조종사·무선통신사

EPTA

항공영어구술능력증명시험 표준교재

기본에 충실한 EPTA 준비서

- 시험 예제 및 전략가이드
- CBT 모의평가 및 MP3 포함




국토교통부

항공영어구술능력시험
표준교재

English Proficiency Test for Aviation

국토교통부

항공영어구술능력증명시험 표준교재를 내며

항공인 여러분! 반갑습니다.

우리나라 항공 산업은 1922년 12월 10일 안창남이 최초 비행에 성공한지 100여년 만에, 그리고 1948년 10월 30일 김포 하늘에서 6인승 소형 여객기가 첫 운항을 시작한지 70여년 만에, 세계 7대 운송강국으로 성장하였습니다. 2001년에는 캐나다 몬트리올 국제민간항공기구(ICAO) 본부에서 개최된 제33차 총회에서 ICAO 이사국에 진출한 이래 2020년까지 재선임 되어 7연임 이사국이 되었습니다.

이 같은 놀라운 발전은 그 동안 맡은 바 직무를 묵묵히 해 오신 항공업계의 끊임없는 노력과 정부의 정책적 지원이 있었기에 가능했다고 생각합니다.

2008년부터 ICAO에서는 보다 안전한 항공기 운항을 위하여 체약국의 항공종사자를 대상으로 항공영어능력 표준을 마련하여 각 체약국에게 시행토록 하였습니다. 이에 우리나라는 2008년부터 항공영어구술능력증명시험(EPTA) 제도를 법제화하였습니다.

더 나아가 정부는 공정하고 실효적인 시험제도 운영을 위해 항공종사자들의 건의사항을 지속적으로 수렴하고, 2019년부터는 ICAO에서 요구하는 평가기준을 반영하여 새로운 방식인 컴퓨터 기반(Computer Based Test)의 항공영어구술능력증명시험을 시행하고 있습니다.

그간 정부는 항공영어시험제도가 단순한 자격 평가제도에 그치지 않고 국내 항공인의 국제적 역량을 강화하는 한편 실무 능력을 향상시킬 수 있는 제도로 거듭나는 것을 목표로 모의시험 체험프로그램과 시험유형 안내서를 배포하였고, 뜨거운 반응을 얻은 바 있습니다.

정부는 이에 힘입어 항공인 누구나 스스로 학습하고 활용할 수 있는 항공영어구술능력증명시험(EPTA) 표준교재를 개발하여 발간하게 되었습니다.

이 교재는 조종·관제·무선통신 분야의 일상적인 상황을 비롯해 발생할 수 있는 비상상황, 비정상상황 등 다양한 시나리오를 토대로 개발되었으며, 항공전문가, 교육전문가 등 분야별 전문가의 자문과 조언을 받아 학습의 효과를 극대화할 수 있는 구성으로 탄탄한 교재로 완성되었습니다.

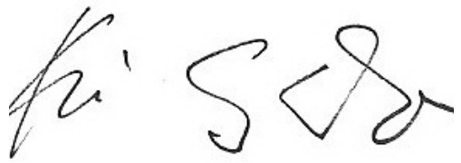
모쪼록, 이번에 개발된 EPTA표준교재가 항공종사자 및 예비종사자의 시험 준비와 언어 구사능력 향상에 유용하게 활용되기를 바라며, 이로써 우리나라의 항공종사자들이 국제 항공사회의 일원으로서 선도적인 역할을 할 수 있기를 희망합니다.

끝으로, 코로나19로 인해 힘든 시기임에도 불구하고 EPTA 표준교재 발간 사업에 참여한 연구진들의 열정과 노고에 깊은 감사의 말씀을 전합니다.

이 교재가 항공인 여러분의 든든한 벗이 되기를 바랍니다.

감사합니다.

항공정책실장 **김 상 도**



표준교재 이용 및 저작권 안내

표준교재의 목적

본 표준교재는 국내 항공종사자 및 예비종사자가 국제민간항공기구(International Civil Aviation Organization)의 항공언어능력 기준에 부합되도록 기본 언어기량을 향상하고, 항공영어구술능력증명시험(English Proficiency Test for Aviation)을 준비하는 데 도움을 주고자 개발되었습니다.

표준교재의 저작권

이 표준교재는「저작권법」제24조의2에 따른 국토교통부의 공공저작물로서 별도의 이용 허락 없이 자유이용이 가능합니다.

다만, 이 표준교재는 "공공저작물 자유이용허락 표시 기준(공공누리, KOGL) 제3유형 에 따라 공개하고 있으므로 다음 사항을 준수하여야 합니다.

1. 공공누리 이용약관의 준수 : 본 저작물은 공공누리가 적용된 공공저작물에 해당하므로 공공누리 이용약관(www.kogl.or.kr)을 준수하여야 합니다.
2. 출처의 명시 : 본 저작물을 이용하려는 사람은「저작권법」제37조 및 공공누리 이용조건에 따라 반드시 출처를 명시하여야 합니다.
3. 본질적 내용 등의 변경금지 : 본 저작물을 이용하려는 사람은 저작물을 변형하거나 2차적 저작물을 작성할 경우 저작인격권을 침해할 수 있는 본질적인 내용의 변경 또는 저작자의 명예를 훼손하여서는 아니 됩니다.
4. 제3자의 권리 침해 및 부정한 목적 사용금지 : 본 저작물을 이용하려는 사람은 본 저작물을 이용함에 있어 제3자의 권리를 침해하거나 불법행위 등 부정한 목적으로 사용해서는 아니 됩니다.

표준교재의 이용 및 주의사항

이 표준교재는「항공안전법」제45조(항공영어구술능력증명) 및 국제기준(ICAO Doc 9835)에 따른 항공종사자에게 요구되는 항공영어능력의 올바른 배양을 위해 필요한 시험예제와 기본언어 기량 훈련사항을 제시한 것으로, 항공종사자를 양성하는 전문교육기관 등에서는 이 표준교재에 포함된 내용 이상을 해당 교육내용에 반영하여 활용할 수 있습니다.

※ **(유의사항)** 본 표준교재에 사용된 관제용어와 관련된 내용은 국제기준에 근거하여 항공교신문맥(Radiotelephony context)에서 일반영어 사용기량 향상과 좀 더 현장에 가까운 상황제시를 위해 일부 항공교통관제절차에 맞지 않는 문장이 있을 수 있습니다. 그러므로, 해당 내용은 반드시 항공교통관제절차(국토교통부 고시)를 통해 확인하시기 바랍니다.

또한, 이 표준교재는「저작권법」및「공공데이터의 제공 및 이용 활성화에 관한 법률」에 따른 공공저작물 또는 공공데이터에 해당하므로 관련 규정에서 정한 범위에서 누구나 자유롭게 이용이 가능합니다.

그리고「공공데이터의 제공 및 이용 활성화에 관한 법률」에 따라 이 표준교재를 발행한 국토교통부는 표준교재의 품질, 이용하는 사람 또는 제3자에게 발생한 손해에 대하여 민사상 • 형사상의 책임을 지지 아니합니다.

표준교재의 정정 신고

이 표준교재를 이용하면서 다음과 같은 수정이 필요한 사항이 발견된 경우에는 항공교육훈련포털(www.kaa.atims.kr)로 신고하여 주시기 바랍니다.

- 항공법 등 관련 규정의 개정으로 내용 수정이 필요한 경우
- 기술된 내용이 보편 타당하지 않거나, 객관적인 사실과 다른 경우
- 오탈자 및 앞뒤 문맥이 맞지 않아 내용과 의미 전달이 곤란한 경우
- 관련 삽화 등이 누락되거나 추가적인 설명이 필요한 경우

※ (주의) 표준교재 내용에는 오류, 누락 및 관련 규정 미반영 사항 등이 있을 수 있으므로 의심이 가는 부분은 반드시 정확성 여부를 확인하시기 바랍니다.

Contents

소개(About the Book)

이 책은 항공영어 구술 능력시험(EPTA: English Proficiency Test for Aviation Personnel)을 준비하는 항공종사자 및 예비 종사자의 시험준비에 도움을 주는 한편, 국제 민간 항공기구(ICAO)의 언어능력 요구 사항에 부합하도록 일반영어(Plain English)를 향상 시킬 수 있도록 개발되었습니다.

교재의 구성은 EPTA-CBT 시험체제에 맞게 총 2개 파트의 항공 교신상황으로 구분하여 시험대비 및 기본 언어 훈련을 하도록 하였습니다.

• 구성 개요

Part 1

Part 1 Task A/B
시험안내·전략

EPTA
예제 유형 풀이

Let's Practice
기본기 다지기

Part 1
Check-up Test

Break Time
쉬어가기

Part 2

Part 2
Task A/B/C
시험안내·전략

EPTA
롤플레이 응대
특성·예제 풀이

Training Unit
비정상/비상상황
기본 언어기량

Part 2
Check-up Test

EPTA
Mock Test

Appendix

Plain English in RT

Unit	Theme	Sub-Topics
1	On the Ground	Ground Movement Incidents; Airfield Activities; Taxiway/ Runway Incursion; Takeoff Incidents; Collisions - Ground
2	Operational Issues	Delays; Cargo; Ground Services; Dangerous Goods
3	Technical Issues	Wind and Turbulence; Icing; Storm; Volcanoes
4	Technical Issues	Aircraft breakdown-mechanical; Aircraft breakdown-electrical; Fuel Problems
5	Environment	Birds; Aerodrome/Airfield environment; Airfield and Navigation Equipment; Near miss
6	Human Factors	Pilot Incapacitation; Passenger Problems; Bomb Scare

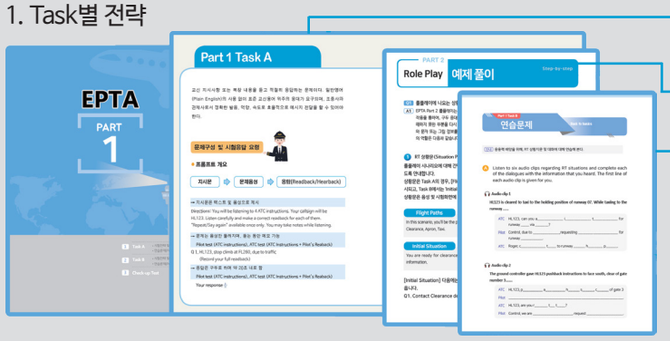
* 교신대화 및 모의문제에 대한 음성자료 및 CBT 방식의 EPTA 모의문제툴을 항공교육훈련포털(http://www.kaa.atims.kr)에서 다운로드하여 체험해 볼 수 있습니다.

* 연습방식은 ICAO의 항공종사자 언어능력 평가 및 훈련 기준에 근거하여 듣기와 말하기에 초점을 두었습니다. 표준용어 위주의 정상 교신대화 및 일반영어(Plain English)가 다수 포함된 교신롤플레이 훈련 유닛을 통하여 EPTA 시험준비뿐만 아니라 국제 항공종사자로서 기본 언어기량 향상에 도움이 되도록 구성하였습니다.

• 본문 구성

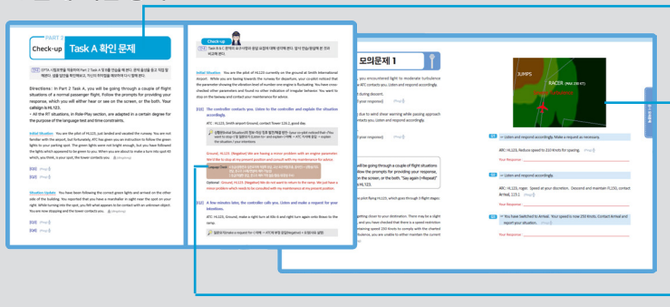
교재의 본내용은 EPTA 시험과제에 대한 안내와 예제풀이, 기본 언어기량 연습문제, EPTA 확인문제, 그리고 실전 모의문제로 구성되며, Part 2 항공교신 롤플레이 섹션에 대하여 보충 훈련유닛이 포함됩니다.

1. Task별 전략



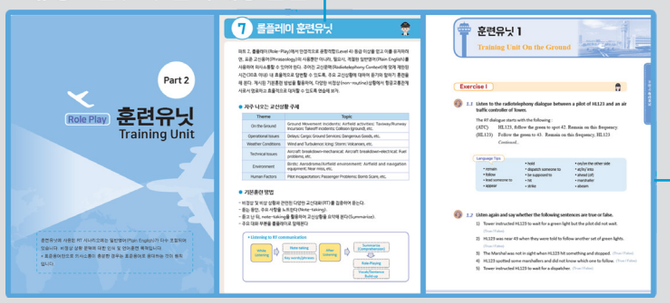
- 과제별 특징과 준비전략
- 시험예제 풀이
- 기초다지기 연습문제

2. 문제 핵심 공략



- 학습내용 확인문제
- 실전 모의문제
- 핵심파악 및 등급별 응대안대

3. 항공교신(RT) 문맥 대응 훈련



- 다양한 RT 교신주제 일반영어(Plain English) 응대력 향상 훈련방법
- 교신 문맥 인지력 향상 듣기와 말하기에 초점

EPTA-CBT

안내 EPTA-CBT에 대한 자세한 내용은 국토교통부에서 발간한 「항공구술영어능력시험 안내서」를 참고하세요.

배경

현행 EPTA-CBT 시험제도는 2016년, 그간 항공영어구술능력증명제도 운영과정에서 발생된 문제점 등을 개선·보완하기 위해 항공영어시험·평가(EPTA; English Proficiency Test for Aviation) 제도 전반에 대해 검토·분석하고, 이해관계자(조종사, 관제사, 시험시행사 등) 의견수렴 등을 통해 「항공영어시험·평가제도 개선방안」이 마련되어 시행 중 입니다.

- 시험문제는 직무(항공교신) 위주로 구성하고, 듣기와 말하기 능력을 통합 평가
- 등급별(6등급 및 5등급 이하) 시험·평가를 구별하여 운영
- 6등급은 인터뷰 시험방식으로 하고, 5등급 이하는 CBT(Computer Based Test)방식 시행 등

* 항공언어 전문가 등급(ICAO Level 6)은 ICAO Doc. 9835에 의거한 문제 프레임을 활용하여 6등급 전문 시험관(Examiner or Interlocutor)에 의해 진행됨

언어(영어) 능력 등급제도 적용대상

필수적용대상	비행기조종사, 회전익조종사, 항법사, 항공교통 관제사, 비행정보요원
선택적용대상	항공기관사, 활공기조종사, 비행선조종사

영어능력 등급 및 재평가

ICAO 언어(영어)능력 등급의 평가 기준(Doc 9835 2nd ed. Annex 1, 1.2.9.7)에 따라서 다음 과 같이 적용됩니다.

6등급	5등급	4등급
영구 인정	매 6년마다 재평가	매 3년마다 재평가

시험의 구성

EPTA(5등급 이하)는 CBT 기반으로 진행되며, 응시자의 듣기와 말하기 역량을 통합적으로 평가합니다. 즉, Listening과 Speaking 영역의 구분 없는 통합 시험으로 ICAO Rating Scale에 의거하여 응시자의 Language Proficiency 등급이 측정됩니다.

- 본 시험은 화상 또는 음성을 통한 인터뷰어의 개입없이 100% 프롬프트(상황안내문/지시문) 내장형 CBT 방식으로 응시자는 컴퓨터에 내장된 문제 프롬프트에 따라 구두로 응답한 수행능력을 평가 받습니다.
- 시험 분야는 조종과 관제(비행장·접근관제·지역관제)로 구분 됩니다.

운항등급(5등급 이하) 시험문제 포맷

시험문제는 2개 파트, 5개 개별 태스크로 구성됩니다. 파트 1은 단일 응대 문제 유형이고, 파트 2는 교신 상황 문맥에서 롤플레이 방식으로 연속 응대하는 유형입니다. 롤플레이는 2개 의 태스크로 구성되며, 두 가지 모두 수행한 내용에 대한 후속 질문이 따릅니다.

Section	Type	Task Outline	문항수	문항당 응답시간
Part 1	Task A	교신전송 : Readback/ Hearback (Sound recognition, Alphanumeric information, etc.)	4	20초
	Task B	짧은 교신문맥 청해 및 응대 (Checking, Clarifying, Confirming, Informing)	6	20초
Part 2	Task A	복합 상황 롤 플레이 및 후속 질문 : Role-play & Follow-up (Normal & Abnormal situations)	8~12	롤 플레이 : 30초 후속질문 : 90초
	Task B	단일(비정상/비상)상황 롤 플레이 : Extended Role-play(Abnormal/ Urgent/ Emergency related specific single incident)	7~12	30초
	Task C	교신 수행(Task B) 관련 의견교환 : Reporting	2	90초

비고 문항(평가)수 : 29~33문항 내외
모든 문항에 대해 1회에 한해 다시 듣기(say again) 기능 허용
평균 소요 시간 : 약 35~50분 내외

원어민/준원어민 등급(6등급) 시험문제 구성

Section	Type	Task Outline	응답시간
Part 1	Warming-up	Introducing	1-2분
	Task A	RT Role-Play (Voice Only)	3-5분
	Task A	Actual RT Listening & Briefing	2-3분
Part 2	Task A	Picture Description	2-3분
	Task A	Explaining & Controlled Discussion	3-4분
	Task A	Stating an Opinion	3-5분

- 각 태스크별 시간제한은 면접관/시험관의 주제 변경 및 발화 개입 정도에 따라 다소 유동적일 수 있음. 단, 응시자에 의한 시간 연장은 제한 됨

* 원어민 수준의 영어능력을 평가하는 6등급 시험은 해당 종류 5등급을 소지하고 있어야 응시가능하며, 시험의 난이도 유지 및 보안문제로 별도의 시험에 대한 예시 문제가 제공되지 않습니다.

등급 산정 기준

EPTA등급 산정 기준은 두 나라 이상을 운항하는 항공기의 조종사와 관제사 그리고 무선통신사에 대한 ICAO 언어 능력 평가 기준인 6개 영역의 Rating Scale과 Holistic Approach에 의거합니다. 최종등급 판정은 모든 영역 중 가장 낮은 점수로 결정됩니다(ICAO DOC 9835 2nd ed. 4.5.11).

EPTA의 각 태스크는 상기 등급 산정 기준에 맞추어 설계되었고, 태스크 간 수행 능력의 변별력을 가늠하기 위해 가중치(Weighting)가 백분율로 산정됩니다. 응시자는 6개 영역별 총점(%)으로 등급을 부여 받게 됩니다.

⇒ EPTA Weighting Framework(태스크 별 가중치(%))

Task		Percentage (%)	Maximum Raw Score*
Part 1	Task A	20%	4
	Task B	20%	5
Part 2	Task A	20%	5
	Task B	30%	5
	Task C	10%	5
Total		100%	-

비고 각 태스크 별, ICAO 6개 평가 영역에 대해 1~5등급으로 평가된 원점수(raw score)에 대해 가중치(%) 적용 * 원점수(raw score) 간 가중치는 태스크별 최대치에서 대략 5% 편차로 적용

ICAO Rating Scale에 근거하여 6개 영역(Pronunciation, Structure, Vocabulary, Comprehension, Fluency, Interaction)에 대한 모든 태스크의 총 수행 점수(가중치)가 해당 영역의 최종 등급이 됩니다. 예를 들어, 문장구조(Structure) 영역에서 Part 1 Task A : 4(10%), Task B : 5(20%), Part 2 Task A : 4(15%), Task B : 4(25%), Task C : 3(10%)일 경우, 총점(%)은 80(%)가 되어 문장구조(Structure) 영역은 등급 4가 됩니다. 단, ICAO 평가 기준에 의거하여,산출된 6개 영역 중 가장 낮은 영역의 등급이 최종 EPTA 등급으로 결정됩니다.

⇒ EPTA 최종 등급 환산표

Level	1	2	3	4	5
총점(100%)	35% 미만	35~60%미만	60~75%미만	75~90%미만	90~100%

⇒ EPTA 등급 평가 방법

응시 후 평가 : 응시자의 수행능력(응답 녹취) 데이터에 대해 자격을 갖춘 2인의 평가자(항공전문가 1인, 언어전문가 1인)에 의해 각각 독립적으로 평가가 이루어집니다. 두 명의 평가자의 결과가 불일치 할 경우에는 제3의 전문 평가자가 평가하여 최종 등급이 결정됩니다. 평가는 ICAO 평가척도 기술항을 적용합니다.

* 본 교재 부록 참조 : ICAO 6 Rating Scale & Descriptor

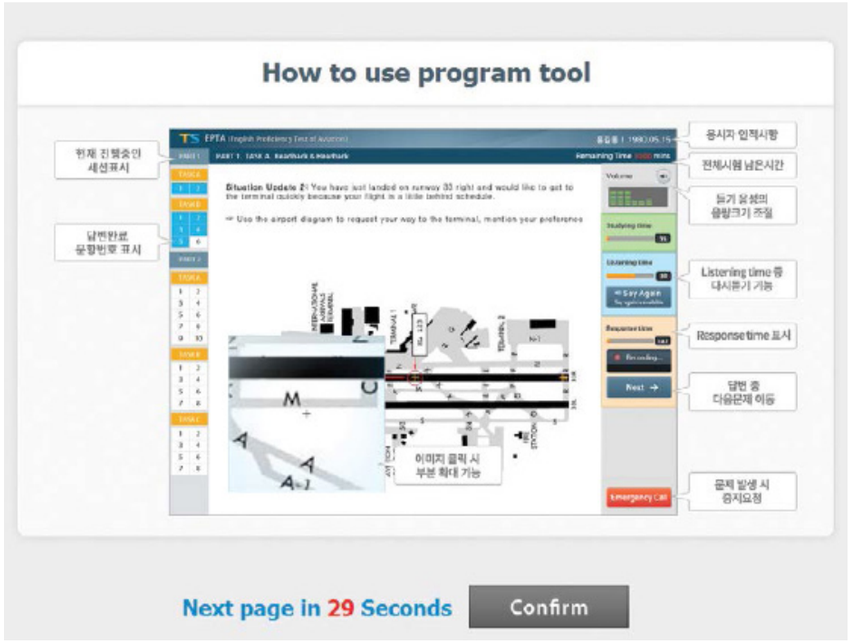
시험의 절차

현행 항공영어구술능력 증명시험은 전 과정이 컴퓨터 기반(CBT : Computer Based Test)으로 진행되는 듣기와 말하기 통합형 시험입니다. 시험의 진행은 다음의 절차에 따르며 시행 기관에 따라 약간의 차이는 있을 수 있습니다.

1. 한국교통안전공단 항공시험처에 도착하면 사전에 지문등록 후 시험장에 입실
2. 응시자 좌석 안내 화면
3. 지문인식을 통한 신분 확인
4. 신분 확인
5. 음량 & 녹음 확인
6. 응시자 유의사항 확인 및 동의(국문/영문)
7. 시험 전 준비사항 및 주의사항

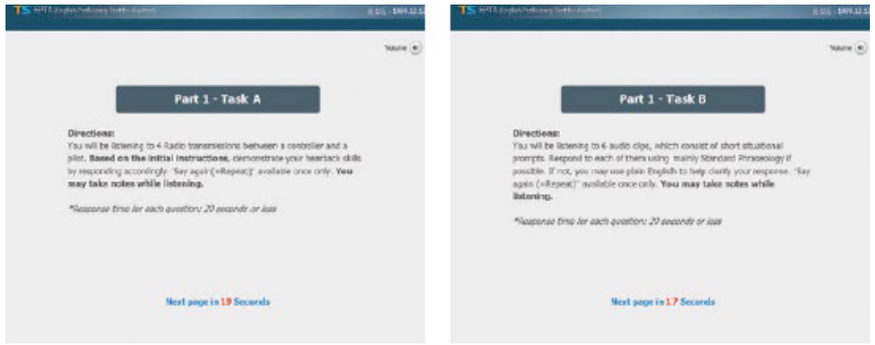
* 시험의 절차는 업데이트 가능성이 상존하므로, 응시자는 사전에 시행기관의 홈페이지 공지사항을 점검하는 것이 바람직합니다.

CBT 화면 구성 및 툴 사용법



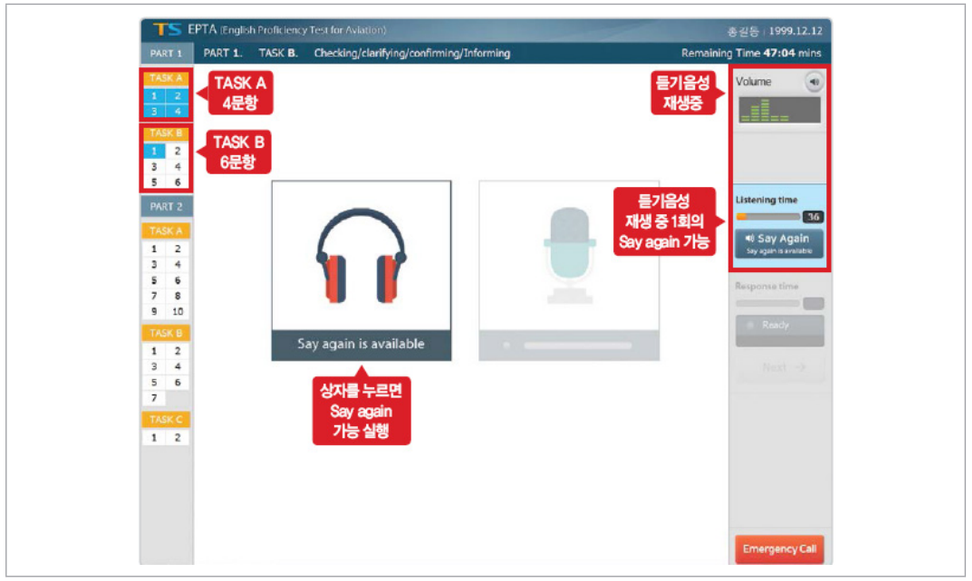
- 문항진행 표시, 문항 및 이미지 표현 화면, 남은 시험시간, 돋보기 기능, 리스닝, 녹음, 다음으로 바로가기 버튼, 비상호출 버튼 등에 대한 사항을 표현하고 있습니다. 화면사용법을 숙지하고 시험장에 가시면 시험 응시에 도움이 됩니다.
- (주의사항) Emergency Call은 응급상황(음성이 들리지 않거나 화면이 재생되지 않는 경우 등)에 시험을 응시자가 멈출수 있는 기능을 제공합니다. 악용시 부정행위로 간주되어 불이익이 있을수 있으니 신중한 사용 바랍니다.

TASK A/B 문항 안내 및 지시문



- PART 1 TASK A/B는 문제를 듣고 즉시 교신 응답을 하는 문항으로 구성됨을 설명하며, 응답시간이 20초 임을 공지합니다. (디렉션을 읽는 시간 : 20초)

PART 1 TASK A/B 시험 진행 화면 - 음성듣기



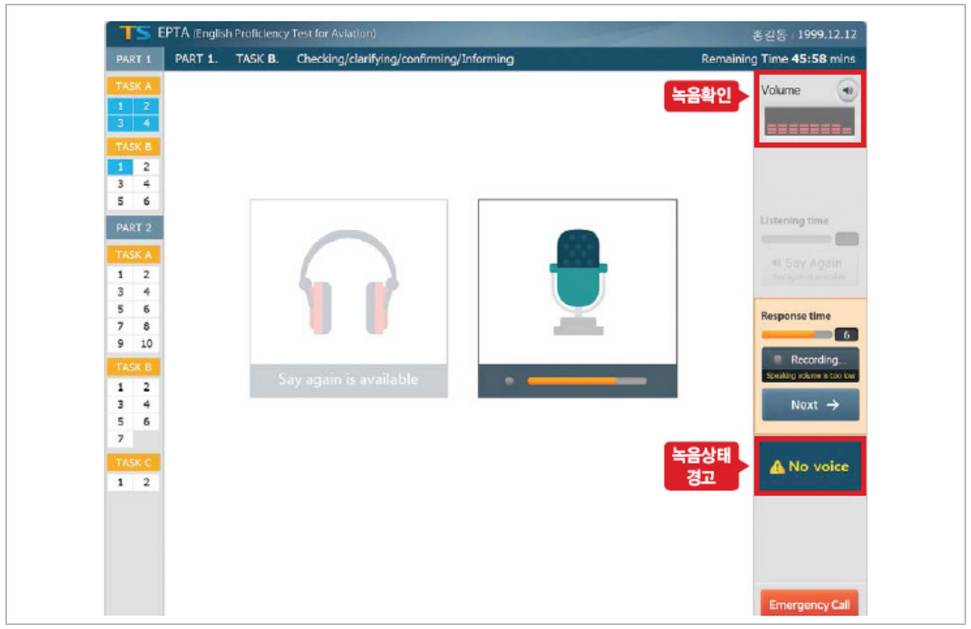
① TASK A는 4문항, TASK B는 6문항으로 구성되어 있으며 문항의 진행사항은 왼쪽의 진행화면을 통해서 알 수 있습니다.

② 듣기 음성이 진행되는 동안 1번의 Say Again을 사용하실 수 있으므로, 교신상황을 정확하게 파악하지 못한 경우 다시 한 번 듣고 답하실 수 있습니다. 다시 듣기 기능은 녹음이 시작되면 사용하실 수 없으므로 “Ping” 신호음 전에 실행하셔야 합니다.

※ (주의) 총 시험 시간이 50분으로 제한되어 있으므로 모든 문항에서 Say Again을 사용하시면 시험 시간이 부족할 수 있습니다.

※ 시험장 내 필기 용지(A4)가 마련되어 있어 필요시 자유롭게 메모 하실 수 있습니다. 단, 개인 필기구 사용은 금지 됩니다.

PART 1 TASK A/B 시험 진행 화면 - 말하기 및 녹음

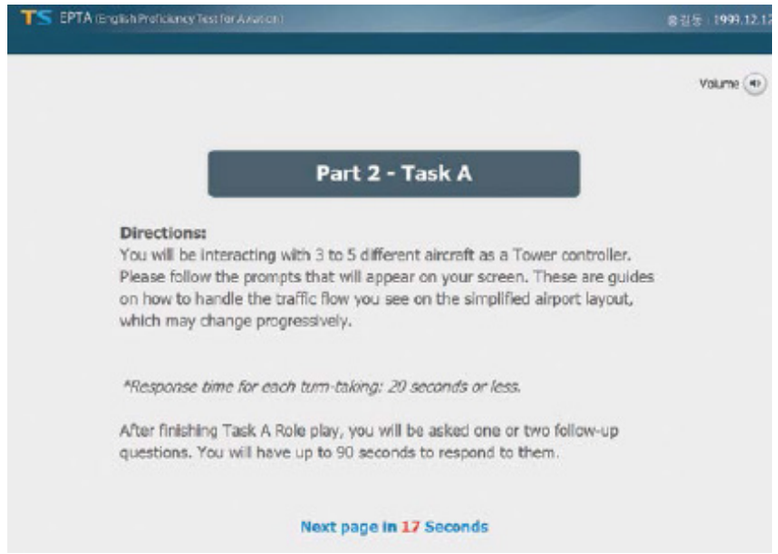


① PART 1 TASK A/B는 듣기 음성이 끝나면 “Ping” 신호음과 함께 20초간의 응답시간이 주어집니다. 주어진 시간 안에 문항이 요구하는 교신상황의 답변을 하게 됩니다.

② 답변이 일찍 끝나는 경우 NEXT 버튼을 눌러 다음문제로 넘어가실 수 있습니다. 20초를 채워서 답변하신 경우 자동으로 다음문제로 넘어갑니다.

③ 음량이 작거나 녹음이 되지 않는 경우 오른쪽 하단에 경고표시 되니 확인조치 하시기 바랍니다.

PART 2 TASK A 시험 진행 화면 - 안내 및 지시문



① PART 2 TASK A의 시험에 대한 일반 사항을 알려주는 화면입니다.

