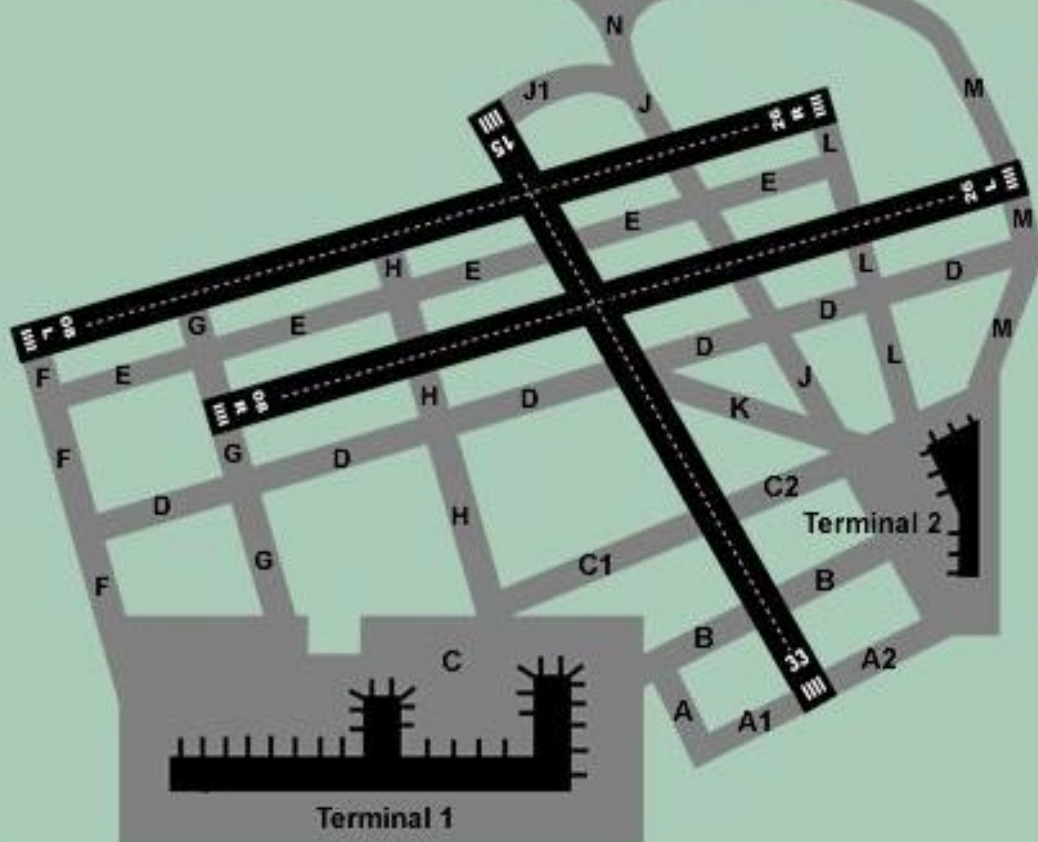
- There are 3 sections in the Speaking part:
 - Section 1 is a routine flight with some non-significant abnormal situations.
 - Section 2 is a non-routine flight.
 - Section 3 is an interview and a discussion.
- In **Sections 1** and **2** you will take on the role of a pilot to communicate with ATC.
- In **Section 3** you will discuss a non-routine part of your flight, will share your experience and ideas.
- The photographs on the screen indicate what you, as the pilot, see from the flight deck.
- The examiner will control when the next screen is displayed.
- Follow the prompts and instructions on the screen.
- **Speak** when you see this symbol: 
- **Listen** and **react** when you see this symbol: 
- Your voice will be recorded. Speak clearly into the microphone.



