



# 90 English Language Proficiency check

Listening Comprehension Exam  
for Pilots

**ICAO Levels 4/5/6**

Authorised supports:

Writing material

**PLEASE DO NOT WRITE ON ANY PART OF THIS DOCUMENT!**

**Instructions to candidates**

- ▶ *This is the Swiss Federal Office of Civil Aviation Language Proficiency Listening Comprehension exam for pilots at ICAO Level 4, 5 and 6.*
- ▶ *You will hear 9 different recordings of communications between pilots and Air Traffic Controllers or people talking about non-routine or unexpected aviation-related situations.*
- ▶ *You will hear each recording twice, and you have time before the first play of each recording to read the questions and answers for that recording.*
- ▶ *As you listen, you may write notes in the boxes provided on your answer sheet.*
- ▶ *For each recording you have three questions and each question has four possible answers: a, b, c, and d. **Only one answer per question is correct.***
- ▶ *You must choose which of the four answers for each question is correct and mark this **with an X on your answer sheet.***
- ▶ *The questions are in the same order as the situations are heard in the recording.*
- ▶ *After the second play of each recording you will have time to complete your answers.*
- ▶ *Before each recording starts you will hear this sound.*
- ▶ *Before the exam starts you will hear an example. This is a communication between a pilot and an Air Traffic Controller.*
- ▶ *Turn to page 3 on your question sheet now, and read the questions and possible answers for this example.*

**RECORDING 0****1. When making his Mayday call, the pilot plans to...**

- a) prepare for landing on the beach.
- b) try to reach the airfield.
- c) get ready for a forced landing on water.
- d) land in a field near the coast.

**2. According to the Controller...**

- a) A rescue helicopter is doing onshore training.
- b) A helicopter is currently rescuing some people.
- c) A helicopter is doing some training over water.
- d) A helicopter crew operating offshore is being rescued.

**3. The rescue operation will be restricted because...**

- a) The sea is very rough.
- b) The rescue boat cannot be provided.
- c) The Controller's radar is unserviceable.
- d) The rescue helicopter is too far away.

► *Now listen to the recording.*

**[1st recording play]**

► *Listen to the recording again.*

**[2nd recording play]**

► *The answer to question 1 is: c)*

► *the answer to question 2 is: c)*

► *the answer to question 3 is: b)*

► *You will see that all 3 answers are marked with an 'X' on your answer sheet.*

► *Please ask any questions now, as you must not speak during the exam.*

► ***The exam will now begin.***

**RECORDING 1****1. What was F-GV's mistake?**

- a) He went beyond the holding point.
- b) He entered the wrong runway.
- c) He wanted to depart without take-off clearance.
- d) He made a runway excursion.

**2. What was D-KC's immediate reaction to F-GV's mistake?**

- a) He aborted take-off.
- b) He returned for landing.
- c) He manoeuvred so as to avoid F-GV.
- d) He maintained his heading.

**3. What will D-KC do after landing at Samville?**

- a) Give more information to the Supervisor.
- b) Get detailed information about F-GV.
- c) Contact F-GV's company.
- d) Ask his company about what to do.

**RECORDING 2****1. Why didn't Samville Tower have HB-NOE's flight plan?**

- a) The slot for departure expired 45 minutes ago.
- b) There was a technical problem with his computer.
- c) The pilot filed the wrong aircraft registration.
- d) The flight plan was for IFR instead of VFR.

**2. Why does H-OE decide to depart VFR?**

- a) The IFR flight plan has been cancelled.
- b) The expected delay is shorter than for IFR.
- c) There's a problem with the aircraft's equipment.
- d) All IFR flights are currently suspended.

**3. Together with the taxi instructions, H-OE is...**

- a) given details about activities on the runway.
- b) instructed to hold short for aircraft inspection.
- c) told that the runway inspection will be delayed.
- d) informed about work in progress on a taxiway.

**RECORDING 3**

**1. What did the Controller think she saw during H-CR's take-off climb?**

- a) The rope for sailplane towing still attached.
- b) The nose wheel still extended.
- c) A device still connected to the aircraft.
- d) Something hanging from the main gear.

**2. Who reported something missing in the hangar?**

- a) The fire brigade.
- b) The mechanic.
- c) The pilot of the Cessna.
- d) The pilot's club.