② 선택한 역할(Pilot, Aeronautical Radio Operator, Aerodrome Controller, Approach Controller, Area Controller)을 수행하며, 시험화면 상의 프롬프트에 따라서 응답하시면 됩니다.

③ 이 태스크의 가장 큰 특징은 공항의 레이아웃, 레이더 화면, 실제 비행 상황 등을 재현한 그림이 등장하여 그림의 상황을 이해하고 응답해야 하는 문항들이 포함됩니다.

④ 연속적인 상황이 7~12 문항으로 전개되며, 문항간의 연계성이 큰 상황에 대비하여 상황을 NOTE 해놓으시면 응답하시기 용이합니다.

PART 2 TASK A 시험 진행 화면 – 이미지 자료(조종/비행장/접근 지역관제)

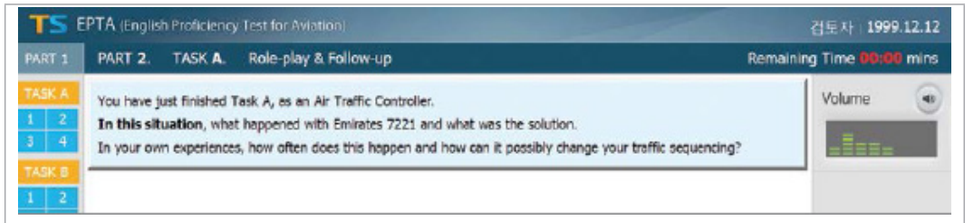
- 그림에서 주어진 상황을 이해하고, 지시문의 의도에 맞게 응답하여야 합니다.
- 지시문은 음성으로만 제공되기도 하며, 화면에 문자로 제시되기도 합니다
  (예 : ☞ Gate B6 in 3 minutes)

- 단일 항공기의 비행상황에 대한 자료화면이 등장합니다.
- 비행 상황에 대한 설명을 프롬프트와 음성으로 제시해 주며, 문항이 진행되면서 [최초 상황] → [상황 업데이트] 전개 됩니다.

- 비행장관제를 위하여 공항레이아웃과 함께 1~6대 정도의 항공기가 등장합니다. 최초 상황을 프롬프트와 음성으로 제시해 주며, 상황이 [최초 상황] → [상황 업데이트] 되면서 전개 됩니다.

- 접근관제와 지역관제를 위하여 레이더 화면이 제시됩니다. 접근관제는 터미널 공역의 상황이며, 지역관제는 항로 및 인접 국가와의 교통상황이 제시됩니다. 1대~6대까지의 항공기가 등장합니다.
- 상황이 [최초 상황] → [상황 업데이트] 처럼 발전·변화되면서 전개 됩니다.

PART 2 TASK A 시험 진행 화면 - Follow up

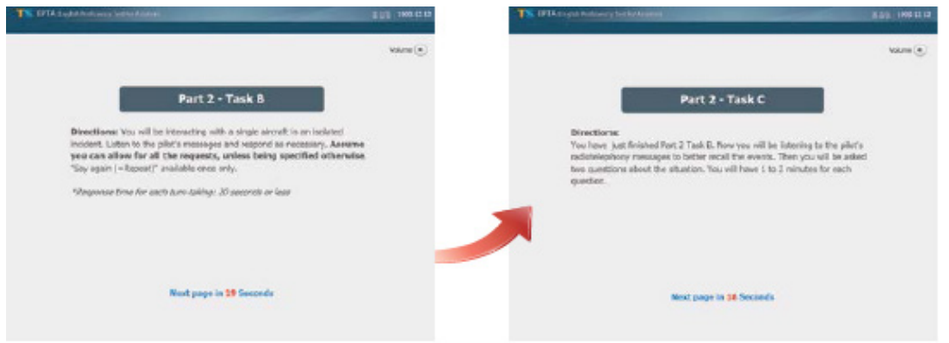


① TASK A의 롤 플레이가 종료되면 마지막으로 상황에 대한 종합적인 이해도를 묻는 질문 및 추가적인 의견을 요구하는 문항이 1문항 있습니다. 이 문항에 대해서는 상황에 대한 설명과 질문에 대한 본인 의 의견을 자유롭게 플레인 영어를 사용하여 답변하시면 됩니다.

② 본 문항에 대하여는 90초가 주어지나, 별도의 답변 준비시간이 없으므로 시간 관리를 하여야 합니다.

③ 본 질문에 답변을 하기 위하여 해당 태스크 전체의 내용이 필요합니다. 따라서 TASK A를 진행하는 동안 필기해놓은 정보들은 마지막 문제가 끝나기 전까지 보관하시는 것이 답변에 용이합니다.

PART 2 TASK B/C 시험 진행 화면 – 디렉션 화면



PART 2 TASK B Direction　　PART 2 TASK C Direction

- PART 2의 TASK C는 항상 TASK B에 종속되어 있습니다. 따라서 TASK B 문항을 진행하시면서 정보를 메모하여 두셔야 TASK C를 적절히 응답할 수 있습니다.

PART 2 TASK B 시험 진행 화면

- TASK B는 TASK A와 달리 주어진 이미지 자료를 해석해야 하거나, 이미지 정보제공 없이 순수 음성 에 의존하여 상황을 전개해 나가는 것이 특징입니다. 또한 비상 및 비정상 상황이 포함되어 있으므로 비정상 처리에 필요한 교신용어 및 일반 영어(Plain English) 능력이 평가됩니다.

PART 2 TASK C 시험 진행 화면

① TASK C에서는 2문항이 제시되고, “사건 성격”과 관련 상황에 대한 “의견”을 묻는 문항으로 구성됩니다.

② TASK B의 상황을 전체적으로 종합하여 요약하고, 상황에 대한 입장을 표현하기 위하여 플레인 영어의 구사력이 필요한 영역입니다.

시험결과

시험 결과는 응시 약 2주 후에 받을 수 있습니다. (단, 각 시행기관의 사정에 따라 성적 발표 일정은 변경될 수 있습니다.) 시험의 결과는 다음과 같은 양식으로 한국교통안전공단의 시험결과 페이지에서 확인하실 수 있으며, 출력이 가능합니다. 단, 공식문서로서의 효력은 없으므로 공식증명서가 필요하신 경우 반드시 자격증명을 갱신하시거나, 항공영어구술능력증명서를 발급 받으셔야 합니다. 자격증명의 갱신 및 항공영어구술능력증명서의 발급에 관하여서는 한국교통안전공단(www.kotsa.or.kr)에서 자세하게 안내 받으실 수 있습니다.

시험결과에 대한 이의제기 절차

국토교통부 항공영어구술능력증명시험 실시요령 제19조(시험 결과에 대한 이의 신청 등)

※ 이의 신청 후 이의신청 결과가 확정되기 전까지 새로운 시험에 대한 응시가 제한됩니다.

평가 영역별 등급평가 기준

(ICAO 6 Rating Scale & Descriptor에 근거)

발음 (Pronunciation)	
등급	능 력
6	발음, 강세, 리듬과 억양이 모국어 또는 지역적 영향이 혹시 있을 수도 있으나 이해하는 데 문제 없음
5	발음, 강세, 리듬과 억양이 모국어 또는 지역적 영향을 받지만 이해하는데 거의 방해 받지 않음
4	발음, 강세, 리듬과 억양이 모국어 또는 지역적 영향을 받아 간혹 이해하는데 방해를 받음
3	발음, 강세, 리듬과 억양이 모국어 또는 지역적 영향으로 인해 이해하기 어려운 경우가 빈번함
2	발음, 강세, 리듬과 억양이 모국어 또는 지역적 영향이 심하게 드러나 내용을 이해하기 어려움
1	기초보다 낮은 레벨 수준

문장구조 (Structure)	
등급	능 력
6	기본 및 복합 문장구조 형태가 지속적이고 일관성있게 잘 구사되고 문장패턴이 지속적으로 잘 조절됨
5	기본적인 문법 구조와 문장형태를 지속적으로 잘 구사함. 복잡한 문장구조를 사용할 경우, 간혹 의미 전달이 자연스럽지 않을 수도 있음
4	기본적 문법 구조와 문장 형태가 전반적으로 잘 구사되나, 간혹 독창적으로 사용되기도 함. 그러나 예기치못한 상황에서는 문법적 오류가 발생하지만, 의미 전달이 방해될 정도는 아님
3	예측 가능한 상황에서도 기본적 문법 구조와 문장의 형태가 일정하게 구사되지는 못함. 문법적 실수로 인해 의미 전달 장애가 발생함
2	단순 암기된 문법구조와 문장형태를 제한적으로 구사함
1	기초보다 낮은 레벨 수준

이해력 (Comprehension)	
등급	능 력
6	언어와 문화의 세밀한 부분을 포함한 거의 모든 문맥을 일괄되게 이해함
5	업무에 관련된 일상적이고 실제적인 주제뿐만이 아니라 언어상, 상황상 복잡한 경우나 예상치 못한 상황에 대해서도 거의 정확하게 이해함. 방언이나 다양한 억양 등을 이해함
4	국제사회에서 사용되는 억양이나 언어 변형을 사용하는 경우, 업무에 관련된 일상적이고 실제적인 주제는 거의 정확하게 이해하지만, 복잡한 경우나 예상치 못한 상황에서는 부연설명 필요함
3	국제사회에서 사용되는 억양이나 언어변형을 사용하는 경우, 업무에 관련된 일상적이고 실제적인 주제는 대부분 정확하게 이해하지만 이외의 복잡한 경우나 예상치 못한 상황에서는 이해하지 못함
2	상대방이 천천히 분명하게 말할 때 대화를 이해할 수 있음
1	기초보다 낮은 레벨 수준

상호응대 (Interaction)	
등급	능 력
6	거의 모든 상황에서 쉽게 대화할 수 있고, 언어적/비언어적 신호에 민감하며 적절히 반응함
5	즉각적이고 적절하며 유익하게, 화자와 청자의 관계를 효과적으로 유지함
4	대체로 즉각적으로 적절하고 유익하게 응대함. 예상치 못한 경우에도, 대화를 시도하거나 유지할 수 있고, 대화 내용을 재확인함으로써 잘못된 의사소통을 방지할 수 있음
3	친숙한 주제와 예상된 상황에서는 때때로 즉각적이고 적절하게 반응함. 그러나 예상치 못한 상황에서는 부자연스럽게 반응함
2	단순한 일상적인 대화를 제외하고는 대응이 느리고 적절하지 못함
1	기초보다 낮은 레벨 수준

유창성 (Fluency)	
등급	능 력
6	적절한 담론 전개어 및 연결어 사용에 능란하여 장문의 구사력이 발휘되고, 내용 전달력을 높이기 위해 발화의 흐름과 방식에 변화를 줄 수 있음
5	익숙한 주제에 대해서, 장문의 구사력 발휘가 용이하고, 적절한 담론 전개어 및 연결어 사용에 문제가 없음. 그러나 예상치 못한 주제에서는 발화의 흐름과 방식의 변화를 주기는 힘듬
4	제한적인 담론 전개어 및 연결어를 사용할 수 있음. 숙달된 문장은 적절한 길이로 구사할 수 있으나 가끔 즉각적인 응답 시 유창성이 떨어지나, 대화 진행이 방해될 정도는 아님. 무의미한 첨언을 사용하나 의미 전달에 장애가 되지는 않음
3	장문으로 구사할 수는 있으나, '부자연스럽게 반복하여' 말하거나, 중간 중간 쉬는 곳이 부자연스러움. 말하는 속도가 느리고 주저하기를 반복하여 효과적인 대화가 어렵고 무의미한 첨언 사용이 종종 부자연스러움
2	자주 대화를 멈추고 의미가 부적절하고 암기된 표현을 사용함
1	기초보다 낮은 레벨 수준

어휘 (Vocabulary)	
등급	능 력
6	풍부한 어휘력과 정확한 구사력으로 다양한 주제를 효과적으로 구사함. 관용어, 뉘앙스가 있는 감각적인 어휘의 사용이 가능함
5	직무 관련 어휘 사용 범위가 충분하여 대회 시 구사력이 효과적이고 효율적임. 어휘 전달력을 위해 '바꾸어 말하기(paraphrasing)' 기술이 능숙하고, 종종 관념적인 어휘를 사용함
4	직무 관련 일반적인 대화에서는 어휘 구사력이 대체로 정확하지만 예상치 못한 경우에는 어휘 부족을 대처하기 위해 종종 '바꾸어 말하기' 기술을 발휘하여 의미전달 가능
3	대체적으로 직무 관련 일상적인 대화에서는 정확한 어휘가 구사되지만, 사용 어휘가 한정되어 종종 부자연스럽고, 부족한 어휘에 대해 '바꾸어 말하기' 기술 발휘가 잘 안됨
2	제한된 어휘를 사용하며 단어 자체나 암기된 어구 형태로 구사함
1	기초보다 낮은 레벨 수준

항공영어구술능력시험

조종사

(PILOT)

English Proficiency Test for Aviation

EPTA

PART 1

Part 1 Task A

교신 지시사항 또는 복창 내용을 듣고 적절히 응답하는 문제이다. 일반영어(Plain English)의 사용 없이 표준 교신용어 위주의 응대가 요구되며, 조종사와 관제사로서 정확한 발음, 억양, 속도로 효율적으로 메시지 전달을 할 수 있어야 한다.

문제구성 및 시험응답 요령

● 프롬프트 개요

지시문 ➡ 문제음성 ➡ 응답(Readback/Hearback)

→ 지시문은 텍스트 및 음성으로 제시

Directions: You will be listening to 4 ATC instructions. Your callsign will be HL123. Listen carefully and make a correct readback for each of them. "Repeat/Say again" available once only. You may take notes while listening.

→ 문제는 음성만 들려지며, 듣는 동안 메모 가능

Pilot test (ATC instructions), ATC test (ATC Instructions + Pilot's Reaback)

Q 1. HL123, stop climb at FL260, due to traffic
(Record your full readback)

→ 응답은 구두로 하며 약 20초 내로 함

Pilot test (ATC instructions), ATC test (ATC Instructions + Pilot's Reaback)

Your response

1 Part1 Task A는 어떤 과제인가요?

항공종사자에게 요구되는 기본적인 교신 능력에 대하여 4개의 문항으로 평가한다. 조종사는 관제사의 지시사항에 대해 표준어법으로 정확히 복창(Readback)해야 한다.

2 응답시간 제한은? 문제 내용을 다시 들을 수 있는지요?

응답은 각 문항에 대해 약 20초 내외로 해야 하며, 'Say again'을 활용하여 1회에 한해 다시 듣기 가능하다.

3 주요 평가항목은 무엇인가요?

응답한 복창(Readback) 내용의 적절성을 평가하므로, 응답 시 적절한 '표준교신용어'를 사용해야 하며, 요구되는 지시정보를 효율적으로 전달할 수 있도록 적절한 발음/억양/속도로 말할 수 있어야 한다.

기본에 충실하기

- ATC 기본 교신절차와 표준 교신용어(ICAO Standard Phraseology)를 사용한다.
- 간단한 지시사항도 "예단하지 말고" 정확히 듣는다.
- 복창(Readback) 또는 확인(Hearbaqck)을 할 때는 너무 느리거나 빠르지 않게, 정확한 발음, 강세, 억양으로 말한다.
- 시험문제 예제 유형으로 효율적인 학습을 한다.

PART 1

Task A 예제 풀이

Step-by-step

안내 Task A의 시험문제 유형과 샘플 응답을 살펴본다.

ATC HL123, Cross PARAU at FL230.
⇒ Cross PARAU at FL230, HL123.

☞ 응답 요구사항 : 지시사항 전체 복창(Readback)
필수정보(고도/속도/기수/위치, 활주로/유도로 등)에 대한 정확한 청해력이 요구됨. 응답 시 표준 교신속도/발음/억양에 주의하여 효율적으로 전달

예제 1 단수정보 복창(Readback)

ATC HL123, wind 220 at 10 knots, cleared for takeoff, runway 24.

wind 정보를 제외한 지시사항 복창. 듣는 동안 runway 숫자를 메모하여 정확히 응답(two-four)

Runway 24, cleared for takeoff, HL123.

ATC HL123, caution wake turbulence, runway 32, cleared for takeoff.

caution 정보를 제외한 지시사항 복창

Runway 32, cleared for takeoff, HL123.

ATC HL123, cleared direct ATLAS (Alpha-Tango-Lima-Alpha-Sierra).

지시사항 복창. waypoint, fix 등은 ATC 지시 음성대로 정확히 응답
(*시험화면 문자로 제시됨)

Cleared direct ATLAS (Alpha-Tango-Lima-Alpha-Sierra), HL123

예제 2 복수정보 복창(Readback)

ATC HL123, start up and pushback approved, long pushback, tail east, until abeam gate 34.

2개 이상 지시사항에 대해 빠짐없이 응답 (예: start up and pushback (X) → start up and pushback approved (o))

Start up and pushback approved, (long pushback, tail east, until abeam) gate 34, HL123.

ATC HL123, backtrack approved, backtrack runway 16, vacate via Delta 2.

Backtrack approved, backtrack runway 16, vacate via Delta 2, HL123.

예제 3 부가정보 포함 지시사항

ATC HL123, runway change in progress to runway 35, continue approach and circle north for runway 35.

runway change in progress to~ 에 대해 필수사항만(runway change to~) 효율적으로 복창

Runway change to 35, continue approach and circle north for runway 35, HL123.

ATC HL123, cleared to KOMRA, hold east on W66, 5 mile leg, left turns, EFC 0415, anticipate additional 15 minute terminal delay.

부가정보(delay info.)를 제외한 지시사항 복창. 숫자 정보는 듣는 동안 메모

Cleared to KOMRA, hold east on W66, 5 mile leg, left turns, EFC 0415. HL123.

Part 1 Task A

연습문제

Back to basics

A Listen and repeat

Listen to the ATC instructions and respond accordingly as a pilot.

1) HL123 _____

2) HL123 _____

3) HL123 _____

4) HL123 _____

5) HL123 _____

6) HL123 _____

7) HL429 _____

8) HL429 _____

9) HL429 _____

10) HL123 _____

11) HL123 _____

12) HL123 _____

13) HL123 _____

14) HL123 _____

15) HL123 _____

16) HL123 _____

17) HL794 _____

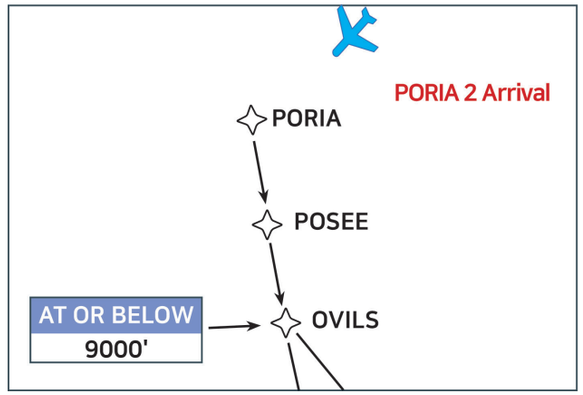
18) HL794 _____

19) HL794 _____

B

Listen to the three statements with regards to ATC instructions and say if it is True or False as an airline pilot.

※ **HL123 is maintaining 10000' and heading 210, 20 nm before PORIA**



1) (True or False)

2) (True or False)

3) (True or False)

C Listen to the following ATIS broadcasts and fill in the blanks.

1) HL 122, _____SMI via Foxtrot Bravo _____ FPR, maintain _____, Runway _____, _____ 2 DEP, _____ transition, SQ _____ DEP FREQ _____.

2) "WZ airport ATIS information _____, QNH _____, Transition Altitude _____ m, Transition Level _____ m."

3) Cleared to SMI airport via FPR, runway in use _____, follow PIDIB _____ departure, initial altitude _____ m, QNH _____, SQ _____ , after airborne contact approach _____.

연습문제 듣기 Transcript : 부록 p.213

D Listen to the short RT dialogues and answer the following questions.

1) HL908 has received a Line-up clearance. (True or False)
2) HL908 can line up runway 27 now. (True or False)
3) HL229 is following Airbus 320. (True or False)
4) The current wind speed as reported by the Tower controller is 4 knots. (True or False)

E Read the following instructions and say when you hear these radio transmissions.

1) HL123, if radio contact lost, continue heading, and contact ABC control, 123.45
   A. When it is expected to lose communication with an aircraft
2) HL123, if you read, squawk IDENT
   A. When loss of communication is suspected
3) HL123, backtrack runway 09
   A. When it is necessary to taxi down a specified runway
4) Ground, request detailed taxi instruction
   A. When in doubt of a taxi instruction
5) Check altimeter setting and confirm FL150
   A. When an aircraft is not maintaining its cleared altitude
6) Break break
   A. To signify that you indicate the separation between messages transmitted to different aircraft in a very busy environment
7) HL123, cancel level restrictions at ALPHA and BRAVO
   A. Clearance to cancel specific level restrictions of an (arrival / departure) procedure
8) HL123, climb and maintain FL360, if unable, advise
   A. When there is doubt that an aircraft can comply with a clearance or instruction
9) Attention all aircraft, Boeing 737 reported severe (icing / turbulence) in cloud, 5 miles north of WICKS, FL160, at time 0110
   A. To relay received information about meteorological conditions
10) HL123, expect 10 minutes delay due traffic
    A. To advise aircraft of its expected delay, and its reason
11) HL123, resume normal speed
    A. When cancelling previous speed instructions
12) HL123, expect FL230 at time 0145
    A. To advise aircraft of its level change at a specific point in time

Standard Phraseology at all times, unless ···

When an emergency develops, crews have to use plain English and standard phraseology to resolve the situation by speaking to the controller.

How to improve ATC communications (Any more ideas?)

- Keep instructions short
- Listen to pilot's readback at all times
- Ask whenever unsure of a piece of Information
- Include callsigns when giving instructions or reading back

Quiz What is ICAO standard phraseology for "go ahead"?

What do you think of the following radio communications between a pilot and ATC?

WZ006	Shannon, WZ006 request
ATC	Go ahead.
WZ006	Uh, yeah we got a brand new baby on board, three weeks old. It's his first flight so, we don't wanna be too vigorous, so if we can just do some gentle maneuvering on the way in please.
ATC	Yup, that's no problem at all, you're number one and there's nobody close behind you, so what I'll do is actually widen you out, so you get a nice big long rate half for final
WZ006	Yeah, that's lovely, there's no screaming yet, so I'm worried about his ears that's all, thank you very much, WZ006
ATC	WZ006, you can start your descent to 3000 ft, QNH 1017 hectopascles, if you want to take a few extra miles for your descent no problem at all
WZ006	Okay, down to 3000 ft, on the QNH 1017, that's set, and we'll come a little bit less if you like, WZ006
ATC	Okay, fair enough and probably about 50 degrees, report your new heading
WZ006	Left turn due west, WZ006

Answer: Pass your message

Part 1 Task B

교신(RT)상황 정보에 근거하여 상대방(ATC)의 메시지를 듣고, 조종사로서 적절히 응대하는 문제이다. 지시문은 교신 상황정보, 응답 요구사항, 그리고 관제사(ATC)의 음성으로 구성된다. 교신 상황정보는 일반영어로 기술되며 내용의 복잡성에 따라 단문 또는 중문 길이로 구성된다.

문제구성 및 시험응답 요령

● **프롬프트 개요**

지시문 → 교신 상황문 음성 → ATC 음성 → 응답
Confirming
Clarifying
Explaining
Informing

→ 지시문은 텍스트로 제시

Directions: You will be listening to 6 audio clips, which consist of short situational prompts. Respond to each of them using mainly Standard Phraseology if possible. If not, you may use plain English to help clarify your response. Your call sign is HL123. You may take notes while listening.

→ 문제(교신 상황문 + ATC)는 음성만 들려지며, 듣는 동안 메모 가능

Q1. You are being cleared for takeoff from runway 09. Acknowledge what you hear
ATC: HL123, behind the landing traffic, cleared for takeoff runway 09, behind
(Record your response)

→ 응답은 구두로 하며 약 20초 내로 함

Your response

1 Part 1 Task B는 어떤 과제인가요?

Task A와 달리, 표준 교신용어(Phraseology)와 일반영어(Plain English) 문맥을 함께 제시한다. 항공종사자는 표준 교신용어뿐만 아니라 예측하지 못한 비정상/비상상황, 또는 정상 상황에서도 메시지 전달의 명료화, 확인/점검, 설명, 정보 제공이 요구되므로, 적절한 수준의 영어 듣기와 말하기 스킬이 필요하다.

2 교신(RT)상황 지시문에 사용된 영어 난이도는?

사용된 문장은 주로 비행과 관제지시 행위를 기술하는 것으로 비행/관제 조건, 원인과 결과, 지시/이행, 거부/사유, 문의/요청 등의 문장구조(단문-중문-복문)를 나타낸다. 기술적 어휘를 제외하면 중급 정도의 어휘력이 요구된다.

3 주요 평가항목은 무엇인가요?

ICAO 6개 평가 분야가 모두 고려되지만, 청해력(LC)이 우선한다. 문제(상황+ATC)의 요구내용과 다른 내용으로 '유창하게' 응답해서는 안된다. 문제에 따라 단수 또는 복수의 ATC 지시를 복창하거나, 한 두 문장 정도의 일반영어가 포함될 수 있다. 일반영어를 사용하더라도 직접적이고 간결하게 표현하는 것이 좋다. 교신 응답의 발음과 어법은 ICAO 규정에 맞아야 한다.

기본에 충실하기

- 표준 교신용어와 일반영어(Plain English)의 차이 및 기능을 이해하여 사용한다.
- 교신상황을 일반영어(Plain English)로 풀어서 설명한 문장을 자주 읽고 듣는다. (항공뉴스, 사건사고 브리핑 등)
- 간단한 교신대화를 듣고 일반영어(Plain English)로 전환해 본다. (참고→ Part 2, Role-play Training Unit의 교신대화 요약문 활용)
- 시험문제 예제 유형으로 효율적인 학습을 한다.

PART 1

Task B 예제 풀이

Step-by-step

안내 Task B의 시험문제 유형과 샘플 응답을 살펴본다.

You are cruising at FL210. You have encountered moderate turbulence. Now ATC contacts you, respond accordingly.

ATC HL123, request flight condition.

⇒ Experiencing moderate turbulence at FL210. HL123.

☞ 응답 요구사항 : 비행상황 정보 전달/보고

시제(tense) : be+-ing (*are cruising at FL210*) → 현재(진행)비행 고도
have+p.p. (*have encountered~*) → 현재까지 경험한 난기류 상황(moderate)
▶ ATC 요청(request *flight* condition)에 대한 정보 제공(*Experiencing moderate~*)

예제 1 상황문의 지시내용 예고

During an enroute phase of the flight, ATC is giving you holding instructions for time separation. Now ATC contacts you, respond accordingly.

ATC HL123, hold over Doosan VOR as published, expect further clearance at 20.

Hold over Doosan VOR as published, expect further clearance at 20. HL123.

상황문(ATC is~ holding instructions~)을 통해 ATC가 어떤 지시(hold over~)를 할 것인지 예상 → 관제지시(음성) → 이에 따른 질문(respond accordingly) → 응답(readback)

시제(tense) : be+-ing (ATC is giving you holding instructions~) → (~할 것이다)
어휘 : during, from, accordingly(=correspondingly)

You are holding short of runway 09. Acknowledge what you hear.

ATC HL123, behind the landing traffic, runway 09, line up and wait, behind.

상황문(You are holding short of~)에서 현재 Pilot(=You)의 상태/위치를 알 수 있고, ATC의 지시에 따라 필수사항만 응답(acknowledge what you hear)

Runway 09, line up and wait, behind, HL123.

시제(tense) : be+-ing (You are holding short of~) → (~하고 있는 중이다)
어휘 : behind(전치사/부사), acknowledge(=accept, admit)

During climb, you are approaching a fix which requires a frequency change to the next air traffic controller. Now ATC contacts you. Acknowledge and respond accordingly.

ATC HL123, when passing FL150 contact Smith control, on 129.1.

Roger, when passing FL150, contact Smith control, 129.1, HL123.

연결어(relative pronoun) : noun+which+V (a fix which requires~) → (~이 요구되는)
(conjunction) : when (S+be V) + -ing → when (you are) passing)

예제 2 상황변화 및 부가설명(Pilot's intention)

The airport is conducting low visibility procedures. You are taxiing to runway 09 for takeoff. While you are following the ATC taxi instruction, you stop at a red stop light and it remains on. Acknowledge and say your intentions accordingly.

ATC HL123, taxi to the holding point runway 09. Follow the green light.

상황지문(conducting low visibility~)에 따라 Pilot(=You)의 현 상태/위치에서 특이 사항 발생(while~, you stopped~) → ATC 지시에 응답 시 의도 전달(acknowledge and say your intentions~)

- Control, the red stop light is still on. Confirm taxiing instruction, HL123.

어휘 : (taxi) to, (stop) at, on, remain

You approach and land during heavy fog conditions. After landing you were unable to see the taxiway lead lights, so you stop on the runway. ATC contacts you. Acknowledge and respond accordingly.

ATC HL123, vacate right at the next available taxiway.

- Tower, we have stopped on the runway, unable to identify taxiway lights, due to heavy fog, HL123.

어휘 : be (un)able to (do), so (=therefore, as a result)

예제3 상황지문에 따라 ATC에 요청하기

You request twenty miles deviation to the right side of the route due to weather. During the deviation, ten more miles are needed to avoid the weather. Now make a request to ATC.

ATC HL123, say your request.

기상변화(회피)에 따라 Pilot(=You)이 ATC에 추가 거리분리(ten more miles~) 요청(make a request~)

- Control, we need an additional (another)10 mile deviation to the right of course(track), HL123.
- Control, requesting 10 more miles weather deviation, HL123.

현재/수동형(passive) : was/were+p.p(-ed) → are needed
목적/용도(to infinitive) : to+ (root)verb → to(=in order to) avoid the weather
어휘 : deviation to (=direction), right/left side of, due to

ATC has instructed you to maintain 300 knots for enroute separation, but you are already experiencing turbulence at 320 knots. You want to remain at your current speed due to the turbulence. Now ATC contacts you, respond accordingly.

ATC HL123, confirm maintaining 300 knots?

상황문에 ATC의 지시사항과 Pilot의 비행 조건(기상)이 기술됨. Pilot의 상황판단-현 속도를 유지(want to remain at your current speed~)-에 따라 ATC에 적절히 응답(respond accordingly → 사유설명(unable~ due to~) 및 요청(request)

시제(tense) : have/has+p.p(-ed) → ATC has instructed~ 300 knots로 지시 완료)

- Control, unable to maintain 300 knots due to turbulence, request 320 knots until out of the turbulence area, HL123.

예제4 지시사항 이행불가 사유

After becoming airborne, you contact departure control. ATC gives you climbing restrictions to cross Johnson VOR, but you cannot comply due to performance reasons. Acknowledge and respond accordingly.

ATC HL123, climb and maintain FL210, cross Johnson VOR at or above FL150.

상황문에 ATC 지시사항과 이행 불가 사유(cannot comply due to~) 인지/응답 → ATC의 지시사항(2가지) 중 전자는 복창, 후자는 불가 사유(unable~, due to~)

Control , HL123, climb and maintain FL210, unable to cross Johnson VOR at or above FL150 due to performance

전치사구 : after+(root) verb+-ing → After becoming~ (~한 후에)
어휘 : cannot (=unable to), climbing (restrictions), comply (with)

During an enroute phase of the flight, you are instructed to pass FRISO at 0100Z, but the flight computer shows that, even at maximum speed, the aircraft will not cross FRISO until 0103Z. ATC contacts you, respond accordingly.

ATC HL123, cross FRISO at or before 0100Z.