CONTINUE

STEPVILLE International Airport

Maintenance area



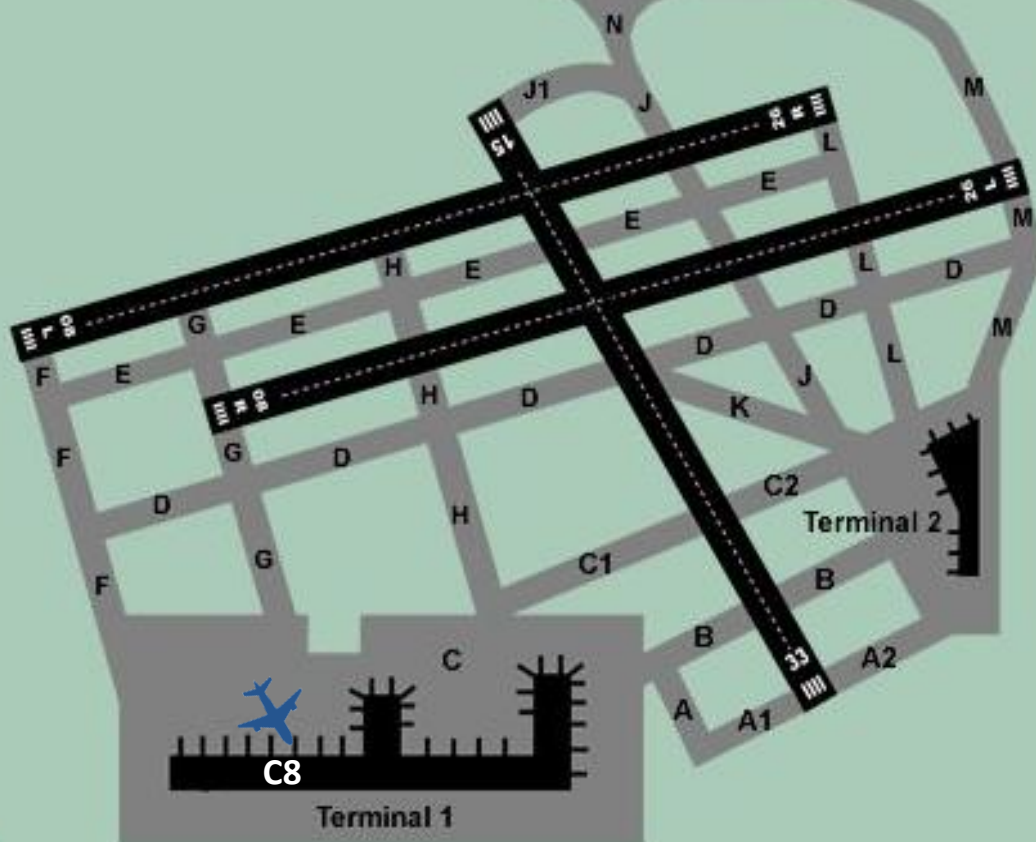
Instructions for Speaking test – Section1

- This part of the flight includes routine exchanges.
- In this part of the test, you will listen and respond to several controllers at **Stepville International Airport**.
- The examiner will take the controller's part.
- Your voice will be recorded.



CONTINUE

STEPVILLE International Airport



BRIEFING 01

Before Section 1 begins, study the information in the card given to you by the examiner and be ready to answer the examiner's questions.

Aircraft	A-320
Callsign	MAI 024
Departure airport	Stepville (KSTV)
Destination	Georgetown (KGGE)
Present Time	10.30 UTC
ETD	11.15 UTC
Flight rules	IFR
Cruise FL	330
Position	Gate C8
Departure RWY	RWY 33
SIDs	VARNA 2L (VRN2L)
POB	134 PAX + 6 crew
Where you start	45 minutes ago, you landed and disembarked the passengers. You are at Gate C8 now, ready for a return flight. You have switched to ATIS frequency to receive current weather for Stepville.

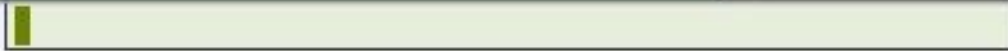
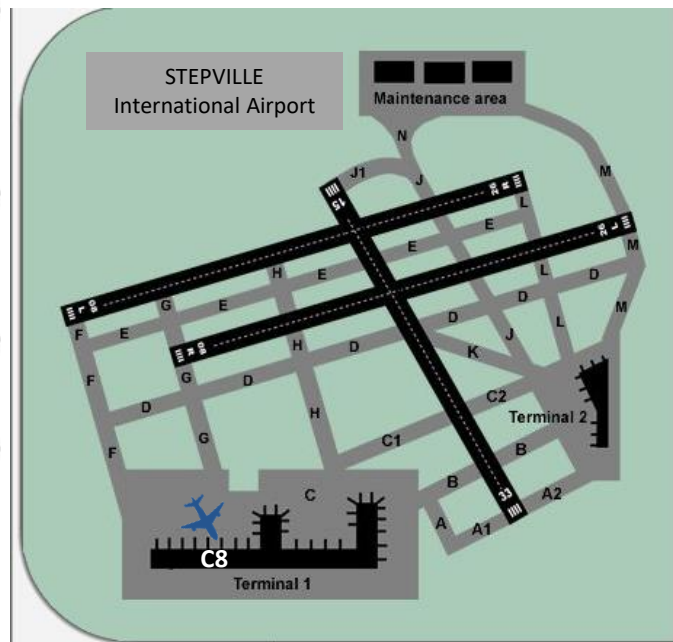
During the flight be ready to copy all necessary information you receive from the controller, such as vectors, altitudes, route points, time, and other relative information. Speak clearly. Your voice will be recorded.