**3. Which one of the following statements is correct?**

- a) The pilot is allowed to stop on the runway.
- b) The fire services are waiting on the runway.
- c) The pilot will do an initial inspection of the aircraft.
- d) The fire brigade haven't yet been advised.

**RECORDING 4**

**1. What was the dangerous situation the two people are talking about?**

- a) A runway incursion by an aircraft during a runway inspection.
- b) An aircraft taking off without clearance during inspection of the PAPI.
- c) A runway incursion by a vehicle while an aircraft was departing.
- d) An aircraft taking off from runway 33 instead of runway 06.

**2. How did the pilot of the Piper PA28 react to the dangerous situation?**

- a) He accelerated past the taxiway.
- b) He lifted off before the intersection.
- c) He aborted take-off after rolling for 10 metres.
- d) He held his current position.

**3. How did the person at fault explain his lack of situational awareness?**

- a) He didn't know about the conflicting traffic.
- b) He thought runway 33 was the active runway.
- c) He was distracted by a colleague next to him.
- d) He was focussed on the phone call.

**RECORDING 5****1. The pilot of H-ZU called his company because of...**

- a) passengers undergoing security checks.
- b) a missing licence endorsement.
- c) a VIP waiting in the lounge.
- d) a technical problem during run-up check.

**2. Which type ratings are entered in the pilot's licence?**

- a) The EC135.
- b) The AS350 Squirrel and the EC135.
- c) The AS350 Squirrel.
- d) None. All ratings have expired.

**3. In order to help the pilot, Fiona will ask Andrew Miller...**

- a) for a copy of the exam paperwork.
- b) to conduct another proficiency check.
- c) to contact the post holder.
- d) why he didn't fill in the exam form.

**RECORDING 6****1. Why did it take time to identify the possible reasons for the collision?**

- a) Administrative procedures slowed things down.
- b) There were no initial findings.
- c) Nobody wanted to do the job.
- d) They couldn't find any evidence.

**2. The *main* issue of the report was that probably...**

- a) the pilots apparently had insufficient experience.
- b) family problems were a contributing factor.
- c) fear of job loss put the crew under pressure.
- d) the crew of the 757 were overtired.

**3. What did the woman finally suppose contributed to the accident?**

- a) An animal was reported to have died.
- b) The loadmaster was left alone.
- c) The crew were distracted.
- d) An unsecured container had shifted.

**RECORDING 7**

- 1. What does Steve say about cockpit communications during flight?**
  - a) Some crew don't like to communicate.
  - b) Dialogue is influenced by many factors.
  - c) Pilots should communicate all the time.
  - d) Air crew should avoid dispute.
  
- 2. According to the recording, resolving conflicts between crew members is...**
  - a) essential but often disregarded.
  - b) as easy as separation of two aircraft.
  - c) something which needs time.
  - d) unnecessary for some pilots.
  
- 3. What is the speakers' conclusion?**
  - a) Negative situations could improve co-operation.
  - b) Better training is the key to co-operation.
  - c) Careless remarks may create bad situations.
  - d) Criticism can lead to more cooperation.

**RECORDING 8**

- 1. How does the pilot describe the flying conditions?**
  - a) Almost dark, with clouds approaching.
  - b) Very bright, a thick layer overhead.
  - c) Quite dark and VMC between layers.
  - d) Bright, with build-ups reducing visibility.
  
- 2. What was the pilot's problem with the directional gyro?**
  - a) He thought it was broken and couldn't be adjusted.
  - b) He believed too much that its indication was correct.
  - c) He saw a 10-20 degrees difference to the magnetic compass.
  - d) He was unable to check it as the magnetic compass was unreliable.
  
- 3. The pilot says that the Air Traffic Controller...**
  - a) didn't see the pilot's problem.
  - b) wanted to file a report.
  - c) was quick to understand and react.
  - d) was helpful but not very happy.

**RECORDING 9**

- 1. What did the pilot think after having seen the crosswind landing?**
  - a) He wanted to have the skills for that.
  - b) He would never try to do that.
  - c) He would never be able to do that.
  - d) He was certainly capable of doing that.
  
- 2. According to Pete, pilots doing challenging flights...**
  - a) expose themselves to danger.
  - b) can become more proficient.
  - c) exceed the safety margins.
  - d) put their health at risk.
  
- 3. According to the discussion, how are judgement and experience related?**
  - a) Less experience requires better judgment.
  - b) Less experience leads to bad judgment.
  - c) More experience leads to better judgment.
  - d) More experience requires less good judgment.