상황문에 ATC의 지시사항과 Pilot의 비행 조건(기상)이 기술됨. Pilot의 상황판단-현 속도를 유지(want to remain at your current speed~)-에 따라 ATC에 적절히 응답(respond accordingly → 사유설명(unable~ due to~) 및 요청(request)

Control, HL123. Unable (to comply with time restriction). The earliest time for (we can cross) FRISO is 0103Z.

예제5 지시사항 인지 오류 및 정정

ATC instructs you to make a 10 degree right turn for traffic separation. You misunderstood the instruction and made a 10 degree left turn. ATC contacts you, respond accordingly.

ATC HL123, confirm maintaining 10 degrees to the right of your route?

상황문에 ATC 지시사항을 잘못 들었다고(You misunderstood the instruction~) 명시 → ATC의 지시내용 확인에 대해 오류 정정/복창

(My mistake/ correction), turning 10 degrees to the right of the route. HL123.

You are being radar vectored for the approach. ATC instructs you to turn to heading 090. But you mistakenly turned to a heading which was different than the ATC instruction. ATC contacts you, respond accordingly.

ATC HL123, confirm maintaining heading 090?

Control, my mistake, HL123 turning back to heading 090.

어휘 : instruct~(to do), mistakenly(adv) ← mistake(v) (=misinterpret, misunderstand) different than (from)

예제6 ATC에 정보제공

You are now lining up on runway 19. and take off clearance was given from the tower. While lining up, you saw an aircraft crossing the takeoff runway. ATC contacts you, respond accordingly.

ATC HL123, cleared for takeoff runway 19.

상황문에 Pilot(=you)에게 관찰된 다른 비행기(you saw an aircraft crossing ~) 행동 인지/응답 → ATC 지시에 관련 정보 제공하여 적절히 응답

Tower, request to cancel takeoff clearance, due to traffic on runway 19, HL123.

Tower, verify take off clearance. We have an aircraft crossing the runway. We'll hold short until the traffic is cleared, HL123.

현재/수동형(passive) : was/were+p.p(-ed) → are needed
목적/용도(to infinitive) : to+ (root)verb → to(=in order to) avoid the weather
어휘 : deviation to (=direction), right/left side of, due to

You are cruising at FL210. You have encountered moderate turbulence for three minutes with an altitude gain of around 200 ft. ATC contacts you, respond accordingly.

ATC HL123, request flight condition.

상황문 정보 이해(you have encountered~) → ATC의 요청(request flight condition)에 응답/문장구조(~~we have~~ moderate turbulence~)생략 가능. turbulence 정도(moderate)가 포함된 점에 유의

- Control, we have moderate turbulence at FL210, altitude gain 200 ft, HL123.
- Control, moderate turbulence at FL210, HL123.

시제(tense) : have/has+p.p(-ed) → You have encountered moderate turbulence~ (현재 결과) eg. I have lost all the money.
어휘 : moderate, turbulence, encounter(=come upon, experience unexpectedly), gain (=increase)

Extra Ex. Approximately 40 minutes before landing, you get a report from the purser that one of the passengers is having a medical problem. A doctor paging was made, and an emergency medical kit was used to help the patient. According to the symptoms, the doctor on board diagnosed that further delay will cause a life-threatening problem. As a result you declared a medical emergency and requested ATC for short vectors for immediate landing. ATC contacts you, respond accordingly.

ATC HL123, roger your mayday, vectors will be provided, any further request?

- Control, requesting medical assistance after landing, HL123.

쉬어가기

Apron, Ramp, Tarmac, Taxiway, Parking area...

You may hear these terms in EPTA Part 2, role-play situations or question prompts. Are you sure of the usage of these terms and identify its relations to each other? Read the following question which is extracted from 'aviation.stackexchange.com' and try to provide your own reply for the person.

Q. The terms apron, ramp, tarmac, taxiway, parking area, gate, hardstand are used in a way that I cannot understand. I can't figure out if one is generic and another a part of this set, or if they are well defined by their use (taxiway), or anything else. Questions I can't answer:

- Is this a binary split: Runways vs tarmac?
- Is a parking area different from a ramp?
- Are aprons made of Tarmac (tarmacadam)?
- Is the gate stand part of tarmac?
- Is a taxiway considered part of the apron?
- Is a de-icing area part of the ramp?

In addition I guess this may varies between countries and/or aeronautical jurisdiction. Can someone provide an accurate view of the lingo and explain whether some are related or synonymous?

A. One person replied as follows:
Apron and ramp, in Us, mean the same, though the official term is apron. FAA advisory Circular(No.120-57A) defines it as:

Apron (Ramp) A defined area on an airport intended to accomodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking or maintenance.

Part 1 Task B

연습문제

Back to basics

안내 응용력 배양을 위해, RT 상황지문 및 대화에 대해 연습해 본다.

A Listen to six audio clips regarding RT situations and complete each of the dialogues with the information that you heard. The first line of each audio clip is given for you.

Audio clip 1

HL123 is cleared to taxi to the holding position of runway 07. While taxiing to the runway .....

ATC HL123, can you a_____ i_____ t_____ for runway _____ via _____?

Pilot Control, due to _____, requesting _____ for runway _____ HL123.

ATC Roger, c_____ t_____ to runway _____ h_____ p_____.

Audio clip 2

The ground controller gave HL123 pushback instructions to face south, clear of gate number 3.....

ATC HL123, p_____ a_____ h_____ s_____, c_____ of gate 3

Pilot _____, HL123.

ATC HL123, are you r_____ t___ t_____?

Pilot Control, we are _____, request _____, HL123.

Audio clip 3

HL123 was maintaining FL290. They are experiencing .....

Pilot Control, HL123 _____ FL310 due to _____.

ATC HL123, u_____ , due to t_____ s_____, you can climb to FL310 a_____ 30 minutes.

Pilot _____, immediate _____, requesting climb to FL310. HL123.

Audio clip 4

Approximately 40 minutes before landing, HL123 gets a report from the purser .....

Pilot _____, HL123, _____ on board, requesting _____.

ATC Roger Mayday, v_____ will be p_____, any f_____ r_____?

Pilot _____ after landing. HL123.

Audio clip 5

HL123 was following the standard departure procedure after takeoff. There was a restriction.....

Pilot Control, HL123, _____ SOT VOR at or above _____FT. Request to cancel the restriction.

ATC HL123, roger, a_____ r_____ c_____, follow SID.

Pilot Roger, _____, HL123.

연습문제 듣기 Transcript : 부록 p.213

Audio clip 6

HL123 was cleared for ILS runway 07 approach. They were on a final approach .....

Pilot HL123, _____, runway not insight. Requesting _____ _____.

ATC HL123, a_____ that the w_____ c_____ is b_____ the minimum to commence another approach. Say your intentions.

Pilot Control, _____, HL123.

B Now listen again three RT situations and the dialogues. Match the RT situations with the appropriate dialogues.

1) RT situation 1 — a. dialogue

2) RT situation 2 — b. dialogue

3) RT situation 3 — c. dialogue

C Complete the following sentences by filling in the blanks with appropriate words or phrases.

안내 A에서 연습한 RT 내용의 주요 어휘를 복습해 본다.

which, while, that, as soon as, than, unless, before
ask (to do), need (to do), decide (to do), inform (of/that), plan (for), comply (with), deny, relay , complete, trigger, offset, give, execute, deteriorate, declare, provide
maximum, length, intersection, restriction, maintenance, deviation, procedure, immediate, medical, for, below, to

1) While taxiing to the runway 07 holding position, controller _____ HL123 _____ take off at the _____ of runway 07 via B3 _____ to traffic separation.

2) The pilot needs to _____ the instruction for _____ take off for runway 07.

3) HL123 acknowledged the instruction and _____it to the ground staff. _____ they _____ the pushback, a system warning _____ _____ requires _____ action _____ the departure.

4) On the radar display, they _____ to _____ more _____ 80 miles for 30 minutes _____ the climb instructions are _____.

5) The pilot _____ to _____ a Pan-Pan _____ an _____ weather _____ contingency _____.

6) The pilot of HL123 _____ a _____ emergency to _____ short vectors for _____ landing.

7) Due to heavy weight, HL123 _____ _____ to _____ _____ the restriction. They _____ ATC ___ cancel the _____ on SOT VOR.

8) The crew _____ a go around procedure and _____ to _____ _____ another approach at the same runway.

9) The controller _____ them _____ the weather has _____ _____ the minimum ___ commence another approach.

D Listen to the audio clips, which consist of short situational prompts. After listening, respond as necessary as an air traffic controller or a pilot.

Audio clip 1 sample

Ramp control gives you a clearance for pushback. While relaying the pushback clearance to the ground staff, the staff informed you that they cannot commence pushback due to other traffic approaching from behind. Listen to the ATC, and clarify the pushback instruction with the information given from the ground staff.

C: HL123, pushback approved heading south, make a long pushback.

Your response :

1) You are on a final approach segment configuring for landing.....

C: HL123, ...

Your response :

2) Pushback was completed and .....

C: HL123, ...

Your response :

3) The destination weather was below the approach minimum.....

C: HL123, ...

Your response :

4) Simultaneous approach is being progressed for runway .....

C: HL123, ...

Your response :

5) You are maintaining heading 280, vectors for .....

C: HL123, ...

Your response :

6) Low visibility operation is in effect at the destination airport.....

C: HL123, ...

Your response :

Part 1. 확인문제풀기
Check-up Test

확인문제 뒤 Check-up 가이드에서 질문요지와 샘플답안을 확인할 수 있습니다.

PART 1

Check-up 확인 문제

안내 EPTA 시험포맷을 적용하여 Part 1 Task A 및 B를 연습해 본다. 문제 음성을 듣고 직접 말해 보고, 샘플 답안을 확인하여 자신의 취약점을 교정해서 다시 말해 본다.

Task A

Directions: You will be listening to 4 ATC instructions. Your callsign will be HL123. **Listen carefully and make a correct readback for each of them. "Repeat/ Say again" available once only. You may take notes while listening.**

[Q1] **(Record your full readback)** (Ping)

[Q2] **(Record your full readback)** (Ping)

[Q3] **(Record your full readback)** (Ping)

[Q4] SAMUL **(Record your full readback)** (Ping)

Task B

Directions: You will be listening to 6 audio clips, which consist of short situational prompts. **Respond to each of them using mainly Standard Phraseology if possible. If not, you may use plain English to help clarify your response.** (Your call sign is HL123.) **You may take notes while listening.**

[Q1] **(Record your response)** (Ping)

[Q2] **(Record your response)** (Ping)

[Q3] **(Record your response)** (Ping)

[Q4] **(Record your response)** (Ping)

[Q5] **(Record your response)** (Ping)

[Q6] **(Record your response)** (Ping)

Check-up

안내 Part 1 Task A/B에서 요구되는 언어적 기량의 요점을 스스로 정리해 본다.

Task A

[Q1] ATC : HL123, line up and wait runway 09.

단수정보 복창, Runway 숫자 정보 발음 주의 (zero niner)

Lining up runway 09, HL123.

Language Check : 4 등급 (지시내용과 콜사인 모두 포함. 즉시 응답)

[Q2] HL123, maintain runway heading after departure, cleared for takeoff, runway 14.

복수정보 복창, 응답 순서 주의(Cleared for~)

Cleared for takeoff runway 14, maintain runway heading after departure, HL123.

Language Check : 4 등급 (필수정보 정확히 포함, 적절한 속도/억양으로 즉시 응답)

[Q3] HL123, cleared to CU airport via CJ1D departure then as filed, departure frequency 126.5, squawk 7225.

복수정보 복창, 표준 교신어법에 맞게 발음 (예: 주파수 소수점-> decimal)

Cleared to CU via CJ1D departure as filed, departure frequency 126.5, squawk 7225, HL123.

Language Check : 4 등급 (필수정보 정확히 포함, 적절한 속도/억양으로 즉시 응답)

[Q4] HL123, direct SAMUL, then offset 6 miles right of track.

SAMUL

단수정보 복창, Runway 숫자 정보 발음 주의 (zero niner)

Direct SAMUL, then 6 mile right of track. HL123.

Language Check : 4 등급 (필수정보 정확히 포함, 적절한 속도/억양으로 즉시 응답)

Task B

[Q1] You are in a holding pattern, waiting for the approach clearance. Now the controller contacts you for further instructions. When responding, ask for the clarification of the waypoint phonetically to make sure.

ATC : HL123, left turn direct to DANON descend via DANON 1A arrival, cleared for ILS runway 04 right.

ATC의 지시내용 응답 시 waypoint 명료화 요청(ask for clarification~)

Left turn direct DA-NON, and can you spell this out, descend via DANON 1A arrival, cleared for ILS runway 04 right. HL123.

Language Check : 4 등급(상황문 요구내용 이해, 단 응답시 문구성 오류 가능성)
5 등급(상황문 정확히 이해, 거의 오류 없이 문장 구사)

[Q2] You are being handed over to the next ATC sector. Acknowledge the instructions accordingly.

ATC : HL123, change squawk 1342, contact AB Control on 133.8.

상황문에 관제 이양 예고됨(you are being handed over~), 관제기관 명 호출

AB control on 133.8 and squawk 1342, HL123.

Language Check : 4 등급(필수정보 정확히 포함, 적절한 속도/억양으로 즉시 응답 (on, and 생략))
5 등급(필수정보 정확히 포함, 적절한 속도/억양으로 즉시 응답)

[Q3] While following the standard terminal arrival procedure, ATC gives you heading and altitude instructions. The approach sector is surrounded by a military operating area. Now ATC contacts you. When responding, clarify the heading instructions which could lead you into the MOA.

ATC : HL123, cancel STAR clearance, after ABC VOR left turn heading 300, maintain speed 220 knots until further advice.

상황문의 MOA 이해 → ATC 지시내용 응답 시 heading 명료화 요청(clarify the heading instructions ~)

STAR clearance cancelled, speed 220 knots until further advice, confirm left heading 300 after ABC VOR due to MOA area? (Confirm MOA is hot/active?) HL123.

Language Check : 4 등급(상황문 요구내용 이해, clarify~instructions which~ → confirm → due to~ 연계성 인지 오류 가능성)
5 등급(상황문 정확히 이해, 관계절(instructions which~) 인지/응답)

[Q4] While you are climbing, ATC contacts you. Acknowledge and respond accordingly.

ATC : HL123, climb to FL290 for final, expedite climb until passing FL190 due to traffic separation.

상황문에 비행단계 명시(while you are climbing~), ATC 지시에 복창(acknowledge and respond~)

Climb to FL290, expedite until passing FL190. HL123.

Language Check : 4 등급(필수정보 정확히 포함, 적절한 속도/억양으로 즉시 응답 (climb to flight level~ → to 생략 가능성))
5 등급(필수정보 정확히 포함, 적절한 속도/억양으로 즉시 응답)

[Q5] Due to heavy traffic around the airport, holding instructions were given from the ATC. Now the Zulu time is 0900 and your endurance time is 30 minutes from now. Explain your situation and make a further request.

ATC : HL123, hold as published, your EFC time will be 0940.

상황문의 시제 변화(과거 → 현재) 이해, ATC에 시간 상황 설명 및 요청(Explain~ and make a request~)

Control, HL123, unable to accept EFC time 0940, our endurance (is) 30 minutes from now. (Pan-Pan can be declared) HL123.

Language Check : 4 등급(상황문 요구내용 이해, 시제(be+-ing)/연결어(that~) 오류 가능성)
5 등급(상황문 정확히 이해, 문구조 오류 거의 없음)

[Q6] Ramp control gives you a clearance for pushback. While relaying the pushback clearance to the ground staff, the staff informed you that they cannot commence pushback due to other traffic approaching behind. Clarify the pushback instructions with the information given from the ground staff.

ATC : HL123, pushback approved heading south, make a long pushback.

상황문의 ATC 지시와 부대 정보(ground staff informed~) 관련성 이해 → ATC 지시사항 명료화 (clarify the pushback instructions) ←정보 제공(with the information~)

Control, confirm pushback instructions. Our ground staff is telling us that other traffic is approaching behind. HL123.

Language Check : 4 등급(상황문 요구내용 이해, 시제(be+-ing)/연결어(that~) 오류 가능성)
5 등급(상황문 정확히 이해, 문구조 오류 거의 없음)

It's fun to describe…

Let's describe the picture and the situation in as much detail as possible.
What do you think happened?

Sample response:
Umm.. I see a collision that happened between an aircraft and a ground vehicle. Based on this picture alone I suspect that the bus driver misjudged the clearance height under the wing of the aircraft, and tried to drive underneath the wing rather than keeping a safe distance.

To avoid any incidents like this it is critical that both pilots and ground operators maintain their safe distance from each other. In order to operate on the ramp, each person has to learn the rules and take appropriate steps to be certified by the airport authority. The recurrent training exist to help everyone involved and safety should be priority when operating around other vehicles or aircraft.

쉬어가기

• People, Ground vehicles

- flight crew/air crew (=pilot)
- flight attendant
- cabin crew
- purser
- air traffic controller
- ground handler
- aircraft engineer
- aircraft mechanic
- dispatcher
- paramedic
- marshaller
- tug driver
- aeronautical engineer
- aeronautical communicator
- fire department (Am.) firefighter
- fire brigade (Br.)
- fire engine / fire truck
- aircraft rescue & firefighting services·
- follow-me-car
- tow-bar
- tow truck
- tug / fuel truck
- rescue vehicle
- baggage cart

• Words related to aircraft system failures

- electrical power → AC bus 1 fault
- flight controls → flap asymmetry
- windshield → cracked
- fuel/tanks low pressure → leaking
- wingtip → part of it missing
- pressurization/air conditioning → problem with outflow valve
- APU → broken
- hydraulic system/ reservoir → failure/ leaking
- localizer → unserviceable
- transmission → garbled
- auto-thrust → disconnected

• Words related to weather

- snow/rain/wind
- hail/storm/typhoon
- lightning/thunderstorm
- snow drifts/slush/drizzle
- fog/smoke/haze/mist
- gust/dust/squall/ earthquake
- standing water
- CB clouds
- crosswind
- headwind/tailwind
- volcanic ash/clouds
- microburst
- smooth/rough/mild/strong
- scattered/drifting
- heavy/light/good/poor
- cool/dull/foggy
- moderate/severe
- weak/strong
- stormy/freezing/frozen
- wet/humid/dry
- stormy/freezing/scorching
- dark/clear/light/bright
- thick/heavy
- weather avoidance
- airspace constraints
- weather radar
- windshear warning
- visibility
- wake turbulence
- ATIS

EPTA

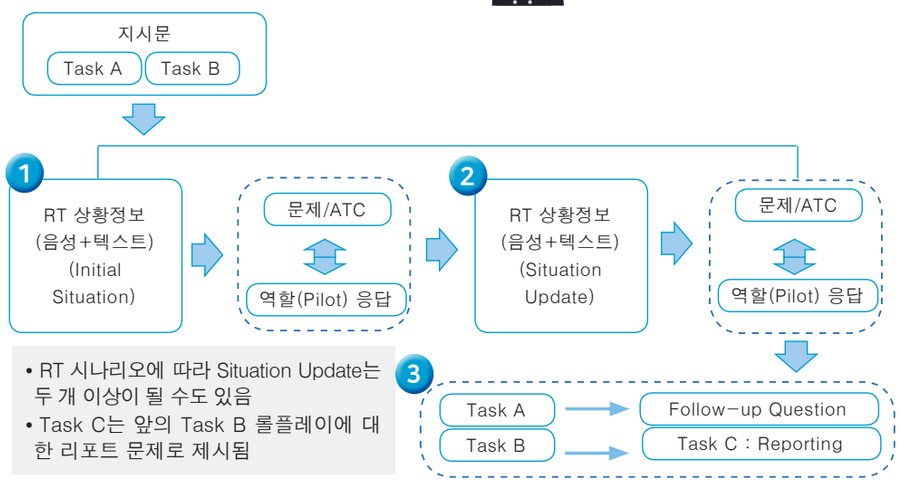
PART 2

Part 2 RT Role Play

Part 2에서는 두 개의 교신(RT)롤플레이 과제(Task A/B)가 나온다. Task A가 정상과 비정상 상황이 연계된 시나리오인 데 비해, Task B는 일반영어(Plain English) 비중이 상대적으로 높은 비정상/비상상황에 초점을 두어 구성된다. 두 개의 과제 모두 RT 롤플레이가 끝난 후, 후속 질문이 제시되어 응시자가 교신내용을 정확히 이해하고 있는지를 평가한다. 롤플레이에 사용되는 교신(RT)시나리오는 제한된 시간 내, 언어 수행 평가의 목적으로 구성된 것이므로 실제 상황과 달리 인위적인 요소가 있다. CBT 시험 방식에 맞게 응시자가 상호작용할 수 있도록 프롬프트(prompt)가 제시된다.

문제구성 및 시험응답 요령

● 프롬프트 개요



→ 지시문은 텍스트로 제시

[Task A] In Part 2 Task A, you will be going through a couple of flight situations of a normal passenger flight. Follow the prompts for providing your response, which you will either hear or see on the screen, or the both. “Say again (=Repeat)” available once only. Your callsign is HL123. After finishing Task A Role play, you will be asked one or two follow-up questions. You will have up to 90 seconds to respond to them.

[Task B] Directions: You will be interacting with an Air traffic controller or Ground crew based on short situational prompts. Follow the prompts and respond as necessary. Assume you can accept all the instructions, unless being specified otherwise. “Say again (=Repeat)” available only once. Your callsign is HL123.

[Task C] Directions: You have just finished Part 2 Task B. Now you will be listening to the ATC's radiotelephony messages to better recall the events. Afterwards, you will be asked two questions about the situation.

→ 문제는 음성만 들려지며(필요 시 문자 포함), 듣는 동안 메모 가능

Q 1. Listen to the controller's response and state your intentions.

contact / ground ops / defueling time

ATC : Roger, HL123, how long do you think that will take?

→ 후속질문 및 리포팅 문제는 음성과 지문이 모두 제시

[Task A] Follow-up question: You have just finished Task A, as the pilot of HL123. In this situation, what problem did you discover while on the ramp and how did you resolve that problem?

[Task C] Reporting about Task B

Q1. What happened to your aircraft (HL123)? Explain the nature of the incident.

Q2. How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view.

→ 응답 시간: 롤플레이(30초), 후속질문 및 리포팅 (90초)

→ 평가요소: 표준 교신용어 사용어법 및 일반영어(Plain English)의 종합적 사용능력

정상적인 교신능력과 비정상/돌발 상황 발생시, 문제 해결을 위한 의사소통 능력에 대해 ICAO 6개 분야 평가척도(6 Rating Scale & Descriptors)를 적용

PART 2

Role Play 예제 풀이

Step-by-step

Q1 롤플레이에 나오는 상황과 질문에 대해 어떻게 응답하나요?

A1 EPTA Part 2 롤플레이는 면접관(Interviewer)의 화상 접속 없이 컴퓨터와 응시자 간의 상호작용을 통하여, 구두 응대하는 방식이다. CBT시험의 질문/프롬프트(prompt)에서는 응시자가 이해하지 못한 부분을 다시 요청(clarifying/rephrasing)할 수가 없다. 그러므로, 질문의 요지와 문자 또는 그림 정보를 숙지하여 효율적으로 응답해야 한다.
질문/프롬프트는 3가지로 구성되며, 각각의 역할은 다음과 같다.

1 RT 상황지문(Situation Prompt)

교신 롤플레이 시나리오에 대해 응시자가 조종사로서 역할을 수행하도록 단계적으로 안내한다. Task A의 경우, [Flight Path]-[Initial Situation]-[Situation Update] 순서로 제시되고, Task B에서는 'Initial Situation'부터 시작되며, 시험화면에 해당 지문과 음성이 모두 제시된다.

Flight Paths

In this scenario, you'll be the pilot flying HL123, which goes through 3 flight stages: Clearance, Apron, Taxi.

Initial Situation

You are ready for clearance to Smith Airport. You may need to inquire about additional information.

[Initial Situation] 초기 설정 상황 지문이 음성과 함께 화면에 나오고 곧이어 첫 번째 질문의 음성이(필요시 문자정보와 함께) 들려진다.

Q1. Contact Clearance delivery and make a request.

Delivery, HL123. Request clearance.

Situation Update

You are still on the apron and realize that you have too much fuel. You will need to burn some fuel off, or possibly defuel if able.

[Situation Update] 초기 설정 상황(Initial Situation)에서 변화된 또는 앞으로 전개될 내용이 제시된다. 이어지는 질문에 대한 응답은 업데이트된 상황을 고려해야 한다.

Q7. Inform the controller of the situation and inquire about a holding spot to assess the problem.

Apron, HL123, we need to burn some fuel off (or defuel). Request spot to assess the problem.

2 질문 프롬프트: 음성 및 문자(text clue)

- 질문 프롬프트는 응답의 내용을 알려준다 (eg. Give instructions/Listen and respond accordingly, etc.)
- 문자(text clue) 프롬프트에 제시된 부분은 응답할 때, 반드시 포함해야 한다.

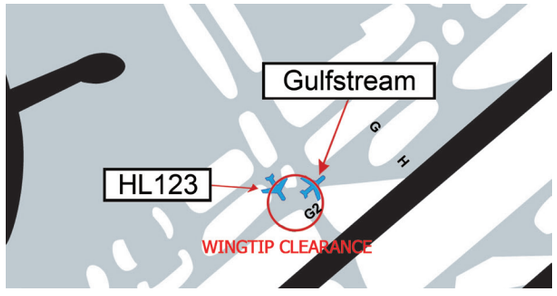
Q. Listen to the controller's response and state your intentions.

contact / ground ops / 10 min

ATC : HL123, roger, how long do you think that will take?

Apron, HL123. Contact Ground (operation) and let you know in 10 minutes.

3 시각 정보 (관련 도면 등)



- 상황 프롬프트를 통하여, 질문요지를 알 수 있으나, 혼동 요인이 있는 경우 관련 도면이 제공됨
- 관제분야와 달리, 조종사의 경우에는 시각 정보는 드물게 사용됨

Q. Listen to the controller's message, respond accordingly.

unsure / wingtip / hold position

Ground : HL123, it appears the Gulfstream blew a tire, are you able to continue straight on Golf 2, then left on Hotel?

▶ We are unsure of wingtip clearance. Hold at present position. HL123.

Q2 **롤플레이에서 4등급과 5등급의 답변이 다른가요? 기준은 무엇인가요?**

A2 EPTA Part 2 롤플레이 시나리오는 표준교신 용어와 간략한 일반영어(Plain English)로 구성된다. 교신용어만으로 응답이 부족할 경우 일반영어(Plain English)가 포함되며, 영어 수준은 대부분 운항적합 등급 (Level 4)에 해당된다.
교신대화에서의 4/5등급 간 평가적 구분은 다음 2가지로 요약될 수 있다.

- 표준용어의 올바른 사용: 4/5등급 모두 해당
- 일반영어(Plain English) 사용시 실수 빈도

4등급 – 응답 내용이 질의 내용에 맞고, 발화문장에 실수가 있더라도 메시지 전달에 영향을 미치지 않음

5등급 – 문장구성/어휘 등 실수가 거의 없고, "효율적인" 전달 능력 발휘 (발음, 억양, 속도) **즉, 교신대화 부분 → 실수 정도에 따라 4/5 등급이 구분됨**

예제 1 교신용어 응답으로 충분

(eg) Task A

Situation Update: You have burnt off your extra fuel and are now holding short of Golf with Information Alpha. There may be an alteration to your taxi route.
Q. Contact Ground and request to taxi.

▶ Ground, HL123, holding short of Golf with information Alpha and request to taxi.

Level 4

질문요지 : 상황문(situation Update)에 응답 정보가 포함됨(now holding short of~) → 질문 (contact Ground and request~)에 따라 상황정보 활용 → 응답 시, 호출, 콜사인 등 표준어법에 따름, 주요 전치사 사용에 유의(holding short <u>of</u> Golf, (with) information A, (and) request to taxi)(즉각응답/유창성 보통)

Q. Listen to the controller's response and give a full readback.

Ground : HL123, Ground, runway 13 left, Taxi left on Golf, Cross runway 22 right, follow the Gulfstream passing left to right.

▶ HL123. Taxi to runway 13 left, left on Golf, Cross runway 22 right, follow the Gulfstream passing left to right.

Level 4

질문요지 : 질문과 상대방(Ground)의 메시지를 이해하여 정확히 복창 → 응답 시, 위치 전치사 오류 없음(left on Golf/left to right), 그러나 일반 관사/동사 어미 등 어법 오류 가능성 있음(즉각응답/유창성 보통)

Level 5

질문 프롬프트의 내용을 정확히 이해하여, 표준어법에 맞게 적절히, 문장구조 오류 거의 없이 응답 (즉각응답/유창성 우수)

(eg) Task B

Initial Situation: You are the pilot of HL123, currently descending through FL180 to 11000 ft, approaching Johnson Airport. You have ATIS information Oscar.

Q. Contact Approach and report your position.

▶ (Johnson) Approach, HL123, descending through FL180 to 11000 ft. (We have) information Oscar.

Level 4

질문요지 : 상황문(Initial Situation)에 응답 정보가 포함됨 (currently descending ~) → 질문 (Contact Approach~)에 따라 상황정보를 활용하여 응답 → 응답 시, 호출, 콜사인 등 표준어법에 맞음, 문장구조 간략화 (descending ~~through~~ FL180 to 11000 ft/~~We have~~ information~) (발음/유창성 보통)

Level 5

상황문과 질문 프롬프트의 내용 정확히 이해하여, 표준어법에 맞게 문장 오류 거의 없이 응답 (즉각응답/유창성 우수)

예제 2 교신용어 및 일반영어(Plain English) 응답 포함

Q. Listen to the controller's message then request a verification of the waypoint you' re cleared direct to. You can' t find it on the approach plate.

unsure of the FIX

ATC : HL123, clear direct DVETO to intercept the course for RNAV visual, maintain maximum forward speed until ASALT, there is a Boeing 757 behind you.

Can you spell the first fix (for us)? We can not seem to find it on the approach plate, HL123.

(Continued)

ATC : HL123, It's the very first fix outside of ASALT, Delta Victor Echo Tango Oscar.

Roger, (we now see it on the top left corner.) Cleared direct DVETO, maintain maximum forward speed until ASALT, HL123.

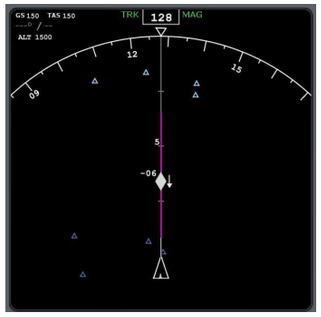
Level 4

질문요지 : 질문요지 이해하여 적절히 응답 → 응답 시, 부가설명 생략(We can not seem to find~/We now see it on~) 또는 사용 시 오류 가능성, 의미 전달 명확성을 위해 전치사에 유의(maximum forward speed until ASALT)

Level 5

질문요지 정확히 이해하여 적절히 응답, 일반영어 사용 시 문장 오류 거의 없음

Q. Listen to Tower and give your full readback, then inquire about the traffic on your TCAS screen.



ATC : HL123, wind 110 at 26 knots gust 35 knots, cleared to land, runway 13 right.

Cleared to land on runway 13 right, are we following anyone? We see an aircraft about 23 miles in front of us on our TCAS, HL123.

Level 4

질문요지 : 질문 (시각정보 포함)과 상대방(ATC)의 메시지 내용 이해, 빠짐없이 응답 → 응답 시, 문장구조 생략 가능성 (are we following~, we see/there's an aircraft~), 위치 관련 전치사는 정확히 사용(in front of, on)

Level 5

질문 프롬프트의 내용 정확히 이해하여, 문장구조 오류 거의 없이 응답, 즉각 응답/유창성 우수

(eg) Task B

Situation Update: While descending and preparing for the approach, you have noticed that you have lost a lot of your instrument displays.