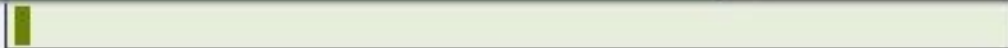
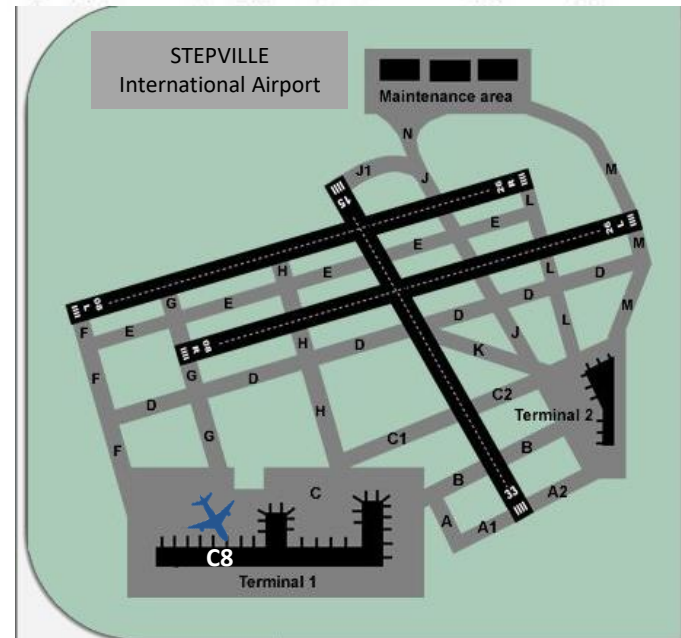
Listen to Stepville ATIS. Copy the information you need.

00:00 00:05 00:10 00:15 00:20 00:25 00:30 00:35 00:40 00:45 00:50 00:55 01:00





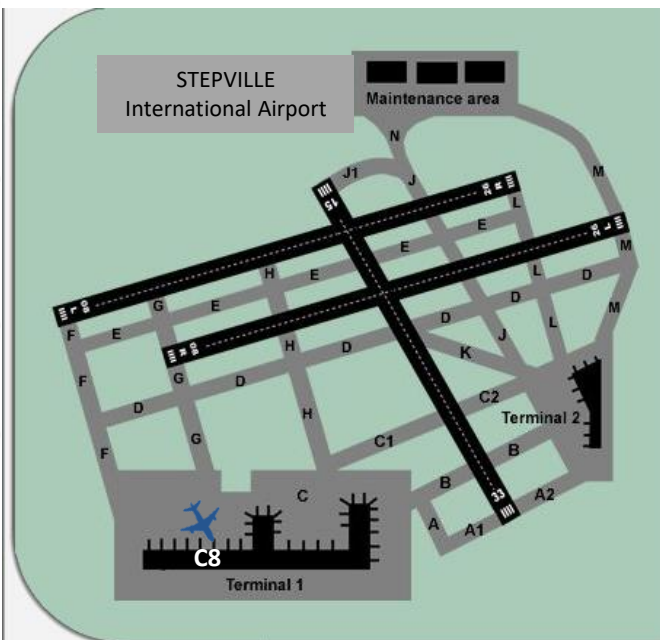
Call Stepville Delivery to
receive ATC clearance.



CONTINUE



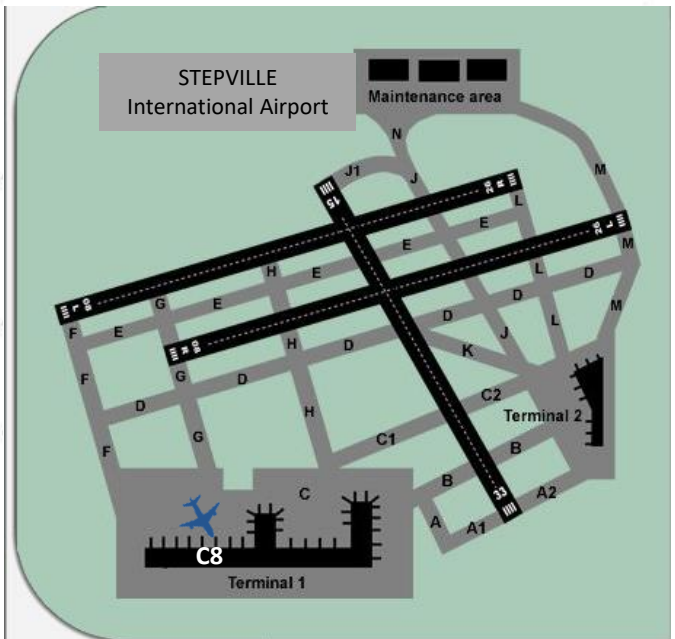
Listen to ATC and copy the clearance.



