

CAAI English Proficiency Example Test - Questions

Example 1

Read the following dialog and select a, b, c or d:

4XGJG	Tower, 4XGJG, downwind runway 07L, circuit altitude
Controller	4XGJG, Tower, Maintain circuit altitude. Number 2 for landing. Extend downwind leg. ??????...(break in the reception)
4XGJG	No.2, extending downwind leg, 4XGJG
Fly Fast 234	Fly fast 234 we have a tire blow out. We slid slightly off the runway. Request passenger steps and buses to take passengers to the Terminal.
Controller	4XGJG, go around. No.1 is unable to leave runway due burst tire
4XGJG	Going around 4XGJG
Controller	4XGJG make 360 degrees right at 3000 feet until advised.
4XGJG	Right 360 degrees 3000 feet, 4XGJG
Controller	Fly Fast 234, Emergency services on stand- by. We are sending a tug and the buses.
Fly Fast 234	Copied and thank you, Fly Fast 234
4XGJG	Tower, 4XGJG. Will the delay be long? We are a bit low on fuel.
	4XGJG, are you declaring an emergency?
4XGJG	Negative. We have sufficient fuel but if there is to going to be a long delay we would prefer to proceed to our alternate.
Controller	4XGJG Copied. Continue own navigation to Yankee and Contact Radar Control 118.3
4XGJG	Continuing own navigation. Radar Control 118.3 4XGJG
4XGJG	Radar, 4XGJG, good morning
Radar	4XGJG, Radar, good morning, Squawk ident.
4XGJG	Identing, 4XGJG.
Radar	4XGJG , is mode C active?

1 What do you think could have been the controller’s missing words after “extend downwind leg”?

- a. Your speed is too high.
- b. No 1 on long final.
- c. Then enter holding pattern.
- d. None of the above answers is correct.

2 What is the professional phrase for “continue own navigation”

- a. Resume own navigation
- b. Return to own navigation
- c. Follow own navigation
- d. Restore own navigation

3 What would be a more professional phrase for “make 360 degrees”

- a. Make a pattern
- b. Orbit
- c. Circle
- d. Make a holding

4 What is the professional term for “leave” the runway

- a. Clear
- b. Evacuate
- c. Abort
- d. Vacate

5 Mode C refers to _____

- a. The transponder being on stand- by.
- b. The pressure altitude
- c. The distress code 7700
- d. The radio failure code 7600

Example 2

Read the following dialog and select a, b, c, or d:

4XUXZ	Papa Control, 4XUXZ, Position.
PAPA	4XUXZ, PAPA Control
4XUXZ	4XUXZ, Charlie, FL 250, Next Delta
PAPA	4XUXZ, Omit position reports. Radar contact. Resume own navigation after Delta. Charlie Bravos reported ahead of you
4XUXZ	4XUXZ, copied. Request climb to FL 350 to avoid weather.
PAPA	4XUXZ, Climb to FL350 at your discretion.
4XUXZ	Papa, 4XUXZ, pressurization system problem. Request speed up descent to altitude FL100
PAPA	4XUXZ, Descend to FL100. Report passing FL200.
4XUXZ	We are unable to solve the problem and will return to field. We will need time enroute for fuel discarding, 4XUXZ
PAPA	4XUXZ, proceed to fuel discarding area

1. 4XUXZ did not need to give an official position report because he was under radar control. However, which of the following is the correct IFR position report when it is required?
 - a. Charlie, FL250, 35, estimating Delta 59, Eco next, 4XUXZ
 - b. 4XUXZ, Charlie, 35 FL250, estimating Delta, Echo next 1059
 - c. 4XUXZ, Charlie 35, FL250, estimating Delta 59, Echo next.
 - d. None of the above answers is correct
2. The controller wants the pilot to _____.
 - a. Continue giving position reports
 - b. Stop giving position reports
 - c. Give a weather report only
 - d. Know that the weather is clear in front of him
3. Which sentence is correct?
 - a. The pilot should fly according to his flight plan after Delta.
 - b. Fly VFR after Delta.
 - c. The pilot will be vectored after Delta.
 - d. The pilot will receive an amended flight plan.

4. 4XUXZ can _____.
- a. climb to FL350 when he wishes
 - b. climb to FL350 immediately
 - c. climb to FL350 with no need to report his altitude
 - d. climb to FL350 only if the weather is clear ahead
5. What is a professional phrase for “discarding”?
- a. Jettisoning
 - b. Disposal
 - c. Dumping
 - d. Both a and c

ORAL TEST – FACE-TO- FACE

Example 1: PILOTS & CONTROLLERS

You have 30 seconds to look at this picture. Describe and talk about what you see from the point of view of the pilot/controller. What preventive measures can a pilot take to reduce the risk of a bird strike on his aircraft? How should the pilot/controller react if this incident occurred during the final approach or immediately after takeoff?



Example 2: PILOTS & CONTROLLERS

On many airport charts we see signs denoting risk of runway incursion. Under what name is runway incursion shown on the airport chart? How can this type of incident occur? Is it a case of pilot error, lack of awareness of the controller, or faulty airport design? What actions should the pilot/controller take to avoid such an incident? Can technological improvements eliminate the risk?

Example 3: PILOTS

Explain what a missed approach is. Describe different circumstances where you might need to execute this procedure. What could be the problems for you when deciding to make a missed approach?

Example 4 – Controllers:

Describe the main causes for flight delays? How do these affect your job as a controller?