Q. The controller contacts you. Respond accordingly stating you're leveling off at 4000 ft. Inform them of your situation and request vectors for troubleshooting.

ATC : HL123, turn right heading 190, descend and maintain 4000 ft to intercept the runway 24 left localizer.

Approach, HL123, we lost a lot of our instruments. We are leveling off at 4000 ft and request radar vectors for troubleshooting.

Level 4

질문요지 : 상황문(Situation Update)의 응답 정보(You have noticed~)와 질문 내용 이해 → 응답 시, 부가정보(stating your leveling off~, inform them~) 포함하여 응답, 문장구조, 연결어 생략 가능성(we lost a lot of/lots of~, and we are levelling off ~), request~ for (-ing) 또는 request ~ to (do) 사용

Level 5

질문 프롬프트의 내용 정확히 이해하여, 시제 등 문장구조 오류 거의 없이 응답 (발음 억양/유창성 우수)

Q2.1 **교신응답을 할 때, 상대(Pilot or ATC)가 표준용어(ICAO Standard Phraseology)를 정확히 사용하지 않는 경우도 있나요? 그럴 경우, 응답은 어떻게 해야 하나요?**

A2.1 EPTA Part 2 롤플레이는 정상 교신에서 표준용어를 사용한다. 그러나, 경우에 따라 상대(Pilot or ATC)의 불분명한 메시지에 대해 확인/점검하는 내용이 포함될 수 있고, 이런 문맥에서 용어 사용이 생략될 수도 있다. 이런 경우에도, 응답 시 필요한 표준용어를 사용해야 한다.

Q3 **일반영어(Plain English)로 답변하는 Task A Follow-up 과 Task C Reporting 부분에서, 4등급과 5등급의 답변이 다른가요? 기준은 무엇인가요?**

A3 그렇다. 일반영어(Plain English) 위주로 응답하는 경우에는, 4등급과 5등급의 언어구사력 범위에 차이가 있다고 본다. 특히 교신상황에 대해 순간적으로 일반영어로 풀어서 말하는 것은 쉽지 않다. 샘플 답변을 참고하여 평소 적절한 어휘와 문장 훈련을 하는 것이 바람직하다.

Task A • follow-up

아래 두 가지 응답 사례를 각각 들어 본다. 듣고 난 뒤, 어떤 상황이 발생했는지 충분히 이해가 되었는지 자문해 보고, 두 가지 응답 사이에 어떤 차이가 있는지도 생각해 본다. 응답 사례에 대하여 자신의 의견을 빈칸에 적어본 뒤, 본인의 버전을 작성하여 직접 말해 본다.

Task A: Role-play Follow-up question

You have just finished Task A, as the pilot of HL123. In this situation, what problem did you discover while on the ramp and how did you resolve that problem?

포인트: 롤플레이 이벤트에서 특이사항(문제-해결)에 대해 이해하고 있고, 정리(요약)하여 말할 수 있는지, 그리고 자신의 경험에 비추어 '일반적 진술'을 할 수 있는 지 평가 (적절한 어휘, 전달 동사/시제의 활용, 문장 구성력 및 발화의 유창도/전달력)

language Check

☐ 4등급의 경우, 상대적으로, 어휘와 문장구성/연결어(and, and then, 등) 사용이 반복되거나 단조롭고, 시제 사용에서 오류 발생 소지를 줄이며, 요긴한 연결어(discourse marker)를 사용하여 '효율적으로' 내용을 전달하는 연습을 한다.

☐ 5등급은 필요한 정보전달의 효율성에 초점을 두어 적절한 어휘와 문장구조, discourse marker를 안정적으로 구사하도록 유지/관리 한다.

Version 1

After receiving push back and engine start clearance, the pilot realized that they had too much fuel for departure. They needed to burn off some fuel or defuel. They contacted the apron and explained the situation. According to ground operations, defueling exceeds 30 minutes, so they decided to burn the extra fuel.

Version 2

HL123 was ready for departure to Smith airport. ATC clearance was given to HL123 and pushback request was made to the ramp control. While they were still on the apron before taxi, HL123 realized that they were holding too much fuel for departure. Due to performance issues, every aircraft has a limited takeoff weight before departure. This weight is limited by weather and payload, and may cause problems with obstacle clearance. The dispatcher calculates the weight and makes a flight plan for every aircraft. According to the calculation, the fuel is loaded, and this fuel amount also has a limit for departure. The fuel has to be within the maximum and minimum range for safe takeoff. In this case, HL123 was overfilled with fuel and they need to reduce fuel before the departure.

Your comment

Task C • Reporting Questions

Task C는 앞의 Task B 롤플레이 시나리오 내용에 대해 보고하는(reporting)는 문제이다. 두 개의 질문이 제시되며, 벌어진 상황에 대한 구체적인 내용 기술과 주관적 의견을 묻는다. 다음 두 가지 응답 사례를 각각 들어본다. 듣고 난 뒤, 어떤 상황이 발생했는지 충분히 이해가 되었는지 자문해보고, 두 가지 응답 사이에 어떤 차이가 있는 지도 생각해 본다. 응답 사례에 대하여 자신의 의견을 빈칸에 적어본 뒤, 본인의 버전을 작성하여 직접 말해 본다.

Task C: Reporting about Task B

Q1. What happened to HL123? Explain the nature of the incident.

Version 1

While being radar vectored to Smith Airport, HL123 experienced an instrument system malfunction. They informed the situation to the controller and made a weather information request for another airport which is above VFR conditions. The controller gave YB and GE airport weather and advised that GE has better conditions. As soon as they decided to divert to GE, the instrument system recovered and they made an approach to the original destination airport.

Version 2

HL123 was descending for an approach to Smith airport. They were cleared for ILS 24 left approach via the DIXIE ONE arrival procedure. The controller gave heading and descent instructions to intercept the final approach course for runway 24 left. While maintaining the instructions given by the controller, HL123 experienced an instrument system malfunction. They requested to level off at 4,000 ft and asked for vectors to troubleshoot. Due to the instrument system failure, the crew decided to divert to an airport which has weather conditions above VMC. They informed the controller about the situation and inquired about the weather conditions at GE and YB airport. The controller advised that GE has better weather than YB airport, so the crew decided to divert to GE airport. Shortly after receiving a visual approach clearance, some instruments recovered. The crew then informed the controller and requested to return to Smith airport.

Your comment

Q2. How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view.

Version 1

Initially the air traffic controller gave proper vector instructions to the pilots. But as soon as the pilot reported that they were having a system malfunction, giving holding instructions rather than providing vector would have been more helpful in this workload concentrated condition. In this case, the controller can reduce the radio communication with the pilots, allowing the crews to focus on abnormal situations while also reducing frequency congestion.

Version 2

Initially, the air traffic controller gave proper vector instructions to the pilots. However, as soon as the pilot reported that they were experiencing an instrument system malfunction, it would have been better to give holding instructions rather than providing vectors in this workload concentrated situation. Although the pilot requested radar vectors, holding instructions could have reduced radio frequency congestion, and distractions, so that the pilots can manage the situation. When there is a system malfunction, the pilots' workload increases dramatically, so ATC conversations can be distracting. If a system malfunction occurs during flight, the first priority is to control the aircraft safely, then navigate properly, then coordinate the situation with ATC accordingly and in a timely manner.

Your comment

Expectation bias

항공 교신상황에서 조종사는 일상적인 정보와 경험에 비추어서 '그럴 것으로' 기대 또는 예상하는 편향(expectation bias)성을 보인다고 합니다. 이러한 '기대편향'으로 인해 실수를 한 적이 있나요?

Expectation bias occurs when a pilot hears or sees something that he or she expects to hear or see rather than what actually may be occurring. That expectation often is driven by experience or repetition. For example, if a pilot is regularly cleared to cross a particular runway during operations at a familiar aerodrome, he/she may come to "expect" the clearance. This could cause a potentially dangerous situation if on a particular day, the pilot actually is instructed not to cross the runway in question due to another aircraft landing or taking off.
(Source: https://www.skybrary.aero)

Part 2. 확인문제풀기
Check-up Test

확인문제 뒤 Check-up 가이드에서 질문요지와 샘플답안을 확인할 수 있습니다. Task A follow-up과 Task C는 부록 P.215을 참조하세요.

PART 2

Check-up

Task A 확인 문제

안내 EPTA 시험포맷을 적용하여 Part 2 Task를 연습해 본다. 문제 음성을 정확히 듣고 말해 본 뒤, 샘플 답안을 참조하여 자신의 취약점을 확인하고 다시 말해 본다.

Directions: In Part 2 Task A, you will be going through a couple of flight situations of a normal passenger flight. Follow the prompts for providing your response, which you will either hear or see on the screen, or the both. **Your callsign is HL123.**

* All the RT situations, in Role-Play section, are adapted in a certain degree for the purpose of the language test and time constraints.

Initial Situation You are the pilot of HL123. You have just landed and vacated the runway. You are not familiar with the airport, but fortunately, ATC has given you an instruction to follow the green lights to your parking spot. The green lights were not bright enough, but you have followed the lights which appeared to be green to you. When you are about to make a turn into spot 43 which, you think, is your spot, the tower contacts you. (dingdong)

[Q1] (Ping)

[Q2] (Ping)

Situation Update You have been following the correct green lights and arrived on the other side of the building. You reported that you have a marshaller in sight near the spot on your right. While turning into the spot, you felt what appears to be contact with an unknown object. You are now stopping and the tower contacts you. (dingdong)

[Q3] (Ping)

[Q4] (Ping)

[Q5] (Ping)

[Q6] (Ping)

[Q7] Follow-up questions

In this situation, what happened to HL123? From your own experience, how should you deal with and how common is it for you to encounter this type of situation? (Ping)

Check-up

안내 Part 2 Task A 문제(시나리오) 취지를 이해하고 응답 요구사항에 대해 생각해 본다. 스스로 연습/응답해 본 것과 샘플 답안을 비교해 본다.

Initial Situation You are the pilot of HL123. You have just landed and vacated the runway. You are not familiar with the airport, but fortunately, ATC has given you an instruction to follow the green lights to your parking spot. The green lights were not bright enough, but you have followed the lights which appeared to be green to you. When you are about to make a turn into spot 43 which, you think, is your spot, the tower contacts you.

[Q1] Listen to the tower, respond positively and report your position.

ATC: HL123, confirm you are following green lights to your parking spot?

긍정(positively) 리드백, 지시사항을 (지금) 따르고 있음 (be + -ing)

Affirm, (we are) following the green light (as instructed). We are now approaching gate 43. HL123.

Language Check : 4 등급 (시제 오류 가능성) →질문이 현재 ~하고 있는지(confirm you are following~?)이므로, 응답 시 현재진행(is/are+-ing) 의미 적용 → (we are following~/approaching~)

[Q2] Listen to the tower, respond accordingly and explain your situation.

ATC : HL123, I say again, YOUR SPOT is 42 AND it is ON the OTHER SIDE of the building. I will set another set of green lights for you to follow. Hold your position.

[a few seconds later]

ATC : HL123, follow the green lights to spot 42. Remain on this frequency. Meanwhile, say reason why you did not follow the green lights earlier.

ATC 음성 내용(2회) 청해 및 요구사항 응답: 관제사의 지시 명료화(Your Spot…) 부분 확인 → 리드백
2) Initial Situation(The green lights were not bright~)과 연계하여, 앞서 잘못 말한 이유 설명

Roger, follow the green lights to spot 4-2. Remain (on) this frequency, HL123.

We tried to follow the green lights but were unable to see them as they were too dim.

Optional : (I thought I was following the green lights but apparently not, resulting in us being situated on the wrong side of the building.)

Language Check : 4 등급 (질문요지에 맞게 적절히 응대, 일반영어(시제/연결어) 실수 가능성)

Situation Update : You have been following the correct green lights and arrived on the other side of the building. You reported that you have a marshaller in sight near the spot on your right. While turning into the spot, you felt what appears to be contact with an unknown object. You are now stopping and the tower contacts you.

[Q3] Listen to the tower and report your situation.

ATC : HL123, roger. You can make a right turn into the spot.

리드백 후, 문제 지시문 (report your situation)에 답변할 것 ← Situation Update에서 제시된 상황 적용하여 응답

Making a right turn (into) to the spot. I (am) stopping (at) the present position due to something I hit (or as I believe I have struck something). HL123.

Language Check : 4 등급(전치사, 시제 실수/오류 가능성)
5 등급(괄호안 문장 구사력 발휘/ 전치사 뉘앙스(into vs to) 인지/시제 오류 없음)

[Q4] Listen to the tower, respond accordingly and make a request.

inspection / aircraft / ground surface condition

ATC : HL123, say again. Confirm you need some assistance.

타워가 문의한 것에 응답 → Text Cue에 제시된 단어(구)를 활용하여 요청 →
'inspection'이 우선되어야 하며, 왜 필요한 지 부가정보 줄 것

Stand by. (First), I need to make an inspection of the aircraft and ground surface condition because I hit something. (or as I appear to have struck something). HL123.

Language Check : 4 등급(전치사/시제 오류 가능성)
5 등급(괄호안 문장 구사력 발휘/ 연결어(because/as) 뉘앙스 인지/표현, 완료 부정사 사용 시도 : appear to have struck~)

[Q5] Listen to the tower and respond accordingly.

ATC: HL123, roger. Contact Ramp control 123.5. I'll relay this to them for your assistance.

질문요지(타워 지시 이행- Contact Ramp control 123.5- 복창)에 맞게 응답 →
숫자 정보는 정확히 표준어법(소수점 decimal) 사용

Contact Ramp control 123.5, HL123.

[Q6] Contact the Ramp control and state your intentions.

응답요구사항(contact and state~)에 맞게 표준어법으로 호출 및 의도/사유를 간략히 설명

Ramp control, HL123, we are stopping at the present position, just before turning to the right of Gate 42. We need to inspect the aircraft.

Language Check : 4 등급(질문요지 이해, 적절히 응답, 문장구조 간략화 또는 오류(~~we are stopping at~~ the present position, ~~just~~ before turning ~~to~~ the right ~~of~~ Gate 42) 가능성, 발음/유창성 보통)
5 등급(질문요지 정확히 이해, 어법 오류 거의 없이 효율적 응답, 발음/유창성 우수)

[Q7] Follow-up questions

In this situation, what happened to HL123? From your own experience, how should you deal with and how common is it for you to encounter this type of situation.

롤플레이에서 발생한 구체적인 사안에 대해 질문요지에 맞게 설명 (샘플답안: 부록 P.215)

PART 2

Check-up

Task B 확인 문제

Task B

Directions: You will be interacting with an Air traffic controller or Ground crew based on short situational prompts. Follow the prompts and respond as necessary. Assume you can accept all the instructions, unless being specified otherwise. "Say again(=Repeat)" available only once. **Your callsign is HL123.**
* Response time for each question : 30 seconds or less.

Initial Situation You are the pilot of HL123 currently on the ground at Smith International Airport. While you are taxiing towards the runway for departure, your co-pilot noticed that the parameter showing the vibration level of number one engine is fluctuating. You have cross-checked other parameters and found no other indication of irregular behavior. You want to stop on the taxiway and contact your maintenance for advice. (dingdong)

[Q1] (Ping)

[Q2] (Ping)

Situation Update After the controller approved your request, you have talked to the maintenance and concluded that it was only an indication problem which can be dispatched with no further maintenance action. So, you decided to continue the operation. You are now airborne and made the initial contact with departure controller. You have just passed 10000 ft and turn the seatbelt sign off as a normal practice. Suddenly, both engines are spooling down and the noise of engines running has completely disappeared. (dingdong)

[Q3] (Ping)

[Q4] (Ping)

[Q5] (Ping)

[Q6] (Ping)

Situation Update After your co-pilot's several attempts to restart the engines, one of the engines have been restarted. Now you can maintain the instructed altitude from the ATC and vectors for any direction are available. (dingdong)

[Q7] (Ping)

Situation Update You have been vectored towards the airport and are now approaching the final approach path. Although you only have one engine running, the chance of making a safe landing on the runway seems to be promising. You are now all configured for landing and all the emergency services are ready near the runway. (dingdong)

[Q8] (Ping)

[Q9] (Ping)

[Q10] (Ping)

[Q11] (Ping)

Task C

Directions: You have just finished Part 2 Task B. Now you will be listening to the ATC's radiotelephony messages to better recall the events. Afterwards, you will be asked two questions about the situation. You will have 90 seconds for each question.

[Q1] What happened to your aircraft (HL123)? Explain the nature of the incident.

Your response :

[Q2] How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view.

Your response :

Check-up

안내 Task B & C 문제의 요구사항과 응답 요점에 대해 생각해 본다. 스스로 연습/응답해 본 것과 샘플 답안을 비교해 본다.

Initial Situation You are the pilot of HL123 currently on the ground at Smith International Airport. While you are taxiing towards the runway for departure, your co-pilot noticed that the parameter showing the vibration level of number one engine is fluctuating. You have cross-checked other parameters and found no other indication of irregular behavior. You want to stop on the taxiway and contact your maintenance for advice.

[Q1] The controller contacts you. Listen to the controller and explain the situation accordingly.

ATC : HL123, Smith airport Ground, contact Tower 126.2, good day.

상황문(Initial Situation)의 정보-이상 징후 발견/해결 방안- (your co-pilot noticed that~/You want to stop~) 및 질문요지 (Listen to~ and explain~) 이해 → ATC 지시에 응답 → explain the situation / your intentions 포함

Ground, HL123. (Negative) We are having a minor problem with an engine parameter. We'd like to stop at my present position and consult with my maintenance for advice.

Language Check: 4 등급(상황문과 질문요지에 적절히 응답, 교신 표준어법(호출, 콜사인) + 상황설명/의도 전달, 문장구조 (시제/연결어) 오류 가능성)
5 등급(적절한 응답, 문장구조 오류 거의 없음, 발음/유창성 우수)

Optional : Ground, HL123. (Negative) We do not want to return to the ramp. We just have a minor problem which needs to be consulted with my maintenance at my present position.

[Q2] A few minutes later, the controller calls you. Listen and make a request for your intentions.

ATC: HL123, Ground, make a right turn at Kilo 6 and right turn again onto Bravo to the ramp.

질문요지(make a request for~) 이해 → ATC에 부정 응답(Negative) + 요청(사유 설명)

Ground, HL123. Negative. Request stop at present position to consult with the maintenance.

Language Check : 4 등급(질문요지에 적절히 응답, 위치 전치사 사용(stop at~)/준동사(to consult with~) 어법오류 가능성)
5 등급(적절한 응답, 문장구조 오류 거의 없음, 발음/유창성 우수)

Situation Update : After the controller approved your request, you have talked to the maintenance and concluded that it was only an indication problem which can be dispatched with no further maintenance action. So, you decided to continue the operation. You are now airborne and made the initial contact with departure controller. You have just passed 10000 ft and turn the seatbelt sign off as a normal practice. Suddenly, both engines are spooling down and the noise of engines running has completely disappeared.

[Q3] Contact the controller, declare an emergency and report your situation.

상황문(Suddenly, both engines~)과 질문요지(declare an emergency and report~) 이해 → ATC에 비상선언/사유 보고

Mayday, Mayday, Mayday. HL123 is declaring an emergency. We just lost both engines.

Language Check : 4 등급(질문요지에 적절히 응답, 문장구조 생략 가능(HL123 ~~is declaring~~/Declare emergency, ~~We just lost both~~/Lost both~) 오류 가능성)
5 등급(적절한 응답, 문장구조 오류 없음 또는 생략시 적절히 강조어(Just lost both~) 사용, 발음/유창성 우수)

[Q4] Listen to the controller and request radar vector to return to the airport.

ATC: HL123, roger Mayday. Say your intentions.

상황문(Suddenly, both engines~)과 질문요지(declare an emergency and report~) 이해 → ATC에 비상선언/사유 보고

Departure, we need to return to the airport. Request radar vectors back to the airport. HL123.

Language Check : 4 등급(질문요지에 적절히 응답, 문장구조 생략 (~~We need to~~ return~) 발음/유창성 보통)
5 등급(적절한 응답, 문장구조 오류 거의 없이 효율적 응답

[Q5] Listen to the controller, respond accordingly and explain that you are unable to maintain the altitude.

ATC: HL123, roger. MA Airport is at you 4 o'clock in 30 miles. Runway 24 in use. Turn right heading 040 and descend and maintain 7000 ft.

질문요지(respond accordingly and explain ~) 이해 → ATC에 불가 사유 설명

Right turn heading 040, but unable to maintain 7000 ft due to performance. We lost both engines, as a result, (we have) no thrust at all. HL123.

Language Check : 4 등급(질문요지에 적절히 응답→ 리드백, 불가 사유 언급 (unable to~, due to), 문장 구조 생략/연결어 오류 가능성, 발음/유창성 우수)
5 등급(적절한 응답, 문장구조 오류 거의 없음, 발음/유창성 우수)

[Q6] Listen to the controller and make a request for short vectors to the runway.

ATC: HL123, roger. If you cannot maintain 7000 ft, I need to vector you to the south due to terrain. This will be a much longer vector. Is it okay with you?

질문요지(make a request for short vectors to ~)와 ATC 메시지(I need to vector~, Is it okay with you?) 이해 → ATC에 의도(intention)/선호도(preference) 전달

Tower, HL123, request short vectors for the approach.

Optional : Tower, HL123, we'd (would) prefer a short radar vector, but I guess I do not have a choice.

Language Check : 4 등급(질문요지에 적절히 요청사항만 전달, 또는 의도 전달시, 문장구조/연결어 생략, 조동사(would) 오류 가능성)
5 등급(적절한 응답, 문장구조 오류 없음, 발음/유창성 우수)

Situation Update : After your co-pilot's several attempts to restart the engines, one of the engines have been restarted. Now you can maintain the instructed altitude from the ATC and vectors for any direction are available.

[Q7] Listen to the controller, explain your situation and make a request.

ATC: HL123, roger. Turn left heading 180 and descend at pilot's discretion.

상황문(one of the engines have been restarted~)과 질문요지(explain~ and make a request) 이해 → ATC 지시 → ATC에게 의도/상황/요청

Tower, HL123, one of the engines has been restarted. We can accept any altitude instructions. Request radar vector to the north for a short vectoring.

Language Check : 4 등급(질문요지에 적절히 빠짐없이 응답, 위치 전치사 사용(to the north~), 문장구조(시제/연결어/전치사, 생략/오류 가능성)
5 등급(적절한 응답, 문장구조 오류 거의 없음, 발음/유창성 우수)

Situation Update : You have been vectored towards the airport and are now approaching the final approach path. Although you only have one engine running, the chance of making a safe landing on the runway seems to be promising. You are configured for landing and all the emergency services are ready near the runway.

[Q8] Listen to the controller and respond accordingly.

ATC: HL123, Smith Tower, Wind (is) calm. Cleared to land runway 24.

질문요지(Listen to~ and respond accordingly) 에 적절히 표준어법으로 응답

Cleared to land runway 24, HL123.

[Q9] While you are on the short final for landing, the engine, which has been restarted, failed again. Now you lost both engines. Contact Tower and explain your situation with a possible evacuation on the runway.

중문의 질문 내용 및 요지(Contact Tower and explain~) 이해 → ATC에 상황 업데이트/의도 전달

Tower, HL123. Dual engine failure. We are now coming in with no thrust and planning a possible evacuation on the runway. (Evacuation is possible on the runway) (Please) get ready for this situation.

Language Check : 4 등급(질문요지에 적절히 빠짐없이 응답, 의미전달에 필요한 주요 어휘 사용(dual/both engine failure, evacuation, runway, ready for~), 문장구조(시제/연결어/전치사, 생략/오류 가능성)
5 등급(적절한 응답, 문장구조 오류 거의 없음 ,발음/유창성 우수)

[Q10] Listen to the controller, and request for step cars in case an emergency evacuation is not necessary.

ATC: HL123, roger. I will inform the emergency services to get ready for the current situation. Is there anything else you need?

질문요지(request for step cars in case~)와 ATC 메시지 이해 → ATC에게 의도/상황/요청

Tower, HL123, we'll try to minimize the impact upon touchdown, so in case an emergency evacuation is not necessary, we may need some step cars to deboard the passengers.

Language Check : 4 등급(질문요지에 적절히 빠짐없이 응답, 문장구조(시제/연결어/전치사, 생략/오류 가능성)
5 등급(적절한 응답, 문장구조 오류 거의 없음, 발음/유창성 우수)

[Q11] You have landed and stopped on the runway with a few burst tires but no other apparent damage. You have instructed flight attendants to open the left forward door after a step car arrives. Contact Tower and explain your situation.

중문의 질문 내용 및 요지(Contact Tower and explain~) 이해 → ATC에 상황 업데이트/의도 전달

Tower, HL123, we stopped on the runway with a few burst tires, I do not see any other apparent damage. I have instructed flight attendants to open the left forward door after a step car arrives.

Language Check : 4 등급(질문요지에 적절히 빠짐없이 응답, 의미전달에 필요한 주요 어휘 사용(burst tires, damage, flight attendants, forward door, step car), 문장구조 오류 가능성)
5 등급(적절한 응답, 문장구조 오류 거의 없음, 발음/유창성 우수)

Task C : Reporting about Task B

[Q1] What happened to your aircraft (HL123)? Explain the nature of the incident.

[Q2] How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view.

Task C 리포팅 질문의 샘플답안 : 부록 P.215

Useful sentences for you

비행상황에 따라 표준용어 외에 일반영어(plain English)를 사용하여 ATC와 의사소통 하는 경우가 있지요. 주로 어떤 상황인가요? 여러분의 문장도 적어보세요.

- We are hearing an ELT signal now.
- We have speed restriction. Is it still on?
- Is they a chance to direct us to any waypoint? Any change to direct ABC?
- Control, are there any ride report at FL380?
- Would you like to give us a direct route?
- Nobody is responding on the assigned frequency 128.25.
- Negative contact with the traffic due to poor visibility.
- We have traffic on the TCAS. Do you see it as well?
- Requesting higher altitude rather than reducing speed for separation.
- Requesting descend to FL210 to avoid ice build-up.
- Unable to keep the assigned airspeed due to airplane performance.
- We are in the middle of performing the checklist due to an aircraft problem. We'll contact you later.
- We'd like to request holding over the vicinity of the airport.
- Control, fuel temperature is dropping rapidly. We need to get down to the lower altitude.

Why Don't They Just Land?

운항 중 회항(diversion)이 필요한 경우 가능한 "빨리" 착륙하는 것만이 목표는 아닙니다. 해당 상황에서 기술적 문제와 승객의 안전서비스 측면을 고려해서 최선을 택합니다. 주요 회항 요인은 기술적 문제 또는 환자발생 같은 의료 사안으로 구분할 수 있는데, 여러분은 어떤 회항 경험을 갖고 있나요?

When a diversion is necessary, the goal isn't always to land as quickly as possible. In nearly every diversion situation, the best outcome will come from a balance of technical and passenger service considerations. This can lead to seemingly odd or counter-intuitive flight paths, but pilots, dispatchers, and air traffic controllers are professionals who base their decisions on the needs of the aircraft, passengers, and crew to ensure the safest possible flight and the quickest return to the skies.

• Technical diversions

Once the need for an immediate landing is ruled out, crews assess the situation to determine the best diversion airport to quickly fix the problem and get the passengers on to their destination. One of the first considerations is the amount of fuel onboard the aircraft. That number will inform which airports are considered as diversion points and if the aircraft will need to burn or jettison fuel. Aircraft are subject to a maximum landing weight, which varies by aircraft type and configuration. If a flight needs to return to its origin airport or divert early in flight, it may still be above its Maximum landing weight requiring holding to burn or jettison fuel.

• Medical diversions

In a medical emergency, the first step is to determine the severity of the situation. The crew onboard is trained in first aid, but they are not diagnosticians. For that, many airlines employ a service that allows aircrews to communicate directly with doctors on the ground to help. Crews will relay the symptoms and condition to the doctor. The flight crew is ultimately responsible for diverting (or not) to provide the patient with the best outcome.

Source: https://www.flightradar24.com/blog

ETPA 모의문제풀기
Mock Test

모의문제 샘플답안은 부록 p.216(모의문제1) 및 p.220(모의문제2)에서 확인할 수 있습니다.

조종사

모의문제 1

안내 EPTA 시험 적응력 제고를 위해 모의시험 문제를 풀어 본다. 음성으로만 들려지는 질문(prompt)이 제시되어 있으므로 질문에 대한 청취력도 확인하면서 응답해 본다.

Part 1. Task A

Directions: You will be listening to 4 ATC instructions. Your callsign will be HL123. Listen carefully and make a correct readback for each of them. "Repeat/Say again" available once only. You may take notes while listening.

Q1 **ATC**: HL123, pushback approved heading east, make a long push back, clear of gate 3.

(Record your full readback) (Ping)

Q2 **ATC**: HL123, when ready, descend via STAR to 5000 ft.

(Record your full readback) (Ping)

Q3 **ATC**: HL123, increase rate of descend due to traffic.

(Record your full readback) (Ping)

Q4 **ATC**: HL123, cleared for localizer runway 36, circle to land runway 18, report runway in sight.

(Record your full readback) (Ping)

Part 1. Task B

Directions: You will be listening to 6 audio clips, which consist of short situational prompts. Respond to each of them using mainly Standard Phraseology if possible. If not, you may use plain English to help clarify your response. (Your call sign is HL123.) You may take notes while listening.

Q1 You are on a final approach path. You have received landing clearance. When passing 500 ft ATC contacts you. Listen and respond accordingly.

ATC: HL123, go around due to ground vehicle for runway inspection.

(Record your response) (Ping)

Q2 During flight you had a gear system malfunction. Nose wheel steering cannot be used after landing, which means you cannot taxi. Explain your situation to ATC and make a proper request.

ATC: HL123, cleared to land runway 09.

(Record your response) (Ping)

Q3 Due to the wind limitation during engine start, you need to face north for pushback. Now ATC gives you pushback instructions. Listen and respond accordingly.

ATC: HL123, pushback approved facing south.

(Record your response) (Ping)

Q4 You are requesting push back. Acknowledge your instructions.

ATC: HL123, pushback approved heading west, clear of gate 10, traffic inbound for gate 10.

(Record your response) (Ping)

조종사 **모의문제 1**

Q5 While you were descending, you encountered light to moderate turbulence between FL150 and FL130. Now ATC contacts you. Listen and respond accordingly.

ATC: HL123, request ride report during descent.

(Record your response) (Ping)

Q6 You execute a rejected landing due to wind shear warning while passing approach minimum altitude. Now ATC contacts you. Listen and respond accordingly.

ATC: HL123, Report your status.

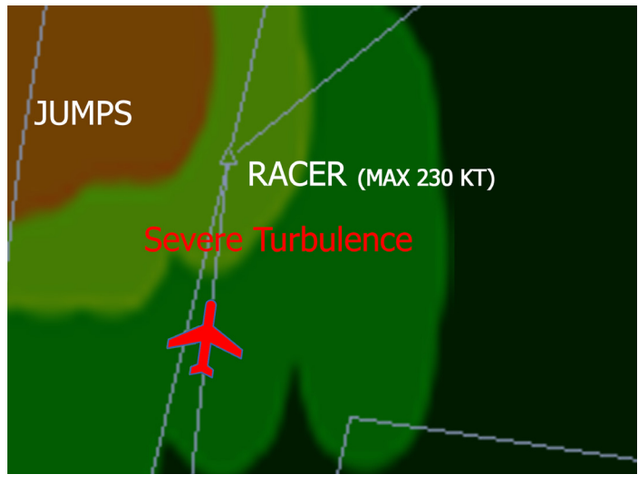
(Record your response) (Ping)

Part 2. Task A

Directions: In Part 2 Task A, you will be going through a couple of flight situations of a normal passenger flight. Follow the prompts for providing your response, which you will either hear or see on the screen, or the both. "Say again (=Repeat)" available once only. Your callsign is HL123.