CONTINUE



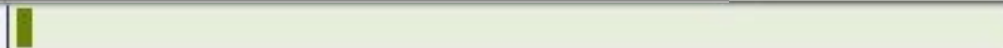
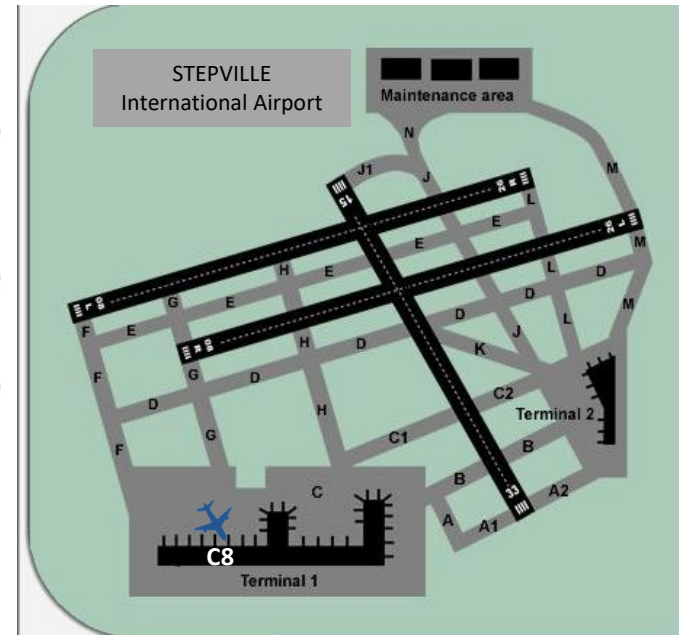
Reply to ATC.



CONTINUE



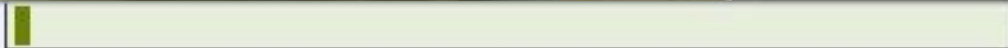
Call Stepville Ground for
push back and start up.
ATIS F





You are ready to taxi.
Call Ground.

100%



CONTINUE



Call Stepville Ground.
Explain the situation.

93

BRAKES HOT

BRAKES FANON

DELAY T.O. FOR COOL



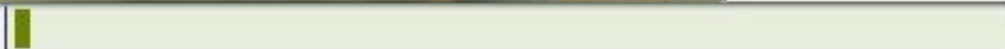
CONTINUE

 Reply to ATC.