Flight Path In this scenario, you'll be the pilot flying HL123, which goes through 3 flight stages: APP, TWR, GROUND.

Initial Situation You are inbound and getting closer to your destination. There may be a slight change or alteration to your flight plan, and you have checked that there is a speed restriction on arrival charts. You have been maintaining speed 230 Knots to comply with the charted restriction. However, due to severe turbulence, you are unable to either maintain the current speed or reduce any further. (dingdong)



Q1 ☞ Listen and respond accordingly. Make a request as necessary.

ATC: HL123, Reduce speed to 210 Knots for spacing. (Ping)

Your Response : _____

Q2 ☞ Listen and respond accordingly.

ATC: HL123, roger. Speed at your discretion. Descend and maintain FL150, contact Arrival, 119.1. (Ping)

Your Response : _____

Q3 ☞ You have Switched to Arrival. Your speed is now 250 Knots. Contact Arrival and report your situation. (Ping)

Your Response : _____

조종사 모의문제 1

Q4 ☞ Listen to the controller and explain your situation.

ATC: HL123, Arrival. Confirm you're complying with speed restriction? (Ping)

Your Response : _____

Situation Update No turbulence now but there are many CBs near the final approach path. You want to hold over initial approach fix until the CBs move away. (dingdong)

Q5 ☞ Listen to the controller and make a request.

ATC: HL123, turn left heading 300. Cleared ILS approach runway 33 right. (Ping)

Your Response : _____

Q6 ☞ You need to climb to a higher altitude to avoid holding in clouds. Listen to the controller, respond accordingly and make a request.

- Cumulonimbus (CB)

ATC: HL123, fly direct to initial approach fix and hold as published. Maintain present altitude until advised. (Ping)

Your Response : _____

Q7 ☞ Listen to the controller and respond accordingly.

ATC: HL123, climb and maintain 7000 ft. Say your endurance.

1hour 20minutes (Ping)

Your Response : _____

Situation Update All CBs have moved away. You have been cleared for the approach and are now inbound on the ILS runway 33 right Approach. You suspect that there might be windshear along the approach path. You are now in contact with the tower controller. (dingdong)

Q8 ☞ Listen to the controller, respond accordingly and request a PIREP about windshear.

ATC: HL123, cleared to land runway 33 right. (Ping)

Your Response : _____

Q9 ☞ Listen to the controller and respond accordingly.

ATC: HL123, we have no PIREPs at the moment. I would appreciate one, from you, after landing. (Ping)

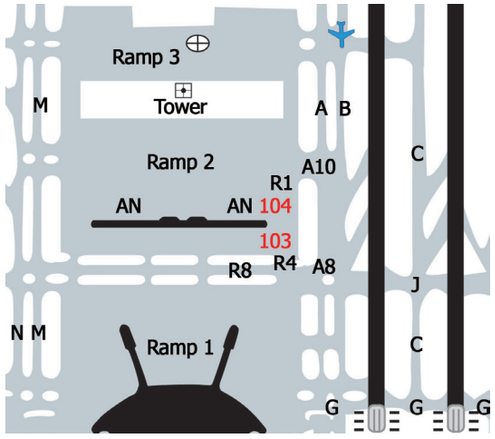
Your Response : _____

조종사

모의문제 1

Q10 ☞ You have just landed on runway 33 right. As you suspected, you encountered windshear at 500 ft with an airspeed loss of 10 Knots. Make a PIREP regarding what you experienced. (Ping)

Your Response : _____



Situation Update You have just vacated the runway. There is a lot of traffic on the ground. Your gate number is 103. You are in contact with the ground controller. (dingdong)

Q11 ☞ Use the airport diagram and ask the controller for clarification. The controller gives you an instruction to taxi to gate 104, but you remember your gate number is 103. Clarify the instruction with the controller.

ATC: HL123, Taxi via Bravo, Alpha 10. Give way to outbound traffic at Alpha 10, then continue via Alpha 10, Romeo 1, Alpha November, gate 104. (Ping)

Your Response : _____

Q12 ☞ Listen to the controller and respond accordingly.

ATC: HL123 correction. Your gate is 103. Continue taxi via Bravo, turn right to Alpha 8 and then Romeo 4 to gate 103. (Ping)

Your Response : _____

Q13 Follow-up Question

You have just finished Task A, as the pilot of HL123.
In this situation, what happened to the pilot during short final? From your own experience, how should you deal with and how common is it for you to meet this type of tailwind? (Ping)

Part 2. Task B

Directions : You will be interacting with an Air traffic controller or Ground crew based on short situational prompts. Follow the prompts and respond as necessary. Assume you can accept all the instructions, unless being specified otherwise. "Say again(=Repeat)" available only once. Your callsign is HL123.
* Response time for each question : 30 seconds or less

Initial Situation You are the pilot of HL123 and are currently preparing for pushback. However, you have a problem with catering and that caused pushback delay. (dingdong)
The ground controller contacts you.

ATC: HL123, ground, how long do you think it will take for you to pushback?

Q1 ☞ Respond and give the controller the reason for the delay. (Ping)

Your Response : _____

Q2 ☞ The catering work is done, but now you realize that there is a discrepancy in the passenger count. Contact the controller and explain your situation. Inform them that you will need another 10 minutes. (Ping)

Your Response : _____

Situation Update After sorting everything out, you commenced pushback. During the pushback, you encountered an abnormal engine start. You decide to stop the pushback and return to the ramp for an engine inspection. (dingdong)

Q3 ☞ Make an appropriate request and explain the situation. (Ping)

Your Response : _____

Situation Update After the engine inspection, you found no problems, and have completed pushback and engine start. You are now ready to taxi, but the controller contacts you with the latest weather update. The weather condition is below your minimum and you may need to return to the gate. (dingdong)
The ground controller contacts you.

ATC: HL123, the visibility has dropped due to heavy snow. Low visibility procedure is in effect. The latest visibility is 150 meters. Say intentions.

Q4 ☞ Make an appropriate request and explain the situation. (Ping)

Your Response : _____

Q5 ☞ Listen to the controller. Respond positively and make another request.

ATC: HL123, the visibility seems to be fluctuating. If you need de-icing, I can let you go to one of the de-icing pads and wait there for the visibility to improve. (Ping)

Your Response : _____

Situation Update You have completed de-icing, and the weather has improved. You commence taxi towards the runway for departure and you see a long line of traffic ahead of you. According to your calculation, you are only able to wait for another 20 minutes until the fuel level falls below the legal requirement. (dingdong)
The tower controller contacts you.

ATC: HL123, tower. You are number 15 in sequence for departure. Continue taxi to runway 33 left.

Q6 ☞ Inform the controller of your situation and make an appropriate request. (Ping)

Your Response : _____

Q7 ☞ Listen, respond accordingly, and explaining your situation.

ATC: HL123, roger. Turn right at the next intersection and join Taxiway Bravo northbound. Say your gate number?

no gate assignment (Ping)

Your Response : _____

조종사

모의문제 1

Situation Update After the completion of your refueling, and you have commenced pushback. During the pushback, you realize that the holdover time from your previous de-icing has already expired. (dingdong)

The ground controller contacts you.

ATC: HL123, ground, advise when ready to taxi, due to sequence.

Q8 ☞ Explain the situation and make an appropriate request. (Ping)

Your Response : _____

Part 2. Task C

Directions: You have just finished Part 2 Task B. Now you will be listening to the ATC's radiotelephony messages to better recall the events. Afterwards, you will be asked two questions about the situation. You will have 90 seconds for each question response.

☞ **Now listen to the controller's radiotelephony messages.** (dingdong)

☞ **Now answer the questions.**

Q1 What happened to your aircraft (HL123)? Explain the nature of the incident. (Ping)

Q2 How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view. (Ping)

Conditional Clearance

A conditional clearance is a clearance issued by an air traffic controller which does not become effective until a specified condition has been satisfied.

Example of conditions that may be included in a conditional clearance include:
· AFTER THE DEPARTING AIRCRAFT
· BEHIND THE LANDING AIRCRAFT

Read the following passage and listen to the audio clip. After listening, discuss this incident with your partner, or do it yourself.

Accidents & Incidents

On 3 August 2017, a Boeing 737-900ER landing at Medan was in wing-to-wing collision as it touched down with an ATR 72-500 which had entered the same runway to depart at an intermediate point. Substantial damage was caused but both aircraft could be taxied clear. The Investigation concluded that the ATR 72 had entered the runway at an opposite direction without clearance after its incomplete readback had gone unchallenged by ATC. Controllers appeared not to have realized that a collision had occurred despite warnings of runway debris and the runway was not closed until other aircraft also reported debris.

Source: https://www.skybrary.aero/index.php/Conditional_Clearance

조종사

모의문제 2

안내 EPTA 시험 적응력 제고를 위해 모의시험 문제를 풀어 본다. 음성으로만 들려지는 질문(prompt)이 제시되어 있으므로 질문에 대한 청취력도 확인하면서 응답해 본다.

Part 1. Task A

Directions : You will be listening to 4 ATC instructions. Your callsign will be HL123. Listen carefully and make a correct readback for each of them. "Repeat/Say again" available once only. You may take notes while listening.

Q1 **ATC**: HL123, cross runway 32 right, hold short runway 32 left.

(Record your full readback) (Ping)

Q2 **ATC**: HL123, cleared for VOR runway 18 right, report field in sight.

(Record your full readback) (Ping)

Q3 **ATC**: HL123, after SEL VOR, maintain heading 340.

(Record your full readback) (Ping)

Q4 **ATC**: HL123, cancel approach clearance, left turn heading 340, climb to 6000 ft.

(Record your full readback) (Ping)

Part 1. Task B

Directions : You will be listening to 6 audio clips, which consist of short situational prompts. Respond to each of them using mainly Standard Phraseology if possible. If not, you may use plain English to help clarify your response. (Your call sign is HL123.) You may take notes while listening.

Q1 You are in a holding pattern, waiting for the approach clearance. Now the controller contacts you for further instructions. When responding, ask for the clarification of the waypoint phonetically to make sure.

ATC: HL123, left turn direct to DANON descend via DANON 1A arrival, cleared for ILS runway 04 right.

(Record your response) (Ping)

Q2 You are being handed over to the next ATC sector. Acknowledge the instructions accordingly.

ATC: HL123, change squawk 1342, contact AB Control on 133.8.

(Record your response) (Ping)

Q3 While following standard terminal arrival procedure, ATC gives you heading and altitude instructions. The approach sector is surrounded by a military operating area. Now ATC contacts you. When responding, clarify the heading instructions which could lead you into the MOA.

ATC: HL123, cancel STAR clearance, after ABC VOR left turn heading 300, maintain speed 220 Knots until further advice.

(Record your response) (Ping)

조종사 **모의문제 2**

Q4 While taxiing for takeoff, ATC asks you for an intersection departure. But due to performance reasons you need full length take off. Now ATC contacts you.

ATC: HL123, can you accept K3 intersection departure for runway 09?

(Record your response) (Ping)

Q5 You are taxiing to the runway for takeoff. As you give the takeoff signal to the cabin, the purser tells you that they will be ready within 2 minutes. Now the tower controller contacts you. Explain your situation.

ATC: HL123, cleared for takeoff runway 32 right.

(Record your response) (Ping)

Q6 While you are maintaining FL200, the purser tells you that an unusual sound was heard near the exit door area also. On your pressurization system, you see an unusual parameter which requires an immediate descent. Now ATC contacts you.

ATC: HL123, climb and maintain FL300 for final.

(Record your response) (Ping)

Part 2. Task A

Directions : In Part 2 Task A, you will be going through a couple of flight situations of a normal passenger flight. Follow the prompts for providing your response, which you will either hear or see on the screen, or the both. "Say again (=Repeat)" available once only. Your callsign is HL123.

Flight Path In this scenario, you'll be the pilot flying HL123, which goes through 3 flight stages: TWR, DEP, APP

Initial Situation You are the pilot of HL123 currently on the ground at OR Airport. You are ready for departure and holding short of runway 36 right. According to the current ATIS, wind is steady and the sky is clear, but, in the remark section, bird activity is reported in the vicinity of the airport. (dingdong)

Q1 ☞ The controller contacts you. Listen and respond accordingly.

ATC: HL123, Tower. Wind 340 at 12 Knots. Cleared for takeoff runway 36 right. Caution bird activities in the vicinity of airport. (Ping)

Your Response : _____

Q2 ☞ You are now airborne. Listen and respond accordingly.

ATC: HL123, when passing 3000 ft, contact departure on 121.2, good day. (Ping)

Your Response : _____

Situation Update When you were about to contact the departure controller, you saw a big bird hit your radome and what was left of the bird is now all over your windshield. Although you have attempted to wipe it off with the onboard wipers, your vision, through the windshield, is still obscured. On top of that, there is a warning message, indicating that your weather radar has failed. (dingdong)

Q3 ☞ Contact departure and simply make a position report.

Lake West RNAV departure, 1000 ft to 3000 ft (Ping)

Your Response : _____

조종사 모의문제 2

Q4 ☞ Listen to the controller's instructions. Respond that you are unable and make a request accordingly.

ATC: HL123, departure. Follow SID and climb to FL230 initially.

maintain 3000 ft, technical issues (Ping)

Your Response : _____

Situation Update Your request to maintain 3000 ft has been approved by ATC. After referring to your Operations manual, you realize that you are not allowed to continue your flight. Before any decision is made, you want to contact your company and seek their advice on the current situation. (dingdong)

Q5 ☞ Contact your company and explain your situation. (Ping)

Your Response : _____

Q6 ☞ Listen to your company and respond positively.

Company: HL123, Company. I understand that your vision through the windshield has been obscured and your radar has also failed. With those conditions you are currently in, I would strongly recommend that you return immediately to OR Airport. (Ping)

Your Response : _____

Q7 ☞ You have now decided to return to the airport. Contact the controller and explain what your company has recommended you do. (Ping)

Your Response : _____

Q8 ☞ Listen to the controller and respond accordingly. (Ping)

ATC: HL123, roger. Contact OR Approach on 121.2.

Your Response : _____

Situation Update You just made initial contact with the OR Approach controller. (dingdong)

Q9 ☞ Listen to the controller and respond negatively.

ATC: HL123, OR approach. Are you declaring an emergency?

deviation, precaution (Ping)

Your Response : _____

Q10 ☞ Listen to the the controller, respond negatively and explain your situation.

ATC: HL123, roger. Turn left heading 140 and maintain 3000 ft. Expect visual approach to runway 36 left. (Ping)

Your Response : _____

Q11 ☞ Listen to the the controller and respond negatively.

ATC: HL123, roger. Expect radar vector for ILS approach runway 36 left. Confirm your vision has been completely obscured? (Ping)

Your Response : _____

조종사 모의문제 2

Q12 Follow-up Question

You have just finished Task A, as the pilot of HL123.

In this situation, what happened to the pilot during the takeoff? From your own experience, how should you deal with and how common is it for you to encounter this type of situation? (Ping)

Part 2. Task B

Directions : You will be interacting with an Air traffic controller or Ground crew based on short situational prompts. Follow the prompts and respond as necessary. Assume you can accept all the instructions, unless being specified otherwise.

Initial Situation You are the pilot of HL123 which is a wide body aircraft. You are currently ready for push back at the gate. You have reported fully ready and requested pushback clearance. While you are waiting for clearance, your mechanic contacts you and reports fluid leakage from the aircraft. (dingdong)

Q1 ☞ The ground controller contacts you. Explain your situation and say your intentions.

ATC: HL123, ground. Pushback and engine start approved facing north. (Ping)

Your Response : _____

Situation Update After your mechanic took a closer look, he advised you that the leak was within the limit. Due to the inspection, you will be running behind schedule. You have just completed pushback and are taxiing towards the departure runway. The tower controller contacts you. (dingdong)

Q2 ☞ Listen to the controller, and respond negatively with a reason.

ATC: HL123, landing traffic 6 miles on final. Can you accept an intersection takeoff via G2? 8000 ft is available.

make a request (full length, performance) (Ping)

Your Response : _____

Situation Update You are now airborne and about to be handed over to the departure controller. Suddenly, you get low engine oil parameters on one engine. The oil pressure indication on one of your engines is blinking and is showing its numbers dropping rapidly. You are supposed to shut down the engine and follow your company's engine out route. (dingdong)

Q3 ☞ The tower controller contacts you. Explain your situation and make a request for a holding.

ATC: HL123, contact departure. Good day. (Ping)

Your Response : _____

Q4 ☞ Listen and Respond accordingly.

ATC: HL123, roger. Climb and maintain 4000 ft. Fly direct to COSMO and hold as published. Contact approach on 121.2. (Ping)

Your Response : _____

조종사

모의문제 2

Situation Update During holding, you carried out necessary actions in accordance with the QRH. You have realized that you need to dump some fuel to meet the weight requirement. (dingdong)

Q5 ☞ Contact approach, explain your situation and make a request to dump fuel. (Ping)

Your Response : _____

Q6 ☞ You are about to start fuel dumping. Listen and respond accordingly.

ATC: HL123, Approach. Roger. Fuel dumping is approved while you are holding. Report commencing fuel dumping. Also, I need to know how long it will take.

20 minutes (Ping)

Your Response : _____

Situation Update You have finished fuel dumping, and are ready for an approach. You want ATC to relay your request to emergency service vehicles to check for possible fluid leakage from your aircraft upon landing. (dingdong)

Q7 ☞ Contact Approach and make a request. (Ping)

Your Response : _____

Q8 ☞ Listen to the controller, and inform them of the fluid leak you had before pushback. Explain your suspicion from the indication that you had before you decided to shut down the engine.

ATC: HL123, roger. I will relay your message to the emergency services, but can you fill me in with any indication you have had leading you to suspect fluid leakage? (Ping)

Your Response : _____

Part 2. Task C

Directions : You have just finished Part 2 Task B. Now you will be listening to the ATC's radiotelephony messages to better recall the events. Afterwards, you will be asked two questions about the situation. You will have 90 seconds for each question response.

☞ **Now listen to the controller's radiotelephony messages.** (dingdong)

☞ **Now answer the questions.**

Q1 What happened to your aircraft (HL123)? Explain the nature of the incident. (Ping)

Q2 How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view. (Ping)

쉬어가기

국제 항공운항 종사자는 모든 교신대화에서 ICAO 표준용어를 사용해야 합니다. 그러나 표준용어만으로 충분한 의사전달이 되지 않는 비정상 상황 또는 부가 설명이 필요한 경우에는 일반영어(Plain English)를 효율적으로 사용할 수 있어야 합니다.

ICAO standardized phraseology is a set of clear, concise, internationally recognized, formulaic messages designed for use in most routine situations. Standard phraseology, however, cannot address all of the non-routine, abnormal or, occasionally, emergency situations that occur, nor is it sufficient to convey additional information about any situation such as: reasons for a delay, the state of a sick passenger, the weather situation, the nature of a failure, or an obstacle on the runway. (ICAO Circular 323, 3.8.3)

· 아래 교신대화에서 일반영어(Plain English)의 사용이 필요한가요? 그 이유는 무엇이고, 조종사와 관제사는 효율적인 의사소통을 하고 있는지 생각해보세요.

ATC: UC1451, contact, SoCal departure, have a great day!
UC1451: Switching to departure, good day

(Pilot switches to SoCal Departure, but there isn't any audio feed for it. The pilot must have alerted the departure controller about the situation first, and then was switched back to the approach.)

UC1451: Fourteen fifty one, we're back with you 14000 feet, going back into San Diego with bird strike.
ATC: UC1451, SoCal Approach, good morning, descend and maintain 6000, speed at your discretion, I'll have you turn back to VYDDA
UC1451: Ok, down to six thousand, speed our discretion, UC1451
ATC: UC1451, I understand that negative emergency, but I still need the souls and fuel remaining
UC1451: Okay, UC1451, we got a hundred seventy one souls on board, and ahhh… we got four hours and six minutes worth of fuel on board…

Part 2

Role Play

훈련유닛
Training Unit

훈련유닛에 사용된 RT 시나리오에는 일반영어(Plain English)가 다수 포함되어 있습니다. 비정상 상황 문맥에 대한 인식 및 언어훈련 목적입니다.
* 표준용어만으로 의사소통이 충분한 경우에는 표준용어로 응대하는 것이 원칙입니다.

7 롤플레이 훈련유닛

파트 2, 롤플레이(Role-Play)에서 안정적으로 운항적합(Level 4) 등급 이상을 얻고 이를 유지하려면, 표준 교신용어(Phraseology)의 사용뿐만 아니라, 필요시, 적절한 일반영어(Plain English)를 사용하여 의사소통할 수 있어야 한다. 주어진 교신문맥(Radiotelephony Context)에 맞게 제한된 시간(30초 이내) 내 효율적으로 답변할 수 있도록, 주요 교신상황에 대하여 듣기와 말하기 훈련을 해 본다. 제시된 기본훈련 방법을 활용하여, 다양한 비정상(non-routine)상황에서 조종사로서 명료하고 효율적으로 대처할 수 있도록 연습해 보자.

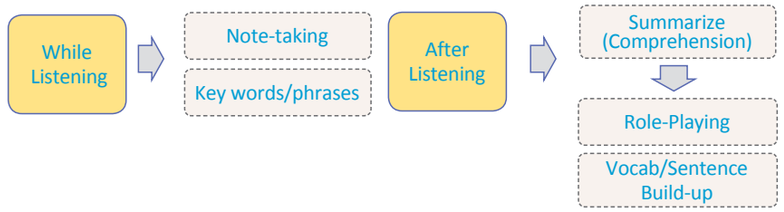
• 자주 나오는 교신상황 주제

Theme	Topic
On the Ground	Ground Movement Incidents; Airfield activities; Taxiway/Runway Incursion; Takeoff incidents; Collision (ground), etc.
Operational Issues	Delays; Cargo; Ground Services; Dangerous Goods, etc.
Weather Conditions	Wind and Turbulence; Icing; Storm; Volcanic ash, etc.
Technical Issues	Aircraft breakdown-mechanical; Aircraft breakdown-electrical; Fuel problems, etc.
Environment	Birds; Aerodrome/Airfield environment; Airfield and navigation equipment; Near miss, etc.
Human Factors	Pilot Incapacitation; Passenger Problems; Bomb Scare, etc.

• 기본훈련 방법

- 비정상 및 비상 상황과 관련된 다양한 교신대화(RT)를 집중하여 듣는다.
- 듣는 동안, 주요 사항을 노트한다(Note-taking).
- 듣고 난 뒤, note-taking을 활용하여 교신상황을 요약해 본다(Summarize).
- 주요 대화 부분을 롤플레이로 말해본다.

• Listening to RT communication



훈련유닛 1

Training Unit On the Ground

Exercise I

1.1 **Listen to the radiotelephony dialogue between a pilot of HL123 and an air traffic controller of Tower.**

The RT dialogue starts with the following :

(ATC) HL123, follow the green to spot 42. Remain on this frequency.

(HL123) Follow the green to 43. Remain on this frequency, HL123

Continued...

Language Tips

- remain
- follow
- lead someone to
- appear
- hold
- dispatch someone to
- be supposed to
- hit
- strike
- on/on the other side
- at/in/ into
- ahead (of)
- marshaller
- abeam

1.2 **Listen again and say whether the following sentences are true or false.**

1) Tower instructed HL123 to wait for a green light but the pilot did not wait. (True / False)
2) HL123 was near 43 when they were told to follow another set of green lights. (True / False)
3) The Marshal was not in sight when HL123 hit something and stopped. (True / False)
4) HL123 spotted some marshallers and did not know which one to follow. (True / False)
5) Tower instructed HL123 to wait for a dispatcher. (True / False)

1.3 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

ATC instructed HL123 to follow the _____ to get to spot _____.
They were near spot _____ and told they were at the _____ of the building. They had to _____ the new set of green lights to their correct spot. When they arrived near the spot, they saw the _____.
They were told to make a _____ to the spot. While turning into the spot they _____ something and had to stop. They were told that someone will be _____ ___ their position.

요약문 훈련은 교신문맥(Radiotelephony context)을 자신의 언어(plain English)로 정리해 보는 것으로, Task A follow-up 진술과 Task C Reporting 기량의 기초가 된다.

How to	청해력 향상과 말하기 훈련을 위한 '요약문'
	교신대화를 듣고 내용을 요약하여, 60초 내외로 말해보기
Step 1 (Level 4)	•사건/행위가 발생된 순서대로 – 시간 순- 주요 항목을 열거한다. •교신내용의 송신/수신/전달자를 구별하고, 시점(시제)에 맞게 동사를 사용하며, and (then), when 등 기본 연결어를 활용한다. •특이사항(비정상/명료화/소통 오류 등)을 반드시 포함한다.
Step 2 (Level 5)	•발생된 사건/행위의 주제문을 중심으로 세부 사항을 기술해 나간다. •Discourse marker를 적절히 사용하여 전달 효과를 높인다.

※ 앞의 요약문(1.3)을 아래 버전과 비교해 보고 나의 언어수준에 맞게 안정적으로 말해 본다.

ATC instructed HL123 to follow the green lights in its approach to Spot 42. They clearly *misinterpreted* the instructions on four separate occasions, even though ATC instructions appeared clear. This resulted in them ending up at Spot 43, which was in fact on the wrong side of the building. They were then instructed to follow a new set of green lights to their correct location, Spot 42. Upon arrival at Spot 42 they notified ATC they had the marshaller in sight. They were then instructed to make a right turn to the spot in order to park. However, while turning they appeared to strike something and made the decision to stop. Initially, ATC was unclear as to the reason for the sudden stop so asked for clarification. After informing ATC as to why they stopped, the aircraft was then informed that someone would be dispatched to their current position.

1.4 Rearrange the words to make a sentence from the RT dialogue.

1) spot 42 / green / to / follow / green
_____
2) confirm / is / spot / our / 43
_____
3) abeam / are / now / we / spot 43
_____
4) have / in / marshaller / sight / I / the
_____
5) stopping / position / we / the present / at / are
_____
6) your position / dispatch / will / someone / I / to
_____

Language Tips

- is/are/am + -ing
- will + verb
- stop - stopped
- hit - hit

eg. I will fly the approach manually.

1.5 Complete the following sentences by using the following words.

follow (v)	marshaller (n)	ahead (adv)
dispatch (v)	remain (v)	abeam (adv)

1) Follow the traffic _____ to holding point runway 16.
2) Report when you are _____ gate 32.
3) _____ Boeing 747 crossing left to right.
4) Confirm you have the _____ in sight.
5) You can _____ this frequency until further advice.
6) I will _____ a bomb squad as soon as possible.

Exercise II

안내 RT 상황지문 이해: 조종사(HL123)가 어떤 문제점을 가지고 있는지, 이에 대한 조종사의 일반적 시각은 무엇인 지에 대해 생각해 본다(speculation).

2.1 Read the following and then listen to four short radiotelephony dialogues.

HL123 was communicating with an air traffic controller while approaching ABC Airport ILS. The pilot has been descending up to the low visibility procedure, which is CAT 2. However, it was difficult to conduct a proper descent as there was not enough lateral spacing due to traffic.
(Pilot's perspective) After landing, reporting on the braking action is supposed to be judged based on appropriate standards. However, it is often roughly calculated, which may lead to the pilot being penalized.

2.2 Listen to short RT dialogues and fill in the blanks with appropriate words or phrases.

1) Pilot: Control, HL123, we are going to make _____. Check if the _____ f_____ operate _____.
   ATC: HL123, approved as requested, all ground equipment operations normal.
2) Pilot: We are _____ an _____ for _____, HL123.
   ATC: HL123, your runway is _____, cleared to land.
   Pilot: Cleared to land, and _____ _____ no vehicle is in the _____ area, HL123.
3) Pilot: We are _____ ___ reach FL _____ within ___ miles, request radar vector, climb or descend.
   ATC: Roger, turn _____ heading ____ for ____ mile vector.
4) Pilot: Braking Action was _____ overall, ex_____ that the mid was _____.
   ATC: Roger.

안내 ATC가 조종사의 말을 정확히 듣지 못했을 경우: Clarifying, Confirming 에 대해 연습해 본다.

2.3 Imagine that the controller does not understand fully what you are asking or explaining to him/her. What would you say?

1) ATC: HL123. I didn't catch your last part. Say again.
   _____
2) ATC: HL123. Confirm CAT 2 approach.
   _____
3) ATC: HL123. Your frequency was abruptly cut off. Say again.
   _____
4) ATC: HL123. Confirm your breaking action state.
   _____

Language Tips

- I didn't catch your..., say again.
- Sorry, can/could you say in other words?
- .... was cut off. Say again.
- Can/Could you be more specific?
- Confirm (that) ...
- Did you say ....? Please confirm....

2.4 Make your own sentences using the above expressions.

1) _____
2) _____
3) _____
4) _____
5) _____

Exercise III

3.1 Listen to the radiotelephony dialogue between a pilot of HL123 and an air traffic controller of Tower.

The RT dialogue starts with the following :

(HL123) Tower, HL123, ready for departure

(ATC) HL123, behind the B777 on short final, line up and wait, runway 32 right, behind…

Continued...

3.2 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

HL123 in_____ tower they are ready for departure. Instructions follow to take off once a 777 has l_____. However, HL123 requests takeoff delay for _____ minutes due to suspected w_____ t_____. HL123 asks the tower the cu_____ location of the thunderstorm, wh_____ is relayed to them. The tower is _____ to see the lighting and CB in the Radar scope they are currently viewing, b____ will let the pilot know when it comes into view. HL123 re_____ take off due to _____ encountered d_____ takeoff and was forced to stop. HL123 has done High speed r_____, causing tire problems and HL123 asks the tower to c_____ that there is no t_____ _____ remaining. HL123 asked to return to the gate and the tower asked to talk to the company to see ___ the gate _____ in use.

Language Tips

• delay	• roll	• reject	• abort	• vacate
• concerned of	• wake turbulence	• windshear	• lightening	• thunderstorm
• debris	• tire pressure	• further	• gate assignment	

3.3 Listen again and say whether the following sentences are true or false.

1) HL123 only received a line up and no clearance to take off. (True / False)
2) HL123 requested two minutes takeoff delay due to wake turbulence. (True / False)
3) The lightning cloud is located opposite the runway take-off direction. (True / False)
4) Lighting clouds were detected on the controller's radar screen. (True / False)
5) HL123 took off again normally after rejected take off. (True / False)

3.4 Rearrange the words to make a sentence from the dialogue.

1) CBs / a large / the departure / seems to / number of / in / there / be / direction

_____

2) of / we / concerned / the low / are / thunderstorm

_____

3) departure / longer / to delay / a bit / request

_____

4) due to / wind-shear / aborted / we / have / our / on / the runway / takeoff

_____

5) some / might / the / be / runway / there / debris / over

_____

Standard Phraseology at all times, unless …

When a pilot is forced to abort takeoff, what is standard ICAO phraseology used by ATC?

- (callsign) Hold position, cancel takeoff (I say again, hold position, cancel takeoff), (reason)
  ← The aircraft has not started rolling
- (callsign) stop immediately, (I say again, stop immediately).
  ← The aircraft has started rolling

How to improve ATC communications (Any more ideas?)

3.5 Match each of the words with the correct definition.

abort (v)	wake turbulence (n)	CB(Cumulonimbus) (n)	
reject (v)	wind shear (n)	cautious (a)	debris (n)

1) a disturbance in the atmosphere behind an aircraft as it passes through the air
2) careful about avoiding danger or risk
3) to refuse to accept something
4) to terminate a procedure prematurely
5) a heavy and dense cloud in the form of a mountain or huge tower
6) the remains of something broken down or destroyed
7) a sudden change of wind velocity and/or direction

3.6 Complete the following sentences by using the words that you learned in 3.5.

1) The pilot decided to _____ due to mechanical difficulties.
2) We want to escape from the _____ of the B747.
3) The _____ of the propeller and the landing gears cannot be seen.
4) You should be very _____ when you're flying in this weather.
5) Also, due to the report of strong _____ above the runway, I should land on a different runway.
6) The supervisor _____ my excuse for being late.