100%



Delay = 20 min

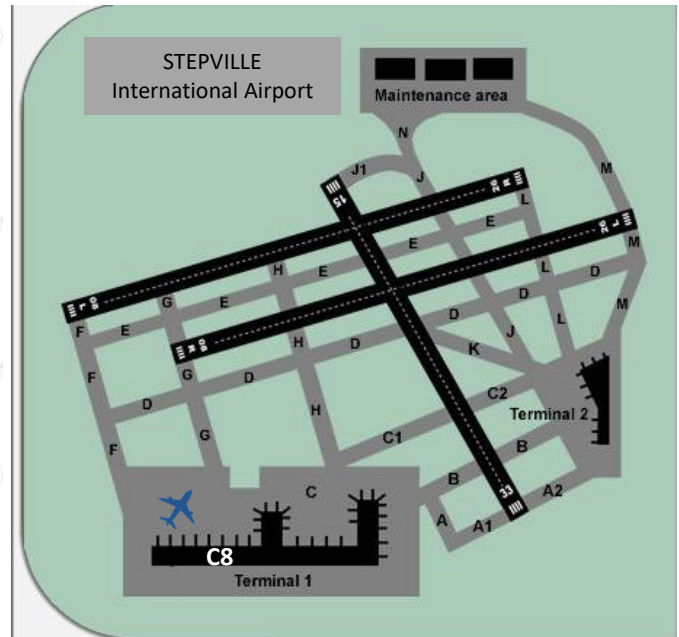


CONTINUE

20 minutes later



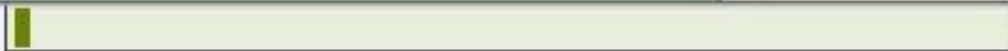
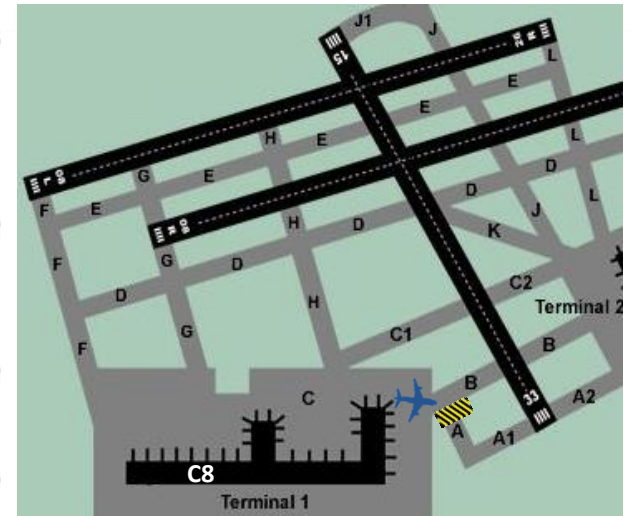
Call Ground for
taxi instructions.



CONTINUE



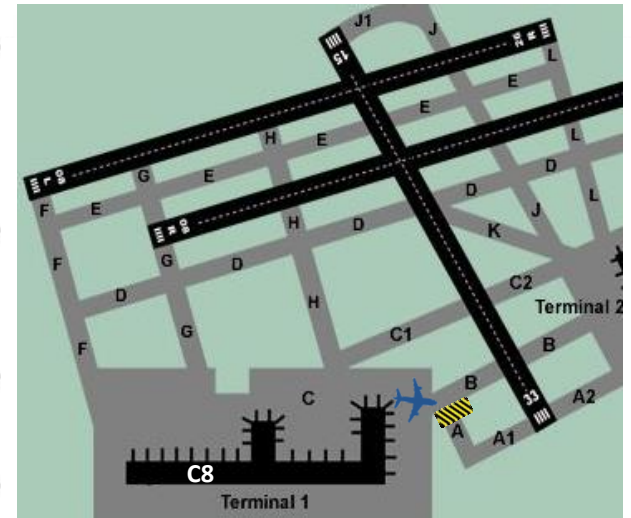
Call Ground, explain the situation.



CONTINUE



Listen and reply to ATC.

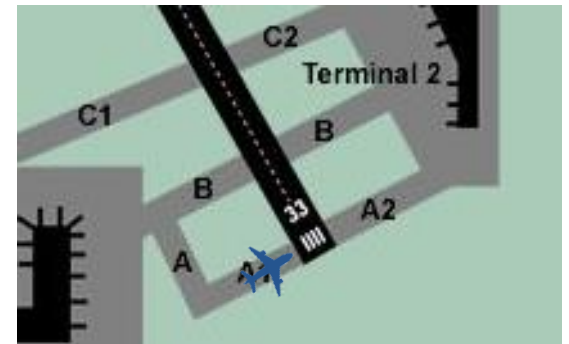




RWY 33



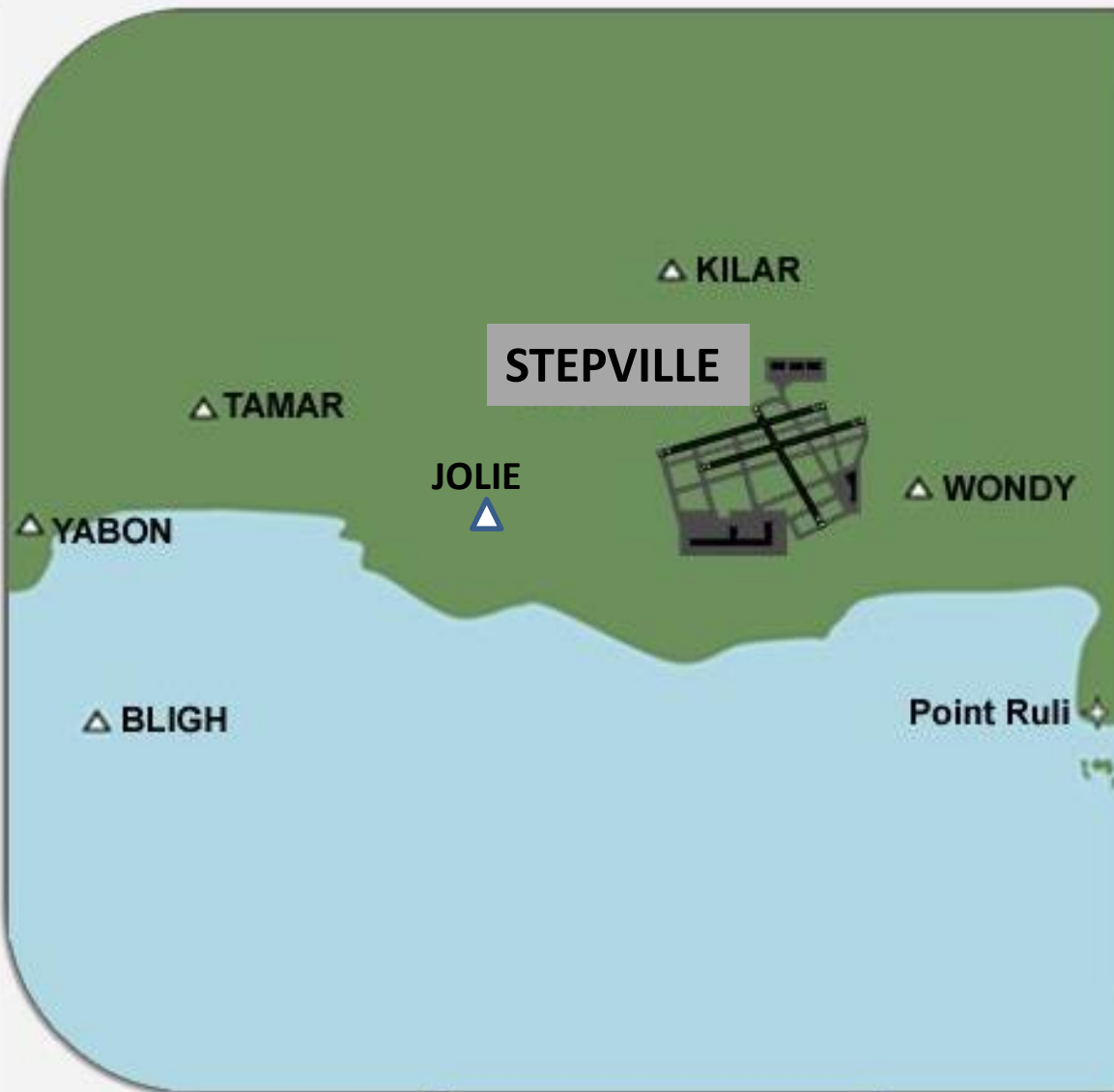
Call Tower at holding point.



CONTINUE

This is the end of Speaking Test – Section 1

Section 2 will begin shortly



Instructions for Speaking test – Section2

- This part of the flight include non-routine exchanges.
- In this part of the test, you will listen and respond to several controllers on the way to **Stepville International Airport**.
- The examiner will take the controller's part.
- Your voice will be recorded.



CONTINUE



BRIEFING 02

Before Section 2 begins, study the information in the card given to you by the examiner and be ready to answer the examiner's questions.

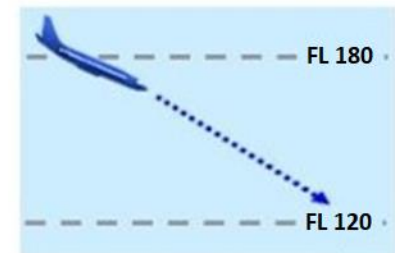
Aircraft	A-320
Callsign	MAI 024
Position	Approaching WONDY
Origin	Georgetown (KGGE)
Destination	Stepville (KSTV)
Local weather	Info K, wind 170 degrees 12 knots, visibility 6 km, clouds 5000 broken, 3000 overcast, temperature 1, dew point 0, QNH 1004
NOTAM	Expect ILS approach RWYs 15 and 08L. Departure RWY 08R. Caution: increased bird activity at the approach end of RWY 15.
POB	134 PAX + 6 crew
Local time	15.55 pm
Where you start	Call Stepville control at WONDY

During the flight be ready to copy all necessary information you receive from the controller, such as vectors, altitudes, route points, time, and other relative information. Speak clearly. Your voice will be recorded.





Call Stepville Control
approaching WONDY.