Commonly confused words…

다음은 들었을 때 혼동하기 쉬운 단어들입니다. 원어민 음성으로 듣고 따라 해보세요.

Pronunciation

· two/to/too	· their/they're/there	· on arrival/arriving	· than/then
· airborne/aboard	· wheel/well/we'll	· passed/past	· fuel/full
· status/state	· hold at/held up	· steep/step	· wet/wait /weight
· hold/hole	· quite/quiet	· high/height	· require/request/inquire
· fast/past	· circle/certain	· service/surface	· alternative/alternate
· light/right	· after/aft	· offset/overshoot	· a lot/allot
· again/against	· All ready/already	· assess/access	· alteration/altercation
· current/correct	· available/unable	· de-fuel/detour	· straight/street

Exercise IV

4.1 Listen to the radiotelephony dialogue between a pilot of HL123 and an air traffic controller of Tower.

The RT dialogue starts with the following :

(ATC) HL123, what is your stand number?

(HL123) Tower, our stand number is 203 in concourse A, HL123

Continued...

4.2 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

HL123 is entering a gate, and there are two _____ lines on the apron that follow. The recent construction lead to the centerline being _____, resulting in two lead-in lines. The tower warns to be careful because _____ is not enough and the tower says that there is an aircraft on the left pushing back, so be careful and follow the right line. HL123 was shocked and heard a _____ sound while entering the line and reported to tower that it was likely to have brushed with the pushing back aircraft's _____ on the left. The tower then stops the two planes and HL234 calls in a mechanic to ask him to return to the gate to check and inspect the external conditions. The tower asked HL123 to inform them if they needed more time, and HL123 said he would report the damage referring to _____.

Language Tips

- lead-in
- opposite
- next to
- apron (=ramp)
- wingtip/winglet
- assured
- resulting
- struck
- clip
- pass by
- figure out
- tow back
- call in
- damage
- ground crew
- CDL: Configuration Deviation List

4.3 Listen again and say whether the following sentences are true or false.

1) HL123's spot is in concourse A. (True / False)
2) Recent construction has brought the lead-in line together. (True / False)
3) HL123 hit HL234 pushing back on the left because HL123 followed the left line. (True / False)
4) The mechanic fixed the damage outside and it seemed normal. (True / False)
5) The CDL reads wing let is necessary for departure. (True / False)
6) ATC asked HL234 to report any resulting damage. (True / False)

4.4 Rearrange the words to make a sentence from the dialogue.

1) lines / there / lead-in / are / two / on / the / apron / on

_____

2) line / follow / me / which / to

_____

3) to / right-hand side / keep / the

_____

4) you / traffic / direction / there / pushing-back / will / be / opposite / next to

_____

5) take care / assured / is / not / taxiing-in / Wingtip clearance / when

_____

Language Tips

(position) • on • at • to • opposite • next to • above/below • right/left • right/left-hand side • to(of) your right/left

eg. Opposite traffic at 9 o'clock.
Traffic to your left 2 miles./Traffic 6 o'clock pararelle, 900 ft below.
Avoiding action, turn right immediately, heading 160.

4.5 Match each of the words with the correct definition.

concourse (n) lead-in (n) wingtip clearance (n)
winglet (n) CDL (n) clip (v) assure (v) repave (v)

1) an act or process of coming together and merging
2) a small wing used mainly to carry external loads or to connect struts or gears to the fuselage.
3) something that leads in or introduces; introduction; opening.
4) a configuration deviation list.
5) to pave again
6) minimum horizontal clearances between an aircraft and an object
7) to strike in passing
8) to make sure or certain, convince

4.6 Complete the following sentences by using the words that you learned in 4.5.

1) A section of the road is being _____
2) There are other devices that have the same function as a _____
3) Cargo must be kept on a _____on the apron
4) The _____ is a listing of regulator-approved non-structural external parts that may be missing but the airplane remains airworthy.
(5) A _____ is a wide hall in a public building, for example a hotel, airport.
6) This gives a _____ between aircraft of 0.1 times the wingspan plus 10 ft. Reduced clearances are acceptable in this instance because taxi speed is low.
7) The car skidded off the road and _____ a lamppost.

훈련유닛 2

Training Unit Operational Issues

Exercise I

1.1 Listen to the radiotelephony dialogue between pilots and an air traffic controller from the Tower.

The RT dialogue starts with the following :

(Pilot) Tower, OZ23. We are ready to taxi.

(ATC) OZ23, Tower. Hold your position…….

Continued...

1.2 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

When HL91 c_____ Tower and informed t_____ they were at the gate r_____ f_____, OZ23 _____ also r_____ t_____ _____ after their pushback. ATC asked both to w_____ without m_____ why. M_____, CB127 was not ready at all, b_____ they still wanted to know _____ they would expect some _____. ATC replied that CB127 would also expect a long _____. When HL91 o_____ the conversation b_____ ATC and CB127, the pilot felt that something was n____ q_____ r_____. It became clearer that something _____ indeed wrong _____ OZ23 called ATC and notified that they w_____ r_____ to the gate. When OZ23 asked ATC _____ the reason of the delay, ATC finally explain that their s_____ had been down, which resulted in having all the aircraft in the area _____.

Language Tips

- experience
- ready for+N/-ing/ to do
- when
- suspend
- ask~ for
- meanwhile
- overheard
- indefinitely
- at the/this moment
- mention
- know if

1.3 Listen again and say whether the following sentences are true or false.

1) HL91 was ready for push at the gate. (True / False)
2) OZ23 was at the gate with their doors still open. (True / False)
3) CB127 was complaining that they had waited for a long time. (True / False)
4) OZ23 was returning to gate 19 as they were instructed by their company. (True / False)
5) It would only take a few minutes to restore the system. (True/False)

1.4 Rearrange the words to make a sentence from the dialogue.

1) some / we / technical / have / problems
   _____
2) just instructed / me / to the gate / to return / my company / has
   _____
3) down / has been / our / system / main
   _____
4) confirmed / gate 19 / we / company / with/ our / have
   _____
5) is there / expected / some / for us / delay
   _____

Language Tips

(Perfect Tense) • have+ p.p. → eg. They have already fixed it!

1.5 Match each of the words with the correct definition.

suspend (v)	difficulty (n)	expected (adj)
disregard (v)	switch (v)	indefinitely (adv)

1) anticipated, due, scheduled
2) to ignore something
3) to stop something from being active, either temporarily or permanently
4) the fact of not being easy to do or understand; a problem
5) for an unlimited or unknown amount of time
6) to exchange by replacing one person or thing with another

1.6 Complete the following sentences by using the words that you learned in 1.5.

1) People learning a new skill often encounter some _____ at first.
2) The airport operation has been _____ for the day because of heavy snow.
3) She started working at Tower, but _____ (ed) to Ground in her second year.
4) Due to severe damage on the surface, the runway will be closed _____.
5) This restriction is only _____ to aircraft with a single engine.
6) The pilot told us to _____ the last transmission.

Useful expressions…

Here are some useful sentences for you. Would you like to add your own sentences to these?

a. We are ready to deplane. I'd like you to prepare a step car.
b. The gate guidance signal is not working. Request a marshaller
c. There is an airplane on our assigned gate 07. Please verify it.
d. We have entered the wrong taxiway. Request another taxiway.
e. We're unable to recognize taxiway lights due to heavy rain, request to brighten up the lights.
f. We have APU problem. Please have a GPU ready for us.
g. _____
h. _____

Exercise II

2.1 Read the following and then listen to four short radiotelephony dialogues.

The pilot of HL123 is in communication with a tower controller while approaching their destination airport. The pilot has just declared an emergency due to fire in a lavatory, and the flight attendants deployed a fire extinguisher but the fire has not been put out. Therefore they have decided to stop on the runway in order to evaluate the situation. In the meantime, the controller informs them that emergency services are standing by near the runway. But they realize that the fire had been extinguished once they had stopped completely on the runway. HL123 can now continue taxiing to the terminal while the emergency services follow them to the gate.

2.2 Listen and fill in the blanks with appropriate words or phrases.

1) Pilot: Tower, HL123. We are _____ with information _____. _____ _____ emergency services are _____.
ATC: HL123, Northern Tower, Roger. I understand _____
Wind calm, cleared to land _____. Emergency services are _____.
2) Pilot: Tower, HL123, My flight attendants _____ in an attempt to _____, but _____.
ATC: HL123, roger. I will _____ to the emergency services.
3) Pilot: Tower, HL123, after _____, we're _____ the situation and inform you _____ our further intention.
ATC: HL123, roger. You can _____ you decide on your next move.
4) Pilot: Tower, HL123. As the fire _____ apparently _____, can we _____ to the terminal?
ATC: Roger, you can start taxiing to the terminal whenever you are ready.

2.3 **Imagine that the controller does not understand fully what you are asking or explaining to him/her. What would you say?**

1) ATC: HL123, what did you want to confirm?
   Pilot: _____ (emergency service)

2) ATC: HL123, I understood that your flight attendant deployed a fire extinguisher and then what happened?
   Pilot: _____ (not successful/put out)

3) ATC: Your transmission has been cut off. What are you going to do after you come to a complete stop?
   Pilot: _____ (evaluate/assess)

4) ATC: Confirm you are going to taxi to the terminal with the lavatory still on fire?
   Pilot: _____ (flight attendant/inform)

Exercise III

3.1 **Listen to the radiotelephony dialogue between pilots and an air traffic controller.**

The RT dialogue starts with the following :

(HL123) Control, HL123, we have an unruly passenger problem. We're looking for a diversion for immediate arrival.

(ATC) HL123, control, confirm you'd like to divert for emergency landing?

Continued...

3.2 **Fill in the blanks with appropriate word(s) shown below to complete the news brief of the incident of HL123.**

HL123, b_____ for Bangkok, requested ATC to d_____ to SK airport at about 12:30 p.m. They made an e_____ l_____ at Foxtrot after a disturbance involving an un_____ passenger. Eventually, he was r_____, but two passengers w_____ in_____ in the course of restrain_____ him. In a statement, HL123 said the flight was g_____ temporarily "due to the m_____ needs of these passengers," adding that "law en_____ met the aircraft on arrival." A police spokesperson confirmed that special agents were called to the airport, and the unnamed passenger was t_____ to an area hospital. At this time, the police are reviewing all relevant cases and we are working on the details.

Language Tips

- bound for
- disturbance
- involve in
- needs
- restrain
- law enforcement
- ground
- unruly
- area hospital

3.3 **Listen again and say whether the following sentences are true or false.**

1) An HL123 flight made an emergency landing. (True / False)
2) HL123 asked for a visual approach to join left base for runway 09. (True / False)
3) The cockpit was secured, and a few people were holding the unruly passenger. (True / False)
4) The pilot of HL123 asked the unruly passenger to be taken to an area police station. (True / False)

3.4 Answer the following questions by rearranging the words from the dialogue.

1) What problem do you have?
have / unruly / we / passenger problem

_____

2) What is your intention?
a diversion / looking for / arrival / are / immediate / we / for

_____

3) Please update the situation. Is everything alright in the cockpit?
is / the cockpit / secure / five people / down / currently / holding / him

_____

4) Is there any injury? Do you need any medical services?
during / two passengers / injured / resultantly / the struggle / were on arrival / medical care / need

_____

5) Please update your conditions.
too / we / conditions / heavy / are / current / request / runway 22

_____

3.5 Match each of the words with the correct definition.

wrestled (v)	suspicious (a)	yelling (n)	medication (n)	threat (n)

1) a person or thing likely to cause damage or danger.

2) giving a loud, sharp cry, shouting

3) having or showing a cautious distrust of someone or something.

4) trying to throw or force them to the ground.

5) treatment using drugs

3.6 Complete the following sentences by using the words that you learned in 3.5.

1) The male flight attendant _____ the attacker to the floor.
2) A passenger in the very last row starts _____ that the aircraft is going to break.
3) He was on _____ but didn't take it.
4) It is used to examine _____ packages.
5) We felt he was a _____ to the safety of the flight.

It's fun to describe…

Let's describe the picture and the situation in as much detail as possible. What do you think happened?

Sample response:
This is a big mess! There appears to be a catering container in the left engine of the aircraft. There is also some security personnel in the back ground, they may be trying to investigate the situation. I assume this happened when the aircraft was either starting up or while they were taxiing on the ramp. The container was most likely empty and was light enough to be sucked up into the aircraft's engine.

훈련유닛 3

Training Unit Weather Conditions

Exercise I

1.1 Listen to the radiotelephony dialogue between a pilot of HL123 and a tower air traffic controller.

The RT dialogue starts with the following :

(HL123) Tower, HL123, 6 miles final, runway 32 right

(ATC) HL123, tower, caution windshear 20 knots airspeed gain on final

Continued...

1.2 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

HL123 was on a _____ final, approaching runway _____right. Tower cleared HL123 to land, but also c_____ them about w_____ on f_____, with an air_____ g_____ of 20 knots. HL123 ultimately _____ to perform a _____, then was instructed to follow _____ and to climb and maintain _____. When the controller asked for the reason for _____, the pilot explained that it was _____to _____ on final. After all, the controller _____ HL123 to e_____ an_____ ILS _____ approach.

Language Tips

- gain
- windshear
- stabilize
- amount of
- set up for
- have to/had to
- ask whether/if

1.3 Listen again and say whether the following sentences are true or false.

1) The wind at the airport was gusty but there was no windshear. (True / False)
2) HL123 performed a go around because of a system malfunction. (True / False)
3) Tower asked HL123 why it performed a go around when stabilized. (True / False)
4) HL123 explained that there was minimal airspeed gain on final, but performed go around anyway. (True / False)

1.4 Rearrange the words to make a sentence from the dialogue.

1) 20 knots / on final / windshear / airspeed / gain / caution

_____

2) go around / reason / request / for / your

_____

3) another / set up / for / approach

_____

4) approach / expect / can / another / you / ILS 32 right

_____

1.5 Match each of the words with the correct definition.

windshear (n) maintain (v) stabilize (v) expect (v) delay (v)

1) the act of postponing, hindering, or causing something to occur more slowly than normal
2) change in wind speed and/or direction over a short distance
3) to anticipate or look forward to the coming or occurrence of
4) to make stable, steadfast, or firm
5) to continue to do/have, to keep things in good condition

1.6 Complete the following sentences by using the words that you learned in 1.5.

1) _____ this pitch attitude until 12000 ft.
2) The aircraft needs to be_____ by 300 ft.
3) We are _____ runway 16 for departure.
4) Due to the thunderstorm, several aircraft have reported _____ in the vicinity.
5) How long do you expect our _____ to be?

Exercise II

2.1 Read the following and then listen to four short radiotelephony dialogues.

The pilot of HL123 is approaching ABC Airport. The surface temperature is at 10 degrees, and there are overcast clouds obscuring a circular area of 30 miles around the airport, from 1000 to 8000 ft. The pilot expects moderate to severe icing conditions. HL123, while approved to fly through icing, cannot maintain prolonged flight in known icing conditions.

2.2 Listen and fill in the blanks with appropriate words or phrases.

1) (current altitude 10000 ft)
ATC: HL123, hold over the ABC VOR as published, descend and maintain _____.
Pilot: _____. We cannot hold in icing conditions for too long, HL123.

2) (in cloud, moderate icing, current altitude 6800 ft)
Pilot: Approach, HL123, we _____.
ATC: HL123, roger, say your intentions.

3) (holding at 10000 ft, request divert, BC airport)
ATC: HL123, approach, the new weather forecast says _____. Say intentions?
Pilot: _____, HL123.

4) (anti-ice, inoperative)
Pilot: Approach, HL123, our engine _____. We cannot _____.
ATC: HL123, roger, say intentions?

2.3 Imagine that the controller does not understand fully what you are asking or explaining to him/her. What would you say?

1) ATC: HL123, are you able to hold? Confirm.
Pilot: _____ (say no)

2) ATC: HL123, say again? What's the condition?
Pilot: _____ (moderate icing)

3) ATC: HL123, your message cut off. You mean divert?
Pilot: _____ (say yes)

4) ATC: HL123, what problems?
Pilot: _____
(equipment malfunction)

Exercise III

3.1 Listen to the radiotelephony dialogue between pilots of HL123 and an air traffic controller.

The RT dialogue starts with the following :

(HL123) Center, HL123, request climb FL380 and offset 20 miles right of track, due to weather.

(ATC) HL123, center, FL380 is already occupied, 20 miles right of track approved

Continued...

3.2 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

HL123 was en-route to its destination _____ it en_____ a t_____ obstructing its airway. D_____ the typhoons proximity to the aircraft, it was not ex_____ to ob_____ HL123's flight path. HL123 resultantly had to r_____ a climb to FL_____ and an _____ 20 miles right of track to a_____ the typhoon. The center controller d_____ HL123 to _____ to FL_____, but he/she did, however, allow a ____ mile _____. In accordance with the conditions being set, HL123 requested a ____ mile offset to the _____, wh_____ the center indeed a_____. HL123 reported that it needed 50 miles to _____. Center requested that wh_____ HL123 was _____, it fly direct DAKIX. Also, if HL123 needed more than _____miles offset, it was required to _____, for coordination.

Language Tips

- offset
- span
- occupy
- coordinate with
- obstruct
- typoon
- core
- airway
- proximity
- advise if
- back on track
- in accordance with

3.3 Listen again and say whether the following sentences are true or false.

1) HL123 had no option but to climb to FL380 to avoid a typhoon. (True / False)
2) The typhoon is 20 miles to the left of HL123's airway. (True / False)
3) HL123 needs to fly a 40 mile offset, to the right, for 50 miles. (True / False)
4) Center requested HL123 to report clear of weather. (True / False)
5) If HL123 needs more than 50 miles offset to the right, he/she needs to advise Center. (True / False)

3.4 Rearrange the words to make a sentence from the dialogue.

1) left / to / typhoon / is / the / core / our

_____

2) track / about / we / 50 miles / can / then / need / go back on

_____

3) fly / weather / when / on / clear / DAKIX / of / direct

_____

4) to / you / offset / maintain / if / advise / need

_____

5) coordinate / have / with / I / to / the controller

_____

Language Tips

(connective) • when • then

(have to/ need to) eg. We have to be cautious. / We don't need to be cautious.

3.5 Match each of the words with the correct definition.

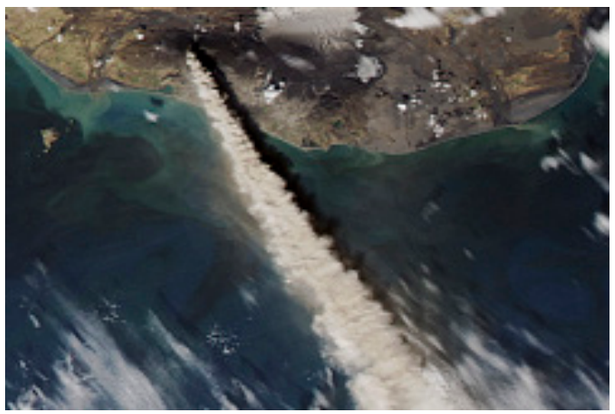
spanning (v) advise (v) core (n) coordinate (v) comply (v)

1) to act in accordance with a wish or command.
2) to inform (someone) about a fact or situation in a formal or official way.
3) to extend from side to side of.
4) to negotiate with others in order to work together effectively.
5) central or most important part of something.

3.6 Complete the following sentences by using the words that you learned in 3.5.

1) Please _____ with restrictions.
2) _____ when ready for departure.
3) That thunderstorm is _____ from 10000 ft all the way up to FL340.
4) Please _____ that with the next controller.
5) The engine _____ is comprised of the fan, compressor, combustor, and turbine.

3.7 Listen to four short RT dialogues and discuss with your partner or in groups about the nature of the emergency.



***Source: NASA (Eyjafjallajokull ash cloud)**

훈련유닛 4

Training Unit Technical Issues

Exercise I

1.1 Listen to the radiotelephony dialogue between a pilot of HL123 and an air traffic controller.

The RT dialogue starts with the following :

(ATC) HL123, Say reason for go around.
(HL123) DE Approach, HL123. We have a right main gear unsafe indication. Request radar vectors for ILS runway 04 right and

Continued...

1.2 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

The controller asked HL123 of their _____ for _____. The pilot ex_____ to her that he had an un_____ indication of the _____ main gear and _____ he wanted Tower to conduct a v_____ check of the _____ during a_____ approach. Wh_____ HL123 le_____ off at _____ ft, the controller reported that the _____ main gear did _____ a_____ completely down. The pilot, due to _____ fuel, d_____ to declare an _____ and land immediately.

Language Tips

- low pass
- level off
- once (S+V)
- wheel(s)
- appear
- check if
- cloud base
- down and locked
- visual circuit/check
- complete/completely

1.3 Listen again and say whether the following sentences are true or false.

1) HL123 had a left main gear unsafe indication. (True / False)
2) HL123 was cleared for ILS approach runway 04 left. (True / False)
3) Tower reported that cloud base was at 1000 ft. (True / False)
4) HL123 leveled off at 500 ft and requested a visual check. (True / False)
5) The pilot declared an emergency and explained his intention of diversion. (True / False)

1.4 Rearrange the words to make a sentence from the dialogue.

1) unsafe / main gear / indication / we / had / a right

_____

2) a visual check / to confirm / from Tower / down and locked / all wheels / are / request

_____

3) Request / and / a visual circuit / landing / immediate

_____

4) circuit / a right-hand / visual approach / for / make

_____

5) at your / discretion / extend/ downwind

_____

Language Tips

(if clause) • check if S+V eg. I'll check if they are ready for taxiing.

1.5 Match each of the words with the correct definition.

circuit (n) indication (n) appear (v) unsafe (adj) confirm (v) discretion (n)

1) the right or ability to decide something
2) to seem to be
3) a sign that something exists, is true, or is likely to happen
4) pattern of flight from take-off to touch-down
5) not safe
6) to prove that a belief is true

1.6 Complete the following sentences by using the words that you learned in 1.5.

1) _____ in the cockpit do not always reflect the actual conditions.
2) When a mechanic tells you a control surface does not _____ right, you need to refer to the system _____.
3) When an emergency is declared, a pilot can proceed with many actions at his _____.
4) All actions during flight must be _____ by their results.
5) A pilot needs to consider all possibilities when something is found to be _____.
6) It is difficult to get an approval for _____ at a busy airport.

Listening Quiz

Which of the following **cannot** be recommended as a listening skill for radio telephony situations?

a. Guessing a possible answer based on your prior radio telephony knowledge
b. Using the question to better anticipate the situation
c. Using the radio telephony context to determine what specific information to listen for

Now listen to the short extract from Live ATC. Then answer the question.

Q. What is the airport identifier of the airport in which the pilot was cleared to?

a. ILN b. ILM c. IAR

Answers: a, b

Exercise II

2.1 Read the following and then listen to four short radiotelephony dialogues.

The first officer of HL123 has raised his suspicion about a fuel imbalance in their wing tanks and moved to confirm this with the captain. In response, the captain asked the purser if anything out of the ordinary was observed out the windows. The purser immediately informed the captain that some trace of vapor was visible coming out of an engine. Once the suspicion turned out to be true, the pilot declared an emergency and expressed their intention to land as soon as physically possible. The controller made a suggestion to land at Island airport, which was about 120 miles from the position of HL123. The pilot did not feel comfortable with the distance, so the controller provided another option to land at a military airport which was right beneath HL123.

2.2 Listen and fill in the blanks with appropriate words or phrases.

1) FO: Captain, did you _____ that we have a significant imbalance _____?
   Captain: Now that you mention it, _____ _____ _____ _____ _____. I _____ _____ the purser _____ _____ _____ shed some light on the situation.
   (After Captain's talking to the purser, HL123 contacts ATC...)
2) HL123: MAY DAY MAY DAY MAY DAY, center, this is HL123, B777, _____ _____ ATOTI, _____, _____ on board, we _____. Request _____ and landing _____ _____.
   ATC: HL123, copy your MAYDAY, turn right _____, descent to _____,
   HL123: Right turn _____, descending _____, HL123.
3) ATC: HL123, _____.
   HL123: As we currently stand, it is _____, however this will _____ rapidly if we do _____ have a _____.
4) ATC: HL123. Be advised that Island airport is at your 1 o'clock 120 miles. Can you make it?
   HL123: I am not sure whether that is possible. _____ quite severe.
5) ATC: HL123, there is another airport which is _____ right _____ you. If you feel this is a better option, I will _____ them. Say your intentions.
   HL123: _____.
6) ATC: HL123, roger. _____ and descend and maintain _____.
   HL123: Roger, _____ and _____, HL123.

2.3 Rearrange the words to make a sentence from the dialogue.

1) you / happen to / that / did / significant / notice / imbalance / we / have
   _____
2) if / ask / clarify / the purser / can / he / the situation / I will
   _____
3) a / suspect / we / fuel-leak
   _____
4) landing / immediate / nearest airport / request / the / at / descent
   _____
5) it / a fuel-leak / decrease / have / if / do / we / will / rapidly
   _____
6) military / I think / the best / airport / the / at / it will / to land
   _____

Language Tips

- happen to do
- better/best to do
- notice that
- be advised that
- immediate/immediately
- rapid/rapidly
- make it (=create/cause to happen)

Exercise III

3.1 Listen to the radiotelephony dialogue between pilots of HL123 and an air traffic controller.

The RT dialogue starts with the following :

(HL123) Copenhagen Control, HL123. Descending through FL200 down to 10000 ft, heading 290.

(ATC) HL123, Copenhagen Control. Roger. I was informed that you have experienced a pressurization problem, correct?

Continued...

3.2 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

HL123 was in a descent as they _____ encountering a cabin pr_____ problem. When the pilot _____ an initial contact with Copenhagen Control, ATC _____ about the c_____ situation and the pilot's intentions. The pilot replied that he had not de_____ and ____ he needed ___ descend to 10000 ft to _____ air to the un_____ cabin. After ATC learned that HL123 could not climb back to a h_____ altitude with the current _____, he explained that 10000 ft would be _____ if the pilot decided to continue to the destination. A few minutes later, ATC came back and instructed the pilot to contact the next area controller wh_____ brought in slight co_____, but ATC kindly explained again his intention.

Language Tips

- pressurization
- unpressurized
- weigh up
- finalize
- encounter
- make a decision
- make a contact
- supply
- bring in
- on(upon)+ -ing
- in order to (do)
- be about to (do)

3.3 Listen again and say whether the following sentences are true or false.

1) The pilot was descending through FL200 when the initial contact was made. (True / False)
2) ATC had no idea what kind of problem the pilot was having. (True / False)
3) ATC seemed to be surprised to hear the word 'unpressurized'. (True / False)
4) The pilot decided not to fix the problem because he felt it was unnecessary. (True / False)
5) ATC instructed the pilot to contact Amsterdam control on 124.5. (True / False)

3.4 Rearrange the words to make a sentence from the dialogue.

1) to get us / I / down to / need / 10000 ft

_____

2) supply / in order to / adequate / to the unpressurized / air / cabin

_____

3) the problem / have not / we / been / fix / able to

_____

4) you / about / to / my airspace / leave / are

_____

5) still / to our company / we / talking / with / are / to come up / a decision

_____

Language Tips

(obligation)	• need to do(=must)	eg. We need to take an action now.
(near future)	• be about to do	eg. He is about to brief the flight plan.
(to infinitive)	• (in order) to do (purpose of action)	

eg. Let's meet tomorrow to discuss this matter.

3.5 **Match each of the words with the correct definition.**

adequate (adj)	encounter (v)	dive (v)
unpressurized (adj)	supply (v)	option (n)

1) Not having a normal level of air pressure level
2) Enough or satisfactory
3) To meet someone/something unexpectedly
4) To go down very quickly
5) One thing that can be chosen from a set of possibilities
6) To provide something that is wanted or needed

3.6 **Complete the following sentences by using the words that you learned in 3.5.**

1) Have we got an _____ amount of fuel for the flight?
2) One of several _____ parts in an aircraft is the landing gear bay.
3) The plane _____ towards the ground when it entered severe turbulence.
4) When all engines and APU are shut down, electrical power is _____ by ground equipment.
5) The best _____ would be to cancel the trip altogether.
6) It is often stressful when pilots _____ adverse weather during flights.

Laughing brings blessings!

One evening during the Month of Ramathan (Ramazan) where most Muslims fast during the day, I was about to start eating and drinking. We were eager for dinner as we had not eaten during the day. Meanwhile, a Turkish airline pilot contacted our tower and said, "GOOD EVENING Suli Tower". Unfortunately, because I was very busy eating and the food was extremely hot, I became very distracted, and after hearing the call I replied to the pilot unintentionally "GOOD MORNING SIR". It was about 7:30 pm local time. After a brief pause he replied, **"Good bye captain, and have a nice flight".** He thought I was in the air!

source: businessballs.com/air-traffic-controllers-funny-quotes

훈련유닛 5

Training Unit Environment

Exercise I

1.1 **Listen to the radiotelephony dialogue between a pilot of HL123 and a tower air traffic controller.**

The RT dialogue starts with the following :

(ATC) HL123, wind 320 at 10 knots, runway 32 right, cleared for takeoff, caution bird activity

(HL123) Cleared for takeoff, runway 32 right, HL123

Continued...

1.2 **Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.**

HL123 was cleared for takeoff, and the tower controller explicitly _____ bird activity. As HL123 took off, they _____ in the right engine. However, the engine seemed to be working _____. Nevertheless, the crew decided to _____ to their departure airport anyway, just to be safe. At first, the controllers were confused as to whether HL123 _____, because the nature of the incident did not seem urgent. This was clarified later. Also, the controllers asked HL123 where on the runway they _____. HL123 replied that it happened in the _____, and that it _____ a duck.

Language Tips

(past tense)
(seem/appear to do)

• ingest-ingested • do-did • is-was

eg. Landing gear appears to be down.

1.3 Listen again and say whether the following sentences are true or false.

1) HL123 accepted the controller's offer of immediate vectors. (True / False)
2) HL123 is unsure if the bird strike actually happened. (True / False)
3) All engines are operating normally. (True / False)
4) HL123 told the controller the right engine was running fine, so he/she was not declaring an emergency. (True / False)
5) HL123 thinks it may have hit multiple birds on takeoff. (True / False)

1.4 Rearrange the words to make a sentence from the dialogue.

1) bird / in / ingested / right / the / engine / a

_____

2) airport / strike / did / bird / where / you

_____

3) the engine / be / seems / running / to / it

_____

4) it / we / was / duck / think / a

_____

5) an / declaring / you / emergency / are

_____

Language Tips

(past tense)
(seem/appear to do)

• ingest-ingested • do-did • is-was

eg. Landing gear appears to be down.

1.5 Match each of the words with the correct definition.

ingest (v) may (v) urgent (adj) running (v) think (v)

1) Requiring immediate action or attention
2) Take into the body by swallowing or absorbing it
3) Have a particular opinion, belief, or idea about someone or something
4) Expressing possibility
5) The action of managing or operating something

1.6 Complete the following sentences by using the words that you learned in 1.5.

1) The landing gear _____ be malfunctioning.
2) This _____ problem needs to be dealt with immediately.
3) Is this APU _____ properly?
4) I _____ there's a problem with the flight controls.
5) The engine is tested to _____ debris.

What does 'Wing It'mean…

'날개' (wing)와 관련된 재미난 표현을 소개합니다. 준비나 계획 없이, 잘 알지 못하면서, 어떤 일을 하는 것을 'wing it'이라고 하네요. 여러분도 써먹어 보세요!

Here is a fun expression that is used in colloquial English, "to wing it". What this means is to do something without really knowing how to fully do it or without having a pre-determined plan.

Examples
- I didn't have time to prepare this speech, so I'll have to wing it.
- She didn't spend much time getting ready for the meeting; she just kind of winged it.
- I don't have time to study for the test tomorrow, so I'll be winging it.

Now that you have read a few examples, take a few minutes to try and come up with some of your own examples on how you think you could use this phrase in your own English speaking.

Exercise II

2.1 Read the following and then listen to four short radiotelephony dialogues.

> HL123 is approaching ABC Airport. The pilot will be conducting an ILS approach. As they descend through 2200 ft, they notice irregular variation of the glideslope signal that does not agree with the PAPI. It is VMC outside and they have the runway in sight.

2.2 Listen and fill in the blanks with appropriate words or phrases.

1) Pilot: Approach, HL123, have other pilots reported _____?
   ATC: Negative, HL123, you're the first arrival of the day. Is _____?
   Pilot: We're getting _____ fluctuation. U_____ to continue with ILS approach. Reverting to _____, runway 32 right, HL123
   ATC: HL123, roger, re-cleared localizer approach runway 32 right

2) Ground: HL123, you mentioned there's a problem with the glideslope signal?
   Pilot: Affirm, it's un_____. There's too much f_____, and it does not co_____ with the PAPI, HL123
   Ground: HL123, thank you, we'll tell the maintenance personnel to go check.

2.3 Imagine that the controller does not understand fully what you are asking or explaining to him/her. What would you say?

1) ATC: HL123, Say again? What problem with glideslope?
   Pilot: Approach, HL123, have _____?
2) ATC: HL123, Say again?
   Pilot: We _____.
3) ATC: HL123, Say again? What's your intention?
   Pilot: _____ (localizer approach)
4) ATC: HL123, what did you say about PAPI? I didn't get your message clearly.
   Pilot: It does not _____

Exercise III

3.1 Listen to the radiotelephony dialogue between pilots of HL123 and an air traffic controller.

The RT dialogue starts with the following :

(ATC) HL123, good morning, information Bravo is current, turn right heading 360, descend and maintain 6000, expect ILS approach runway 32 right

(HL123) Right turn heading 360, descend and maintain 6000, expecting ILS 32 right, HL123

Continued...

- TCAS(Traffic Alert Collision System) TA(Traffic Advisories) / TCAS(Traffic Alert Collision System) RA(Resolution Advisories) 샘플화면

3.2 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

During approach, HL123 _____ of _____ traffic by the approach controller. HL123 saw _____ that it thought _____ the controller's description, which _____ by the controller. It _____ that _____ VFR and not _____ ATC, which was why the controller could not provide _____ between the two aircraft. Fortunately, the two aircraft passed each other _____ provoking a _____, _____ the _____ traffic _____.

Language Tips

- look for
- match
- provoke
- look like
- clear of
- conflicting
- continue (to do)
- (be) warned of
- turn out (to do/that)
- proper

3.3 Listen again and say whether the following sentences are true or false.

1) HL123 had the conflicting traffic in sight. (True / False)
2) The conflicting traffic did not maintain two-way radio communications. (True / False)
3) The conflicting traffic stopped climbing, but triggered a TCAS RA. (True / False)
4) HL123 did not expect a TCAS RA. (True / False)
5) The traffic from the controller's advisory and HL123's traffic on TCAS are the same. (True / False)

3.4 Rearrange the words to make phrases from the dialogue.

1) HL123 / maintain / expecting / descend / 6000 / ILS 32 right
   _____
2) traffic / have / on / we / TCAS / our
   _____
3) HL123 / conflict / stopped / of / no RA / Traffic
   _____
4) to / the traffic / is / climb / continuing
   _____
5) have / might / we / a / TCAS RA
   _____

Language Tips

(verb/-ing)
(stop+-ing)
(possibility)

- expect/expecting
- continue/continuing
- climb/climbing

eg. The baby stopped crying as soon as he saw the plane.

- may/might

eg. The airline may recruit new pilots this spring.

3.5 Match each of the words with the correct definition.

conflict (v) provoke (v) describe (v) traffic (n) contact (n)

1) give an account in words of someone or something
2) the state or condition of communicating or meeting
3) stimulate or incite someone to do something
4) the movement of other forms of transportation
5) be incompatible or at variance; clash

3.6 Complete the following sentences by using the words that you learned in 3.5.

1) _____ your account of what happened in this incident.
2) Were you able to _____ your company?
3) Do not _____ this controller. He's famous for being irate.
4) There will be _____ landing before you.
5) To place the throttle in places other than idle while braking is a _____ of control input.

Exercise IV

4.1 Read the following and then listen to four short radiotelephony dialogues.

The pilot of HL123 is in communication with a tower controller. While approaching the active runway for departure, they received clearance to line up and wait, when they saw some traffic cones placed on the runway. There were no NOTAMs indicating that this runway was closed.

4.2 Listen and fill in the blanks with appropriate words or phrases.

1) Pilot: Tower, HL123, are those cones supposed _____?
2) Pilot: Tower, HL123, unable to continue taxi _____.
3) Pilot: Tower, HL123, please send some vehicles out _____.
   There are cones blocking our way.
   Tower:
4) Pilot: Tower, HL123, we're going to _____. There are some cones blocking the runway.
   Tower: HL123, Tower, I was not aware of any cones. Hold short of the runway. Let me send some vehicles out there to check.

4.3 Imagine that the controller does not understand fully what you are asking or explaining to him/her. What would you say?

1) ATC: HL123, Say again? What was your question about cones?
   Pilot: Tower, HL123, _____?
2) ATC: HL123, Say again? Can you continue to taxi?
   Pilot: Tower, HL123, negative, _____.
3) ATC: HL123, understood that you want vehicle services. Confirm.
   Pilot: Tower, HL123, affirm. Send _____.
4) ATC: HL123, did you say you're going to hold? Confirm.
   Pilot: Tower, HL123, affirm, _____.

Listening Quiz

Are you fluent in plain English? Which of the following can be used for a better fluency score?

a. Going against the prompt or question
b. Repeating examples and reasons from the prompt
c. Rephrasing sections of the prompt or question

Now listen to the audio clip and answer the following question.

Q. Which of the following talking points may be a useful example to support how the efficiency and safety of air travel can be improved?

a. Saving money for airline customers
b. Changing frequencies as quickly as possible
c. Implementing changes to the airspace and procedures

Answers: c, c

훈련유닛 6

Training Unit Human Factor

Exercise I

1.1 Listen to the radiotelephony dialogue between a pilot of HL123 and a tower air traffic controller.

The RT dialogue starts with the following :

(ATC) HL123, Chicago Ground. Confirm you are ready for departure.

(HL123) Er... negative. I have a bit of problem and it will take a while, HL123

Continued...

1.2 Fill in the blanks with appropriate word(s) to complete a summary of the radiotelephony dialogue that you have just heard.

ATC asked HL123 if they were ready for _____, but they had to stop taxiing because the _____ was suffering from moderate _____ pain. ATC wanted to know how long they would be at their position since there were a couple of aircraft taxiing _____ them. They informed ATC that they were still _____ with their company. When they decided to _____ to the gate, they had to wait for a towing car to tow them back because the _____ wheel at the co-pilot's station was _____.

Language Tips

• suffer from	• pull off	• pile up	• pass out	• wait for
• divert	• tow	• vomit	• inoperative	• incapacitated
• abdominal/stomach pain		• physical/medical		• moderate/severe
• be afraid (of/that)		• ask~ if+ s+ were		• have to do(=must)
• need (to do)		• (be) unable to do		
• Do you require~		• I don't meant (to do)~		
• Is there (any/some) reason (for/that)~				

1.3 Listen again and say whether the following sentences are true or false.

1) Ground asked HL123 if they were ready for pushback. (True / False)
2) HL123 was taxiing on AA when they stopped due to the captain's physical condition. (True / False)
3) The captain was suffering from a mild abdominal pain. (True / False)
4) HL123 was instructed to taxi to the runway via AA when ready. (True / False)
5) HL123 informed Ground that the captain's condition was getting better. (True / False)

1.4 Rearrange the words to make a sentence from the dialogue.

1) moderate / from / suffering / pain / abdominal / is / my captain
_____
2) you / to move / the main taxiway / off / I / need
_____
3) am / I / still / my company's / waiting / decision / for
_____
4) do / any / you / assistance / require
_____
5) a towing car / instructed / my company / to wait for / me
_____

1.5 Match each of the words with the correct definition.

physical (adj)	suffer (v)	communicate (v)
poisoning (n)	vomit (v)	incapacitate (v)

1) An illness caused by eating, drinking or breathing a dangerous substance
2) Relating to the body
3) To empty the contents of the stomach through the mouth
4) To experience physical or mental pain
5) To make someone unable to work or do things normally
6) To share information with others by speaking, writing, moving your body, or using other signals

1.6 Complete the following sentences by using the words that you learned in 1.5.

1) When a pilot is _____, the other pilot must take over the control immediately.
2) Current technology gives us an option to use either voice or text when we _____ with ATC.
3) In an effort to avoid consequences of food _____ , different menus are served for each pilot.
4) Sometimes, it is not easy to detect someone's _____ problem when it is only accompanied by minor symptoms.
5) When you see someone _____ early in the morning, it is often a sign of substance poisoning and the substance is usually alcohol.
6) It can be difficult to come up with an appropriate medical treatment when you have no idea what a person is _____ from.

Exercise II

2.1 Read the following and then listen to four short radiotelephony dialogues.

The captain of HL123 is in communication with a controller while approaching the airport. The first officer suddenly lost consciousness during the approach and he needs to abort in order to sort out the problem. After going through the procedure pertaining to the situation, he realizes that the best course of action would be to get him on the ground as soon as possible for immediate medical attention. He decides to carry out the approach and landing on his own. As per the company policy, an auto coupled approach and landing is required for such a situation.

2.2 Listen and fill in the blanks with appropriate words or phrases.

1) Pilot: Approach, HL123, request _____ and make a holding pattern _____ my present _____. I am afraid my co-pilot _____ consciousness.
   ATC: HL123, _____. Let me know more details when you can.
2) Pilot: Approach, HL123, I am _____. It seems that I _____ the airplane _____. However, I am _____.
   ATC: HL123, roger. Your emergency is acknowledged. You are cleared for ILS runway 34.
3) Pilot: Approach, HL123, _____ I am a single pilot, I _____ a long downwind _____.
   ATC: HL123, You can _____ your downwind _____. I _____all traffic _____.
4) Pilot: Approach, HL123, we _____ an auto coupled approach and landing.
   ATC: HL123, that is approved. _____ is now _____ your landing.

2.3 Imagine that the controller does not understand fully what you are asking or explaining to him/her. What would you say?

1) ATC: HL123, I have got the first part of your request, but what was your reason?
   Pilot: _____
2) ATC: Can you say that again? What do you mean?
   Pilot: _____
3) ATC: Your transmission has been cut off. What do you want with your downwind?
   Pilot: _____
4) ATC: What was your intention again?
   Pilot: _____

Language Tips

- lose-lost
- cut off
- critical
- as much as
- approve-approved
- clear(ed) for
- auto coupled
- as requested
- acknowledge-acknowledged
- prepar(ed) for
- consciousness
- since (=because/as)
- extend=exteded
- protect(ed) for
- downwind/upwind

Medical Emergencies: Decision Making…

Based on the information provided by the flight attendants, an onboard medical professional or a contracted agency, the Captain will make the decision to either continue the flight to the planned destination or to divert to a closer or otherwise more suitable aerodrome. In general terms, for a given situation, diversion decisions are more likely if there has been no contact with an outside medical service provider. This is due to the fact that a flight attendant, as a non-medical professional, is likely to take the most prudent course of action and over estimate the seriousness of the patient's condition. Irrespective of the continue/divert decision, should the pilot desire ATS priority, declaration of an emergency using the appropriate Emergency Communications protocols should be undertaken without delay.
*Source: SKYbrary (www.skybrary.aero)

Exercise III

3.1 Listen to the dialogue between a captain and a purser on HL123.

The dialogue starts with the following :

(Purser) Captain, this is your purser. I have an urgent matter that I need to discuss with you.
(Captain) What can I do for you?
Continued...

3.2 Fill in the blanks with appropriate word(s) to complete a summary of the dialogue that you have just heard.

The Purser informed the pilot that one of their _____ was having a _____ issue. The passenger was a male in _____ who was suffering from a high _____ after he finished his dinner. The purser had her colleague page for medical _____ on board, and there was _____ who was willing to help. The nurse checked the passenger's condition and she _____ to divert to _____ the man's life. The captain said he would get back to the purser after he finds out what he can do.

Language Tips

- discuss (with)
- urgent
- take a nap
- adjust
- suspect
- grave/serious
- nothing like
- medication
- groan
- fever
- keep~ posted
- page (for)
- dose
- (be) willing to

eg. The pilots kept me posted about their flight conditions.
eg. I'm willing to train my son as a professional pilot.

3.3 Listen again and say whether the following sentences are true or false.

1) One of the passengers was having a mental issue. (True / False)
2) The purser found the passenger was in grave pain during her walk around. (True / False)
3) The nurse, who was willing to help, checked the passenger's body temperature. (True / False)
4) The passenger's blood pressure was dangerously high. (True / False)
5) Anchorage was the closest airport from the aircraft's position. (True / False)

3.4 Rearrange the words to make a sentence from the dialogue.

1) an urgent / I have / that / with you / to discuss / I need / matter

_____

2) issue / a medical / one of / our passengers / is having

_____

3) the symptoms / are / what

_____

4) posted / keep / me

_____

5) will / I / see / I / what / do / can

_____

6) discuss / have / matter / you / need / that / an / I / urgent / to / with

_____

7) have / temperature / we / the cabin / adjusted

_____

3.5 Match each of the words with the correct definition.

besides (prep) groan (v) grave (adj) page (v) willing (adj)
dose (n) medical (issue/attention/personnel) (a)

(1) to make a deep moan indicative of pain, grief, or annoyance
(2) seriously bad
(3) a measured amount of something such as medicine
(4) ready or eager to do something
(5) to call a person using a loudspeaker
(6) other than, except
(7) related to the treatment of illness and injuries

3.6 Complete the following sentences by using the words that you learned in 3.5.

(1) Sadly the wounded passengers _____ in pain.
(2) Nothing _____ a miracle could help us!.
(3) Whenever an inflight _____ attention is required, flight attendants try to _____ medical personnel on board.
(4) It is usually easy to recognize when someone is in _____ pain.
(5) Any lethal _____ of medicine can be harmful, even to perfectly healthy people.
(6) We were fortunate that there was a doctor who was _____ to help.

Laughing brings blessings!

Tower: EA702, cleared for takeoff, contact Departure on frequency 124.7
EA702: Tower, EA702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway.
Tower: OZ635, cleared for takeoff behind EA702, contact Departure on frequency 124.7. Did you copy that report from EA702?
OZ635: OZ635, cleared for takeoff, roger; and yes, we copied EA... we've already notified our caterers!

Source: businessballs.com/air-traffic-controllers-funny-quotes

항공영어구술능력시험

무선통신사

(Aeronautical Radio Operator)

English Proficiency Test for Aviation

PART 1

Task A 예제 풀이

Step-by-step

안내 Task A의 시험문제 유형과 샘플 응답을 살펴본다.

Directions: You will be listening to 4 Pilot's requests. Your station name is Seoul radio. Listen carefully and make a correct response for each of them. "Repeat/Say again" available once only. You may take notes while listening.
* Response time for each question : 20 seconds or less.

구 성	4문항 / 문항 별 응대시간 : 20초
평가요소	기본적인 교신 능력 평가로 조종사의 요청사항에 대한 응답
진 행	조종사의 요청 → 응답녹음
평가항목	• 조종사의 요청사항에 대한 응답/응대의 적절성 • 표준교신용어로 해당 복창에 대해 확인, 정정, 정보의 보충 등의 응대 능력 • 필요한 정보의 효율적 전달 능력 평가 • 정확한 표준 교신용어의 사용 여부, 교신속도/발음/억양의 적정성
유의사항	• 올바른 복창 : 운항절차에 필요한 필수 사항을 모두 포함한 read-back • 관제 현장에서 일부 생략이 허용된 경우 표준용어가 아니더라도 감점되지 않음 (예) Negative, I say again / Negative (2회 연속 사용) / Negative (I say again 생략 등)

예제 1 **Pilot** Seoul Radio, HL123 Request SELCAL Check, SELCAL Code ASRG.

frequency sensitivity 1 X 1

조종사의 요구정보(HL123 Request SELCAL Check~)+문자정보(Frequency~) → 응답 (문자 정보에서 Frequency가 약하다는 것을 알 수 있음 → your radio is very weak and unreadable)

Station calling, your radio is very weak and unreadable, say again.

예제 2 **Pilot** Seoul Radio, OZ7828 Request SELCAL Check, SELCAL Code ASRG.

조종사의 요구정보(OZ7828 Request SELCAL Check~) → 표준어법에 따라 응답 (콜사인 명확히 받음)

OZ7828, Standby SELCAL check.

예제 3 **Pilot** Seoul Radio, HL123 Request GE airport departing runway.

GE airport / DEP RWY 14 right / ARR RWY 14 left

조종사의 요구정보(HL123 GE airport departing runway ~) → 응답(문자정보에는 ARR RWY 14 left가 포함되어 있어 혼동하지 않도록 유의, 출발 활주로(숫자/방향 정확히 발음)

HL123, GE airport departing runway is 14 right.

예제 4 **Pilot** Seoul Radio, HL123 Request QNH at IC airport.

IC airport / QNH 1011

조종사의 요구정보(HL123 QNH~)+문자정보→ 응답 (숫자 발음에 유의)

HL123, IC airport QNH is 1011.

Confused words when listening…

쉬운 단어지만 비슷하게 들려서 혼동되는 경우가 있지요. 아래 예들 외에 어떤 것들 것들이 있을지 찾아보세요.

- arrival/on arriving
- airborne/aboard
- again/against
- near/rear
- two/to/too
- right/light
- require/request
- chart/cart
- fuel/full
- wet/wait/weight
- hold/hole

PART 1

Task B 예제 풀이

Step-by-step

안내 Task B의 시험문제 유형과 샘플 응답을 살펴본다.

Directions: You will be listening to 6 audio clips, which consist of short situational prompts. Respond to each of them using mainly Standard Phraseology if possible. If not, you may use plain English to help clarify your response. You may take notes while listening.
* Response time for each question : 20 seconds or less

구 성	6문항 / 문항별 응대시간 : 20초
평가요소	상황정보 이해력, 표준 용어 및 플레인 영어를 사용한 교신 능력
진 행	상황정보 제시 → 조종사 음성 → 응답녹음
유의사항	• 처음 들려지는 상황정보에 또는 조종사 음성에 대해 적절히 응대 • 상황정보 및 Pilot의 교신에 따라 플레인 영어 사용이 요구됨; 응답은 해당 상황정보와 Pilot의 교신 내용에 부합해야 함 • 언어평가 요소 : 표준 교신 응대 속도 및 발음/억양을 사용하고, 필요 정보를 '효율적으로' 전달. 일반영어가 필요한 경우에도 '정확한 의미 전달' 및 '효율성' 제고 위주로 응답 • 표준교신용어 사용 정확도 : 요구되는 교신 응대 내용에 맞게 사용

* 문항별 응대시간 20초/ Say again 1회 허용
– 처음 들려지는 상황정보(prompt)에는 교신용어가 일반영어(발음)로 들려질 수 있음. 이에 대해 응시자는 필요 시 올바른 교신용어(발음)으로 응답함.

예제 1 SI016 is just about to enter another radio boundary. You instruct them to communicate with other radio with the primary frequency 6542, secondary frequency 4666.

Pilot Seoul Radio, SI016, crossing FIR, contact NA radio 4666 primary, 6542 secondary. Go ahead.

NA RADIO frequency on primary 6542, secondary 4666

상황요지(you instruct them to~)/조종사 메시지 이해 +문자정보(Hana Radio~) → 응답 (상황문 내용/조종사 메시지 불일치 → 정정 응답)

Station calling, your radio very weak and unreadable, say again.

예제 2 The pilot makes a position report. Inform the pilot of the next reporting point, and provide primary and secondary frequencies. Acknowledge and respond accordingly.

Pilot Seoul Radio, AA201, over TOTIS at 1100, maintaining FL290, estimating KOSAN at 1125, ROTAR next, Go ahead.

TOTIS, KOSAN, ROTAR/ FIX frequency on primary 7221, secondary 8951

질문요지(Inform & provide~)/조종사 메시지 + 문자정보(TOTIS~) → 응답 (듣는 동안 조종사 메시지 메모 필수, 답변 내용이 많으므로, 상대방이 알아들을 수 있도록 적절한 억양/속도에 유의)

AA201,TOTIS at 1100, maintaining FL290, estimating KOSAN at 1125, ROTAR next, report RPTAR to FIX Radio frequency on primary 7221, secondary 8951.

예제 3 The pilot asked for a phone patch with his airline, and you have prepared for the phone patch. Acknowledge and respond accordingly.

Pilot Seoul Radio, PA421, requests phone patch with HANKO air operations office at Sapo, over.

상황(you have prepared the pilot for the phone patch~)/조종사 메시지 이해 (acknowledge and respond accordingly) → 응답 (듣는 동안 조종사 메시지 메모, 숫자정보 정확히 응답) *You have prepared~ (have+p.p.: 준비가 완료됨) → phone patch to~ is ready

Roger, PA421, stand by for a phone patch with HANKO operations.

(**Pilot** Seoul Radio, PA421, phone patch completed.)

예제 4 Due to bad weather, pilots have been holding near the airport, for about 30 minutes. You get a message from his airline that the weather is getting better and the aircraft will have vectors inbound to the runway in 10 minutes. Now the pilot contacts you, respond accordingly.

Pilot Seoul Radio. SK012, How long do I have to hold? Please let me know if you have any new weather information.

상황(bad weather/the weather is getting better ~)/조종사 메시지 이해(how long do I have to~/let me know if~/respond accordingly) → 응답 (상황문의 기상 변화(getting better)와 시간(10 minutes)정보를 적용하여 답변)

* the weather is getting better~ (be/get+-ing: 현재진행 상황), let me know if~ (~한 지에 대해 알려달라)

SK012, I received a message from your company saying that the weather is getting better and in 10 minutes it is possible to begin approach to the airport.

The war was OVER!

뮌헨에서 출발 허가를 기다리던 Pan Am 727 조종사가 우연히 엿듣게 된 교신내용 일화입니다. 영국과 독일은 여전히 전쟁 중인 것 같지요!

Lufthansa (독일어로)	Ground, what is our start clearance time?
Ground (영어로)	If you want an answer you must speak in English."
Lufthansa (영어로)	I am a German, flying a German airplane, in Germany. Why must I speak English?
알 수 없는 다른 항공기 (멋진 영국 억양으로)	Because you lost the bloody war!!

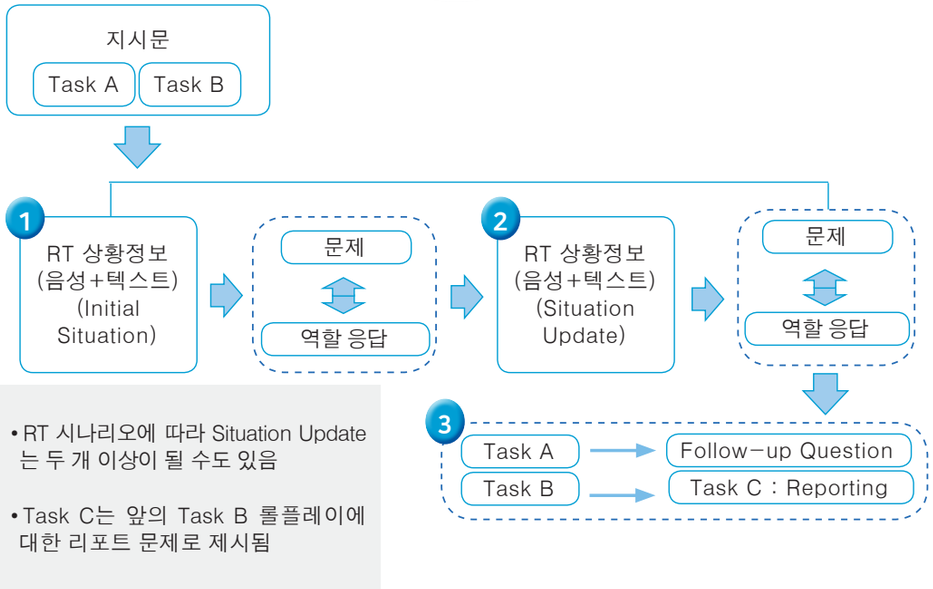
Role Play 예제 풀이

Step-by-step

안내 Part 2의 문제는 롤플레이 시나리오로 구성된다. Task A와 Task B로 구분되며, 각각 일반영어(Plain English)로만 응답하는 후속질문이 이어진다.

문제구성 및 시험응답 요령

● 프롬프트 개요



- RT 시나리오에 따라 Situation Update는 두 개 이상이 될 수도 있음
- Task C는 앞의 Task B 롤플레이에 대한 리포트 문제로 제시됨

→ 지시문은 텍스트로 제시

[Task A] In Part 2 Task A, You will be interacting with 3 to 5 different aircraft as a aeronautical communication operator. Please Follow the prompts for providing your response, which you will either hear or see on the screen, or the both. “Say again (=Repeat)” available once only.

[Task B] You will be interacting with a single aircraft in an isolated incident. Listen to the pilot's messages and respond as necessary. Assume you can allow for all the requests, unless being specified otherwise. “Say again (=Repeat)” available once only.

[Task C] You have just finished Part 2 Task B. Now you will be listening to the pilot's radiotelephony messages to better recall the events. Then you will be asked two questions about the situation. You will have 90 seconds for each question.

→ 문제는 음성만 들려지며(필요 시 문자 포함), 듣는 동안 메모 가능

Q 1. You are asked by the controller to relay the ATC instructions to SI401.

☞ Look at the following text and relay it to the aircraft.

ATC clearance : climb and maintain FL330, report reaching FL330

→ 후속질문 및 리포팅 문제는 음성과 지문이 모두 제시

[Task A] Follow-up question

You have just finished Task A, as the aeronautical communication operator. In this situation, what happened with SI401 and what was the solution? In your own experiences, how often does this happen and how can it possibly change the altitude?

[Task C] Reporting

Q1. What happened to DA7671? Explain the nature of the incident.

Q2. How do you think you handled the situation? Do you feel the situation could have been handled differently? Make a comment from an aeronautical communication operator's point of view.

→ 응답 시간: 롤플레이(30초), 후속질문 및 리포팅 (90초)

→ 평가요소: 표준 교신용어 사용어법 및 일반영어(Plain English) 종합적 사용능력

정상상황에서 기본 교신능력과 비정상 발생시 상황보고 또는 요구사항 전달 등에 필요한 언어 구사력에 대해 ICAO 6개 분야 평가척도(Rating Scale) 적용

유의사항

- 교신상황은 시간제한 및 언어평가 목적에 따라 '인위적'일 수 있고, 상황 전개의 '비약'이 인정되므로 지시사항에 맞게 응답해야 함
- 100% 컴퓨터와 상호작용하게 되므로, Interaction은 응답 내용의 적절성, 유창성, 이해도 등과 연계하여 평가되며, 응답 직전 '약간의' 준비시간은 용인됨. 다만 평가자가 느끼기에 '매우' 늦은 응답 또는 무응답은 영향을 미침
- 롤플레이 전체의 응대 내용이 Operational(Level4) 이상으로 판단될 경우, Follow-up에서의 플레인 영어 점수보다 우선하여 평가되므로 유의

Task A 예제

Q1. The aircraft in flight is about to enter your jurisdiction.

☞ Communicate with the pilot and respond appropriately.

Pilot Radio. AA521, position on 5652.

Radio AA521, go ahead.

Pilot AA521, over GOSRA at 1305, FL350, estimating TORIA at 1335, SELPA next, fuel remaining 105, temperature minus 52, wind 280 degrees 80knots over.

Fix name : GOSRA, TORIA, SELPA secondary frequency 6204

질문요지(respond appropriately) 조종사 대화내용 이해+문자정보(Fix/secondary frequenxy~) → 응답

AA521, over GOSRA at 1305, FL350, estimating TORIA at 1335, SELPA next, fuel remaining 105, report SELPA, this frequency primary, secondary 6204 stand by for SELCAL check.

Q2. ☞ Listen and respond accordingly.

Pilot Radio DA521, negative SELCAL, try again.

SELCAL code : KMCD

앞의 질문(Q1) 응답과 연계→ 질문요지(listens & respond appropriately) 조종사 메시지(negative~) → 응답

DA521, standby SELCAL KMCD, again.

Q3. You are asked by the controller to relay the ATC instructions to SI401.

☞ Look at the following text and relay it to the aircraft.

ATC clearance : climb and maintain FL330, report reaching FL330

대화상대 바뀜(ATC 요청)→ 질문요지(relay the text information) → 응답

SI401, ATC clears, SI401, climb and maintain FL330, report reaching FL330.

Q4. You are asked by the controller to ask about the speed of AA201.
☞ Request the pilot about the current aircraft speed from the pilot.

request Mach number

앞의 질문(Q3) 응답과 연계→ 질문요지(request the pilot~) → 응답
* the current aircraft speed → advise your Mach number

AA201, ATC request, AA201 advise your Mach number.

Task B 예제

Initial Situation OZ7671 is flying toward the destination airport past the required reporting point and will experience an unexpected problem while en-route. The pilot contacts you.

Pilot Radio, OZ7671, request AL airport weather condition. Go ahead.
Q1. ☞ Communicate with the pilot and respond appropriately.

METAR AL airport 021200Z 11015Kts / 1200 / FG / SCT020 / OVC040 / 10 / 01 / Q1002

초기상황(initial situation) 내용에서 예기치 못한 문제(unexpected problem)와 같은 어구가 제시되더라도 1번 질문부터 바로 적용되는 것은 아닐 수도 있으므로 해당 질문과 조종사 메시지를 정확히 이해하여 응답→ 질문요지(Provide the pilot with~)

OZ7671, AL airport weather information, time 1200 Wind 110 at 15KT, Visibility 1200m with fog, sky condition 2,000 ft scatter, 4,000 ft overcast, Temperature 10 dew point 01 QNH 1002. over.

Q2. Listen to the pilot's response.
Pilot Radio, Can you tell us about the current using runway and RVRs?
☞ Provide the pilot with the current weather information.

Active RWY : 24 left RVR TDZ 1200 MID 1100 END 1000

앞의 질문(Q1) 응답과 연계→ 조종사 메시지(Can you tell us about~)이해→ 질문요지(Provide the pilot with~)+문자정보(active RWY 24 left~) → 응답

OZ7671, The using runway of AL airport is runway 24 left, and the runway 24 left RVR is touchdown 1200m, mid 1100m, rollout 1000m, Over.

Q3. DA7671 will contact you.
Pilot Radio, I have a sick passenger on board and I need to have medical assistance at AL Airport.
☞ Tell the pilot to report the passenger's condition and symptoms.

조종사 메시지(I have a sick passenger ~)이해→ 질문요지(Tell the pilot to report ~) → 응답 (상황 또는 질문의 단어는 답변자에 맞게 적용 유의)
* Tell the pilot to report the passenger's condition~ → Tell me about/ what the passenger's condition is and~

DA7671, roger, tell/inform me about the passenger's condition and his/her symptoms.

Q4. ☞ Listen to the pilot's response and tell them to use the oxygen mask onboard.