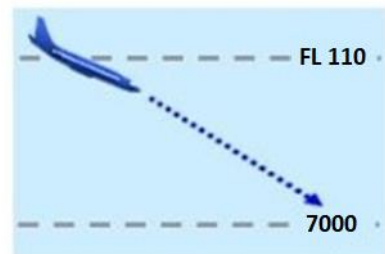
Heading 330



CONTINUE



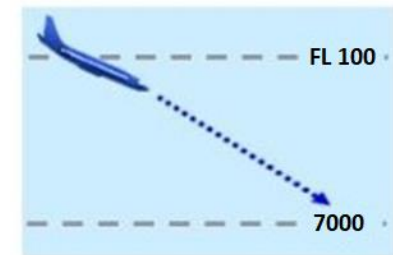
Call Control to report FL.



CONTINUE



Call Stepville Approach.



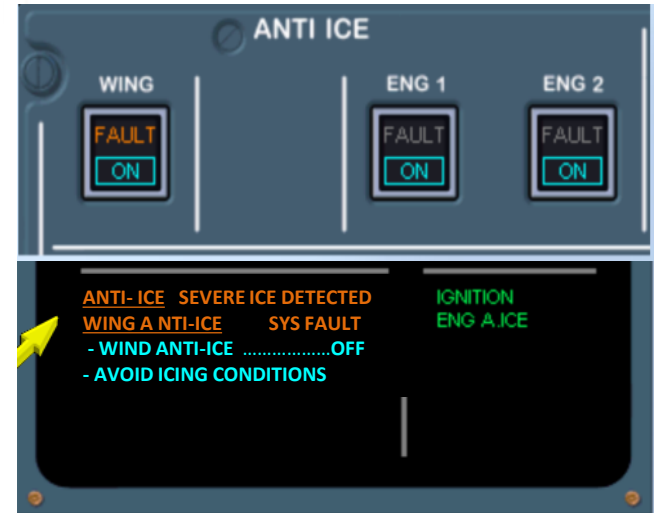
Heading 360



CONTINUE



You are at 5,000 ft.
Call Control, report the
situation. Make a request.



CONTINUE



Listen and reply to ATC.



CONTINUE



Call Control, report
the situation.



ENGINE 1 FIRE

LAND ASAP

- THR LEVER 1IDLE
- EBG MASRE R OFF
- ENG FIRE P/B PUSH
- ATC NOTIFY

THROTTLE LEVER 1 TO IDLE
ENGINE FIRE PUSH
NOTIFY ATC



CONTINUE



Call ATC established.
Report the situation on
board.



ENG 1 SHUT DOWN

- ENG MODE SEL.....IGN
- FUEL X FEEDON

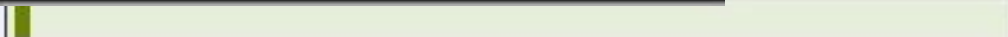
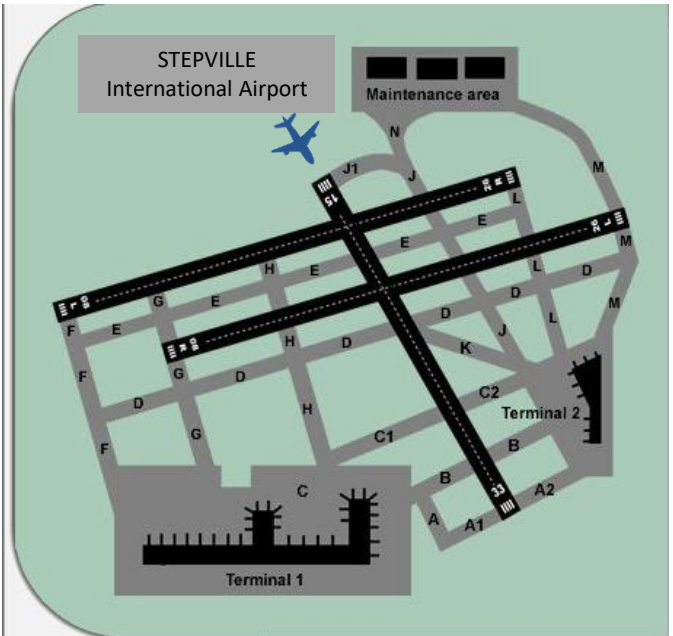
LAND ASAP
•AIR BLEED
•ELEC
•HYD



CONTINUE



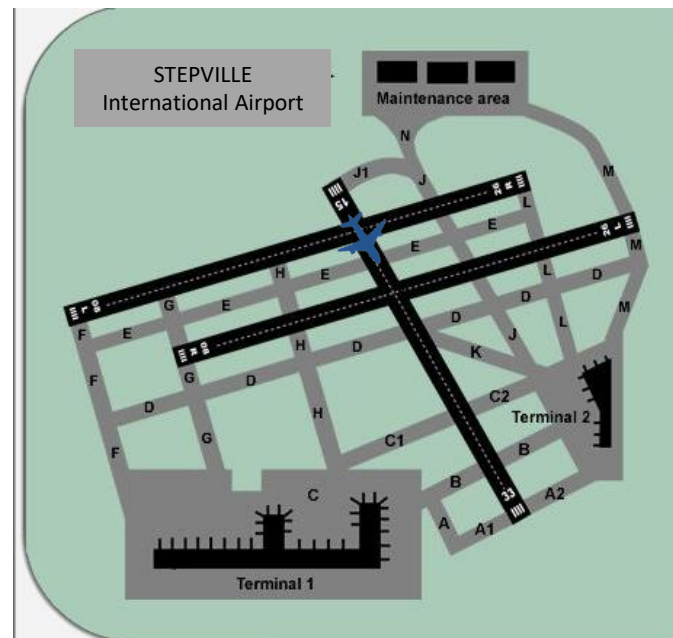
Call Stepville Tower
established.



CONTINUE



Listen to the controller.



CONTINUE



Reply to the controller.

**Nose
wheel
steering**

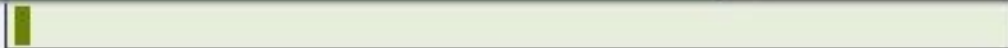
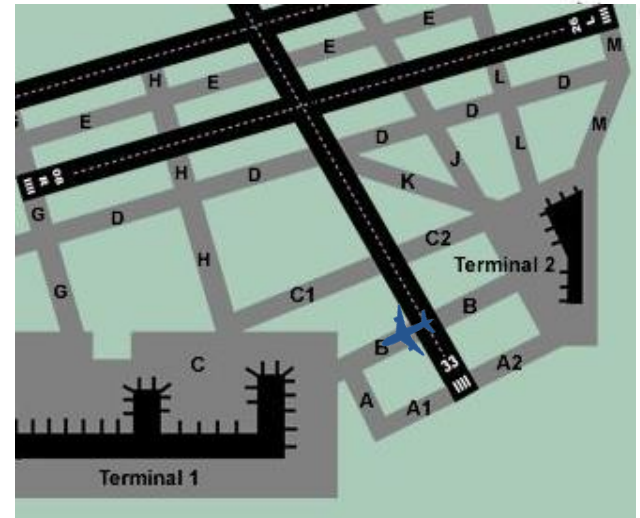
Ask for:



CONTINUE



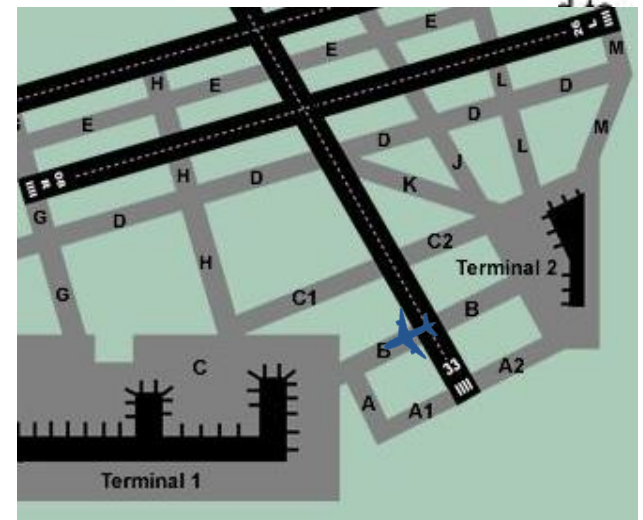
Call Control off the RWY.



CONTINUE



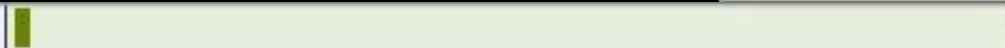
Call Ground.



Ask for:



inspection



CONTINUE

This is the end of Speaking Test – Section 2

Please join the examiner for Section 3 interview

Picture 1



Picture 2



1. Tell me what happened in your flight during Section 2?
2. Look at the pictures. Can you describe the situations in both Picture 1 and Picture 2? How are the pictures connected?
3. Let's get back to the second part of the test. Could you recall what action you took as a pilot when your aircraft had suffered a bird strike?
4. Have you or anyone you know ever experienced a similar situation?
5. How dangerous might bird strike be?
6. What maintenance actions are required after a bird strike?

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

7. What stage of flight is more complicated, landing or take off? Why?
8. How do you prepare for emergency landing?
9. What happens in the passenger cabin, cockpit, to people on board in case of decompression?