Pilot Radio, The passenger has asthma and is currently experiencing difficulty breathing.

조종사 메시지(The passenger has asthma~)이해 → 질문요지(tell them to use~) → 응답 (질문 및 조종사가 사용한 단어를 적절히 활용하여 답변)

DA7671, (Please) help the passenger to breathe through the oxygen mask on board.

Q5. Inform your company at the airport about what kind of situation occurred in the cabin and the condition of the patient.

질문요지(inform your company~) → 응답 ('your' company → 응시자(test-taker)를 의미하는 점 유의) * [what kind of situation occurred in the cabin → a passenger has asthma] and [the condition of the patient → suffering from breathing difficulties].

A passenger has asthma and is suffering from breathing difficulties. Please keep the ambulance at the gate.

확인문제 • 모의문제

EPTA (무선통신사)

확인문제는 제시된 샘플답안을 참조해서 연습해보고, 모의문제는 스스로 풀어보세요. 모의문제 샘플답안은 부록 p.237을 참조하세요.

무선통신사 확인문제

안내 EPTA 시험포맷을 적용하여 연습해 본다. 문제 음성을 듣고 직접 말해 본 뒤, 샘플 답안을 확인해 보고, 자신의 취약점을 교정하여 다시 말해 본다.

Part 1. Task A

Directions : You will be listening to 4 Pilot's requests. Your station name is Seoul radio. Listen carefully and make a correct response for each of them. "Repeat/Say again" available once only. You may take notes while listening.

Q1 **Pilot**: Seoul Radio, HL123 Request Radio Check.

(Record your response as a controller) (Ping)

Frequency sensitivity : 5 x 5

Operator: HL123, your radio is loud and clear.

Q2 **Pilot**: Seoul Radio, HL123 Request SELCAL Check, SELCAL Code LQAH.

(Record your response as a controller) (Ping)

Operator: HL123, standby SELCAL check.

Q3 **Pilot**: Seoul Radio, HL123 Request GE airport departing runway.

(Record your response as a controller) (Ping)

GE airport Departure RWY 32 right Landing RWY 32 left

Operator: HL123, GE airport departing runway is 32 right.

Q4 **Pilot**: Seoul Radio, HL123 Request Wind at IC airport.

(Record your response as a controller) (Ping)

IC airport Wind 300/14

Operator: HL123, IC airport Wind 300 at 14 knots.

Part 1. Task B

Directions : You will be listening to 6 audio clips, which consist of short situational prompts. Respond to each of them using mainly Standard Phraseology if possible. If not, you may use plain English to help clarify your response.

Q1 Listen to the Pilot's position report. Acknowledge and respond accordingly. (dingdong)

Pilot: Seoul Radio, KA004, over ALPHA, Alpha, Lima, Papa, Hotel, Alpha, at 1200, maintaining FL330, estimating BRAVO at 1235, DELTA next. Go ahead.

(Record your response as an aeronautical communications operator) (Ping)

Next report HOTEL

Operator: KA004, ALPHA at 1200, maintaining FL330, estimate BRAVO at 1235, DELTA next. Report over HOTEL.

Q2 A pilot is calling your station, but it is unreadable. Instruct the pilot to contact you on another frequency. (dingdong)

Pilot: Seoul Radio, KA004, over BRAVO, Bravo, Romeo, Alpha, Victor, Oscar, at 1235, maintaining FL330. Go ahead.

(Record your response as an aeronautical communications operator) (Ping)

Alternative frequency 8903

Operator: Station calling Seoul Radio. Your radio is unreadable. Change to my frequency 8903.

확인문제

Q3 Due to bad weather at the destination airport, the pilot has asked you to contact his company for a recommendation on an alternate airport. (dingdong)

Pilot: Seoul Radio, DA208. Has there been any word from my company, yet?

The weather condition at CU airport / okay / ground support / ready / in less than an hour.

Operator: I received a message from your company saying that the weather condition at CU airport is okay, and ground support should be ready in less than an hour.

Q4 The pilot has asked for a SELCAL check, and you made a SELCAL call. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, AA331. Negative SELCAL. Please try again FGDQ. Go ahead.

(Record your response as an aeronautical communications operator) (Ping)

Operator: AA331, standby SELCAL check again FGDQ.

Q5 The pilot wants you to contact his company and relay his message regarding an issue with one of his passengers. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, AA206. One of my passengers is in a critical condition. Returning to IC airport.

(Record your response as an aeronautical communications operator) (Ping)

Operator: AA206, Seoul Radio. I have received your message. I will relay the message to your company.

Q6 The pilot asked for a phone patch with his company, and you have prepared for the phone patch. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, KA221. Request phone patch with my company at IC airport.

(Record your response as an aeronautical communications operator) (Ping)

Operator: KA221, Seoul Radio. Phone patch to your company at IC airport is ready. Go ahead with your message for your company.

Part 2. Task A

Directions: In Part 2 Task A, you will be interacting with 3 to 5 different aircraft as an aeronautical communications operator. Please follow the prompts for providing your response. After finishing Task A Role-play, you will be asked one or two follow-up questions.

Q1 ☞ An aircraft, during preflight check at IC airport, is requesting a radio check. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, KA113 at IC airport. Radio check on 8943 how do you read? Go ahead. (Ping)

Loud and Clear

Operator: KA113, Seoul Radio. Your radio is loud and clear. How do you read?

Q2 ☞ Listen to the pilot and respond accordingly.

Pilot: Seoul Radio, KA113. Your radio is also loud and clear. Request SELCAL check QTLM, go ahead. (Ping)

Primary: this frequency, Secondary: 4466

Operator: KA113, standby SELCAL check. This is primary, secondary 4466.

확인문제

Q3 ☞ Listen to the pilot and respond accordingly.

Pilot: Seoul Radio, KA113. Negative SELCAL. Please try again, SELCAL code QTLM, go ahead. (Ping)

Operator: KA113, standby SELCAL check again, QTLM.

Q4 ☞ Another aircraft contacts you with his position report. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, AA301. Position ALPHA, Alpha, Lima, Papa, Hotel, Alpha, 0400, flight level 390, estimate BRAVO 0530, DELTA next. Remaining fuel 137.2. Go ahead. (Ping)

Operator: AA301,position ALPHA 0400, flight level 390, estimate BRAVO 0530, DELTA next. Remaining fuel 137.2.

Q5 ☞ Listen to the pilot and respond accordingly.

Pilot: Seoul Radio, AA301. That is correct. Request METAR at SA airport, go ahead. (Ping)

METAR SA airport 020400Z 27015KT / 1600 / -RAFG / SCT005 / BKN010/OVC015/19/15 Q1004

Operator: AA301, 0400 zulu METAR at SA airport. Wind two seven zero at one five knots. Visibility one thousand six hundred with light rain, fog. Sky condition. Scattered five hundred. Broken one thousand. Overcast one thousand five hundred. Temperature, one niner. Dewpoint, one five. QNH one-zero-zero-four. Go ahead.

Q6 ☞ The other aircraft contacts you with his request. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, FD192. Request TAF at NA airport for 0600 zulu, go ahead. (Ping)

BECMG 0206 / 0208 / 06003KT / 400 / +FG

Operator: FD192, TAF at NA airport between 0600 zulu to 0800 zulu. Becoming, wind 060 at 3 knots. Visibility 400 meters with heavy fog. Go ahead.

Q7 ☞ Listen to the pilot and relay the message to his company at NA airport. (dingdong)

Pilot: Seoul Radio, FD192. Please contact my company at NA airport and tell them we are diverting to IC airport due to weather at NA airport. (Ping)

Operator: Foxtrot Delta at NA airport, Seoul Radio. FD192 is diverting to IC airport due to weather at NA airport.

Q8 ☞ Listen to the company's message and relay the message to FD192. (dingdong)

Company: Seoul Radio, Foxtrot Delta at NA airport. Please tell FD192 that category 2 ILS approach will be available at NA airport. (Ping)

Operator: FD192, Seoul Radio. Your company at NA airport wants you to know that category 2 ILS approach will be available at NA airport.

Q9 Follow-up Question

You have just finished Task A, as the aeronautical communications operator.
In this situation, what happened with FD192 and how did you handle the situation? From your own experiences, how common is it for you to relay this kind of message? (Ping)

롤플레이에서 발생한 구체적인 사안에 대해 질문요지에 맞게 설명함. (샘플답안 : 부록 P.237)

무선통신사 확인문제

Part 2. Task B

Directions: You will be interacting with a single aircraft in an isolated incident. Listen to the pilot's messages and respond as necessary. **Assume you can allow for all the requests, unless being specified otherwise.**

Initial Situation UP3241 is flying toward the destination airport and will experience unexpected problems while en-route. (dingdong)

Q1 ☞ The pilot contacts you. Provide the pilot with the current weather information.

Pilot: Seoul Radio, UP3241. Request IC airport weather condition. Go ahead. (Ping)

> METAR IC airport 032200Z 14015 / 1000 / -SN / SCT005 / BKN010 / OVC020 / M3 / M2 / Q1002

Operator: UP3241, IC airport weather information, time 2200 Wind 140 at 15KT. Visibility 1000m with light snow. Sky condition 500 ft scatter, 1000 ft broken, 2000 ft overcast. Temperature minus 3, dewpoint minus 2.QNH 1002, over.

Q2 ☞ Listen to the pilot's response and ask for their intentions. Provide the pilot with the current weather information.

Pilot: Seoul Radio, UP3241. Request GE airport weather condition as well. Go ahead. (Ping)

> METAR GE airport 032200Z 20025 / 400 / +SN / SCT002 / BKN005 / OVC010 / M5 / M4 / Q1000

Operator: UP3241, GE airport weather information, time 2200 Wind 200 at 255 knots. Visibility 400m with heavy snow. Sky condition 200 ft scattered, 500 ft broken, 1000 ft overcast. Temperature minus 5, dewpoint minus 4. QNH 1000, over.

Q3 ☞ Listen to the pilot's response and provide the information you have.

Pilot: Seoul Radio, UP3241. I need an airport with no icing condition due to malfunction of wing anti-ice. Do you know any airport that meets my requirements? (Ping)

> BU Airport: CAVOK

Operator: UP3241, the weather condition at BU airport is CAVOK, no icing condition reported

Q4 ☞ Listen to the pilot's response and provide the information you have.

Pilot: Seoul Radio, UP3241. Request weather information at BU airport. (Ping)

> METAR BU airport 031100Z 18020 / CAVOK / 05 / 01 / Q1013

Operator: UP3241, the weather condition at BU airport is CAVOK. Wind 180 at 20 knots. Temperature 05, dewpoint 01. QNH 1013, over.

Situation Update UP3241 has been considering diversion to BU airport, but the situation changes. They now encounter failure of the windshield heating system which requires a precision instrument approach due to an obscured view. (dingdong)

Q5 ☞ The pilot contacts you. Provide the information you have.

Pilot: Seoul Radio, UP3241. I am experiencing a malfunction of the windshield heating system. I need a straight-in precision approach. Do you have any other airport that meets all my requirements? (Ping)

> METAR CU airport 031100Z 25015 / CAVOK / 07 / 02 / Q1013 / Straight-in / ILS / APP / RWY25

Operator: UP3241, CU airport weather information, time 1100, wind 250 at 15 knots. CAVOK. Temperature 07, dewpoint 02, QNH 1013, straight-in ILS approach in use, runway 25, over

Q6 ☞ Listen to the pilot's response and relay the request to ATC.

Pilot: Seoul Radio, UP3241. I would like to divert to CU airport. Please notify ATC and get me a new clearance. (Ping)

ATC callsign: DA Control

Operator: DA Control, Seoul Radio. UP3241 requests airborne re-clearance to CU airport due to multiple malfunctions.

Q7 ☞ Listen to the pilot and relay ATC clearance.

Pilot: Seoul Radio, UP3241. Has there been any word from ATC? (Ping)

Clear to CU airport via direct to IPDAS

Operator: UP3241, Seoul Radio. ATC clears UP3241 to CU airport via direct to IPDAS.

안내 Task C는 앞의 롤플레이 과제(Task B)에 대한 이해도 및 일반영어(Plain English) 구사력을 중점적으로 평가하므로, Q1과 Q2의 각 질문 취지에 맞게 응답해야 한다. 아래 Q1의 샘플답변을 참고해 보자. (Q2 샘플답안은 부록 P.237 참조)

Part 2. Task C

Directions: You have just finished Part 2 Task B. Now you will be listening to the pilot's radiotelephony messages to better recall the events. Then you will be asked two questions about the situation. You will have 90 seconds for each question.

☞ **Now listen to the pilot's radiotelephony messages.**

Pilot: Seoul Radio, UP3241. Request IC airport weather condition. Go ahead.

Pilot: Seoul Radio, UP3241. Request GE airport weather condition as well. Go ahead.

Pilot: Seoul Radio, UP3241. I need an airport with no icing condition due to malfunction of wing anti-ice. Do you know any airport that meets my requirements?

Pilot: Seoul Radio, UP3241. Request weather information at BU airport.

Pilot: Seoul Radio, UP3241. I am experiencing a malfunction of the windshield heating system. I need a straight-in precision approach. Do you have any other airport that meets all my requirements?

Pilot: Seoul Radio, UP3241. I would like to divert to CU airport. Please notify ATC and get me a new clearance.

Pilot: Seoul Radio, UP3241. Has there been any word from ATC? (dingdong)

☞ **Now answer the questions.**

Q1 What happened to UP3241? Explain the nature of the incident. (Ping)

UP3241 was looking for a place to divert because they had a malfunction of the wing anti-ice system. They were asking me for any airports free of icing conditions, so I provided them one that met their requirements. Later, their windshield heating system malfunctioned as well, so they could not see very well out their windshields. They then requested for an airport with a precision approach. I provided them with another airport that fit their needs. This second airport seemed to satisfy them, and they requested a relayed re-clearance to the second airport.

Q2 How do you think you handled the situation? Do you feel the situation could have been handled differently? Make a comment from an aeronautical communications operator's point of view. (Ping)

무선통신사 모의문제

안내 EPTA 시험 적응력 제고를 위해 모의시험 문제를 풀어 본다. 음성으로만 들려지는 질문(prompt)이 제시되어 있으므로 질문에 대한 청취력도 확인하면서 응답해 본다.

Part 1. Task A

Directions : You will be listening to 4 Pilot's requests. Your station name is Seoul radio. Listen carefully and make a correct response for each of them. "Repeat/Say again" available once only. You may take notes while listening.

Q1 **Pilot**: Seoul Radio, HL123 Request Radio Check.

(Record your response as a controller) (Ping)

Frequency sensitivity : 5 x 5

Q2 **Pilot**: Seoul Radio, HL123 Request SELCAL Check, SELCAL Code BSFM.

(Record your response as a controller) (Ping)

Q3 **Pilot**: Seoul Radio, HL123 Request IC airport arriving runway.

(Record your response as a controller) (Ping)

IC airport Departure RWY 33 left Landing RWY 33 right

Q4 **Pilot**: Seoul Radio, HL123 Request QNH at IC airport.

(Record your response as a controller) (Ping)

IC airport Wind 300/14

Part 1. Task B

Directions : You will be listening to 6 audio clips, which consist of short situational prompts. Respond to each of them using mainly Standard Phraseology if possible. If not, you may use plain English to help clarify your response.

Q1 Due to moderate turbulence, the pilot has asked you to contact ATC with his request for a lower level. You are just about to call the pilot with ATC's message. (dingdong)

Pilot: Seoul Radio, UP112. Have you contacted ATC with my request?

(Record your response as an aeronautical communications operator) (Ping)

ATC: UP112, descend and maintain flight level 300

Q2 The pilot has asked for a SELCAL check, and you made a SELCAL call. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, FD214. SELCAL check is okay. Please say again the secondary frequency. Go ahead.

(Record your response as an aeronautical communications operator) (Ping)

Secondary frequency 5546

Q3 The pilot asked for a phone patch with his company, and you have prepared for the phone patch. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, JA551. Request phone patch with my company at NA airport.

(Record your response as an aeronautical communications operator) (Ping)

Q4 The pilot wants you to contact his company and relay his message regarding a security issue. Listen to the pilot and respond accordingly. (dingdong)

무선통신사 모의문제

Pilot: Seoul Radio, AA221. One of my flight attendants found a suspicious box in the cabin. We are diverting to SA airport.

(Record your response as an aeronautical communications operator) (Ping)

Q5 A pilot is calling your station, but there is interference with other stations. Instruct the pilot to contact you on another frequency. (dingdong)

Pilot: Seoul Radio, KA112 over KANSU, Kilo, Alpha, November, Sierra, Uniform, at time 0345, maintaining FL330. Go ahead.

(Record your response as an aeronautical communications operator) (Ping)

Alternative frequency 11362

Q6 Listen to the Pilot's position report. Acknowledge and respond accordingly. (dingdong)

Pilot: Seoul Radio, UA921, over HOTEL, Hotel, Oscar, Tango, Echo, Lima, at 0020, maintaining FL350, estimating INDIA at 0031, OSCAR next. Go ahead.

(Record your response as an aeronautical communications operator) (Ping)

Part 2. Task A

Directions : In Part 2 Task A, you will be interacting with 3 to 5 different aircraft as an aeronautical communications operator. Please follow the prompts for providing your response. After finishing Task A Role-play, you will be asked one or two follow-up questions.

Q1 ☞ An aircraft, during preflight check at GE airport, is requesting a radio check. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, KA004 at GE airport. Request a radio check on 5652, go ahead. (Ping)

Your Response : _____

Q2 ☞ Listen to the pilot and respond accordingly.

Pilot: Seoul Radio, this is DA337 and hear your radio loud and clear. Request SELCAL check EHGP. Go ahead. (Ping)

Primary: this frequency, Secondary: 8942

Your Response : _____

Q3 ☞ Listen to the pilot and respond accordingly.

Pilot: Seoul Radio, DA337. Negative SELCAL. Please try again, SELCAL code EHGP. Go ahead. (Ping)

Your Response : _____

Q4 ☞ Listen to the pilot and respond accordingly.

Pilot: Seoul Radio, DA337. Negative SELCAL again, but it was my mistake. My SELCAL code is EGHP. Go ahead. (Ping)

Your Response : _____

모의문제

Q5 ☞ Another aircraft contacts you with his position report. Listen to the pilot and respond accordingly. (dingdong)

Pilot: Seoul Radio, UA112. Position HOTEL, Hotel, Oscar, Tango, Echo, Lima, 1905, flight level 360, estimating INDIA 2050, OSCAR next. Remaining fuel 171.5, go ahead. (Ping)

Your Response : _____

Q6 ☞ ATC asked you to inquire if AA211 can accept a higher level. Ask if AA211 can accept flight level 380. (Ping)

Your Response : _____

Q7 ☞ Listen to the pilot and relay ATC's message to the pilot. (dingdong)

Pilot: Seoul Radio, AA211. Unable to accept flight level 380 for the next two hours. We are too heavy. (Ping)

Maintain Mach .76 or descend to flight level 340 if unable

Your Response : _____

Q8 ☞ Listen to the pilot and relay the message to ATC. (dingdong)

Pilot: Seoul Radio, AA211. Unable to maintain any lower than Mach .78 due to performance. I will descend to flight level 340. (Ping)

Your Response : _____

Q9 Follow-up Question

You have just finished Task A, as the aeronautical communications operator.

In this situation, what happened with AA211 and how did you handle the situation? From your own experiences, how common is it for you to relay this kind of message? (Ping)

Part 2. Task B

Directions : You will be interacting with a single aircraft in an isolated incident. Listen to the pilot's messages and respond as necessary. **Assume you can allow for all the requests, unless being specified otherwise.**

Initial Situation FD1325 is flying toward their destination airport and will experience unexpected problems while en-route. (dingdong)

Q1 ☞ The pilot contacts you. Provide the pilot with the current weather information.

Pilot: Seoul Radio, FD1325. Request IC airport weather condition. Go ahead. (Ping)

METAR IC airport 031100Z 28020 / 1500 / -RA / SCT010 / BKN020 / OVC030 / 17 / 16 / Q1004

Your Response : _____

Q2 ☞ Listen to the pilot's response and ask for their intentions.

Pilot: Seoul Radio, FD1325, I think the weather condition at IC airport is good enough. We are experiencing high vibration on one of my engines and I might need to shut down the engine. (Ping)

Your Response : _____

모의문제

Q3 ☞ Listen to the pilot's response and ask if they want you to relay this situation to ATC.

Pilot: Seoul Radio, FD1325. We are still reviewing the problem and have not decided what to do. (Ping)

Your Response : _____

Q4 ☞ Listen to the pilot's response and relay the situation to ATC.

Pilot: Seoul Radio, FD1325, please let ATC know of this situation and that I have no request for the moment. (Ping)

ATC call sign: DA Control

Your Response : _____

Situation Update FD1325 has finished reviewing the problem and decided to divert to IC airport. (dingdong)

Q5 ☞ The pilot contacts you. Readback their request and ask if they are declaring an emergency.

Pilot: Seoul Radio, FD1325. Request diversion to IC airport. Go ahead. (Ping)

Your Response : _____

Q6 ☞ Listen to the pilot's response and relay the request to ATC.

Pilot: Seoul Radio, FD1325, negative. We are not declaring an emergency. The engine is running at IDLE power in order to minimize the vibration and any further damage. (Ping)

ATC callsign: DA Control

Your Response : _____

Q7 ☞ Listen to the pilot and relay ATC clearance.

Pilot: Seoul Radio, FD1325. Has there been any word from ATC? (Ping)

Cleared to IC via direct to GUKDO

Your Response : _____

Part 2. Task C

Directions : You have just finished Part 2 Task B. Now you will be listening to the pilot's radiotelephony messages to better recall the events. Then you will be asked two questions about the situation. You will have 90 seconds for each question.

☞ **Now listen to the pilot's radiotelephony messages.** (dingdong)

☞ **Now answer the questions.**

Q1 What happened to FD1325? Explain the nature of the incident. (Ping)

Q2 How do you think you handled the situation? Do you feel the situation could have been handled differently? Make a comment from an aeronautical communications operator's point of view. (Ping)

쉬어가기

How to handle Aircraft System Failures : ASSIST

EPTA Part 2, Task B deals with abnormal/emergency situations. In Task B, there are often scenarios where pilots and controllers communicate with each other to ensure flight safety for any abnormal situations such as aircraft defects or system failures. The RT situations covered in the test can be very limited and artificial, but in the real world, effective and efficient communication strategies are required according to the ASSIST model presented below. Share your opinions.

· Have you, as a controller, got any good example of ASSIST?

· As a pilot, do you expect these things of a controller in the event of an emergency? In your experience, have you always found that these steps are taken?

A	S	S	I	S	T
Acknowledge	Separate	Silence	Inform	Support	Time
Make sure you understand the nature of emergency and acknowledge accordingly.	Don't forget to establish/ maintain separation!	Impose silence on your control, if necessary. Don't disturb urgent cockpit actions by unnecessary transmission!	Inform your supervisor and other sectors/units concerned.	Give maximum support a pilot and crew.	Allow pilots sufficient time to work on their problem.

Source: Eurocontrol, Guidelines for Controller training in the handling of unusual/emergency situations (diagram edited)

Level 6

ICAO 6등급 안내

Introductory notes on EPTA Level 6

ICAO Expert Level 6 Proficiency

ICAO항공언어 전문가 등급(Expert Level 6)의 언어적 숙련도는 항공 교신문맥(Radiotelephony context)에 국한되지 않고 직무관련 다양한 주제에서, 원어민 또는 그에 준하는 제 2 또는 외국어 구사자에 해당한다. 즉, 국제 항공종사자와 교신 및 직무관련 의사소통 시 상대방과 효과적이고 효율적인 기량을 발휘하지 못한다면 ICAO Expert Level 6라고 할 수 없다.

ICAO는 전문가 등급(Expert Level 6)의 요건 및 유의사항에 대해 Doc 9835(2.5.4, 4.5.9, 4.6.4) 에서 명시하고 있으며, 전문가 등급의 평가척도를 ICAO 6 Rating Scale & descriptors에 구체적으로 기술하고 있다.

* About Expert Level 6 Evaluation 및 부록(ICAO 6 Rating Scale & descriptors) 참조

現 EPTA Level 6는 5등급 이하(CBT)와 달리 전문 면접관(Interviewer)과 음성(voice only) 및 면대면(face-to-face) 상호작용의 인터뷰 방식으로 진행되며, 샘플문제를 공개하지 않는다. 본 교재에서는Level 6 시험의 인터뷰 포맷과 전문가 등급에게 요구되는 평가기준(ICAO Expert Level 6 Evaluation)을 안내한다.

• EPTA Level 6 Test & Interviewing Format

Section	Type	Task Outline	Time limit
Part 1	Warming-up	Introducing	1-2 min.
	Task A	RT Role-Play (Voice Only)	3-5 min.
	Task B	Actual RT Listening & Briefing	2-3 min.
Part 2	Task A	Picture Description	2-3 min.
	Task B	Explaining & Controlled Discussion	3-4 min.
	Task C	Stating an Opinion	3-5 min.

* 아래 인터뷰 진행 포맷은 시험구성에 따른 기본 사항을 안내하는 것임. 실제 6등급 시험 진행은 한국교통안전공단의 6등급 전문 면접관(interviewer)에 의해 실시간으로 진행되므로 6등급 응시 후보자(candidate)의 언어역량에 따라 '탄력적으로' 진행 될 수 있음.

I. Warming-up

- Interviewer will ask the candidate introductory questions.

Possible Warm-up Questions:

1. What do you like about your job?
2. What aircraft would you most like to fly?
3. What is the best thing about being a pilot?
4. Did you ever have any doubts about becoming a pilot?
5. How did you become interested in aviation?
6. What do you do to maintain your health?
7. What is the most difficult part of your job?
8. What happened during your first solo?

II. Part 1 : Dealing with RT Communication

- Interviewer will play the role of ATC in the RT script. He/she will also deliver the guided prompts as necessary to elicit the candidate's responses. However, he/she may be offered some 'leeway' to adapt the prompts to the individual candidate's responses, providing it does not affect the overall RT situation sequence.
- Candidate will be provided with an information card/sheet related to his role as a pilot. The role play procedure will be explained beforehand by the interviewer.

⇒Interviewer will let the candidate know your respective roles (He/She will be an ATCO; the candidate will be a Pilot. Callsign: HL123)
— And, if necessary, give the candidate a copy of RT information table
— Explain how he/she will deliver the situation prompt; inform the candidate of any alterations or additional information.
— During the role-play, interviewer may adapt his/her performance as an air traffic controller to elicit the candidate's "accommodation ability" ; for instance, he/she may alter his/her accent or plain English performance in RT context.
— Upon completion of the task, interviewer asks a couple of follow-up questions to the candidate; these questions should be well-tuned to the candidate's RT performance results.

[Task A] RT Role-play (Voice-only)

1. Delivering Initial Situation prompt & Initiating RT

"You are the pilot of HL123, and currently holding short of runway 25 left."
⇒ Initially interviewer will convey the situation to the candidate by providing clear instructions on what is happening at this moment. He/she may speed up his/her voice during any of his/her responses if he/she wish to see how the candidate may respond. Interviewer may read the prompt up to 2 times, if requested by the candidate.

2. Informing Situation-update & Initiating RT

"You are now airborne and climbing out. Suddenly you need to declare an emergency. You are having difficulty controlling ……."
⇒ Interviewer is supposed to clearly describe the evolving situation to the candidate: emphasize key descriptive points in the prompt to allow the candidate to imagine that they are physically in the situation.

3. Initiating without situation prompt

" HL123, make a left downwind for runway 25 left and contact departure please."
⇒ Interviewer is supposed to make it clear that he/she has acknowledged the situation by communicating in a responsive intonation (additional generic correct phraseology maybe used, such as Roger, copy that, check your emergency).

4. Responding and giving instruction

"HL123, radar contact, say the nature of the emergency."
⇒ Interviewer is supposed to pause for shifting communication to departure frequency. Initiate communication with candidate by acknowledging they are ready to continue.

5. Follow-up (face-to-face)
⇒ Interviewer will ask a couple of follow-up questions to the candidate.

[Task B] RT audio clip Listening & Briefing

- Candidate will listen to a RT audio clip once (or twice when asked by the candidate). Afterwards interviewer will ask for a couple of questions related to the RT situation that he/she heard.

(질문예시) " Describe what occurred in the ATC Audio Clip that you just heard. Explain/evaluate briefly the RT situation that you just heard from the pilot's perspective."

Ⅱ. Part 2: Dealing with Aviation Topics (face-to-face)

[Task A] Picture Description & Evaluation

- Interviewer will show the candidate one or two pictures and let the candidate describe/evaluate what he/she sees or speculates.

(질문예시) "Look at the picture provided. You have 20 seconds to study the picture. First, describe the picture with as much detail as possible based on what you see. After that, evaluate the situation in the picture. You may speculate in your answer."
⇒ Candidate will be allowed to carry on his/her mono-logic discourse without interruption, and may be followed up a couple of questions depending on his/her discourse performance.

[Task B] Work-related Topic Discussion

- Interviewer will ask the candidate a question regarding aviation topics.

(질문예시)
"Imagine you have just received takeoff clearance from the Tower and you're now accelerating for takeoff on a foggy runway. While you're busy reading the instruments, your co-pilot informs you that she thinks she sees landing lights ahead, but she is not sure. You are now about to reach V1. What would you do in this situation? And why?"
⇒ Candidate will be allowed to carry on his/her mono-logic discourse without interruption, and may be followed up a couple of questions depending on his/her discourse performance.

[Task C] Stating an Opinion

- Interviewer will ask the candidate a question which requires him/her to express his/her opinion.

  (질문예시)
  "There are those who never give up on their dream of becoming an airline pilot. However, with the high cost of training, they can only achieve their dream later in life. Do you believe someone in their late 40s should still become an airline pilot? Why or why not?"

  "How would you justify your view on this issue?"
  ⇒Candidate will be allowed to carry on his/her mono-logic discourse without interruption, and may be followed up a couple of questions depending on his/her discourse performance.

Level 6 Sample Responses

- 6등급의 언어기량 소지자는 일반언어(Plain English) 측면에서 원어민 수준을 보이며 항공교신(radiotelephony)을 넘어 광범위한 항공문맥(aviation context)에서, 주어진 과제에 대해 자연스럽고 유연하면서도 효과적인 의사소통을 한다.

• Picture description 사례

Candidate: Um… here we have a relatively small aircraft, a twin engine, standing on the taxiway and there's quite a lot of smoke coming out of the engines, and there's a fire truck, trying to maybe, put the fire out. It's spraying some kind of red liquid, so possibly to extinguish the flames. I also see the passengers coming out of the aircraft, the right side um… emergency shoot has been inflated and people are coming off from there also on the left hand side of the aircraft, people are coming down the stairs, and I think the crew is guiding them down the shoot as well…so they don't seem to be in a rush, they're just walking about. They don't seem panicked at all, so maybe it's not a major emergency but ah, maybe they're just spraying this liquid as a standard procedure, maybe there's no fire at all.

Interviewer: Well, which part of the airport is the aircraft situated at the moment?

Candidate: I don't know. It looks like, ah… might not be a taxiway but maybe some kind of apron dedicated to these sorts of emergencies or training purposes. I'm not quite sure but this appears to be quite a large area and some white lines painted on the ground, so it's likely to be used as parking stands as well. Umm…on the far back of the picture we have two or at least one 747, I think, standing there and not much activity though.

Interviewer: How do you know it's a 747?

Candidate: Well, it looks like it anyway. Um, actually, can't be sure.

Interviewer: What can you see? What part of the aircraft?

Candidate: Well, we see the aft of the aircraft, the tail of the aircraft and we can almost see the engines, umm… just about.

Interviewer: Okay. What factors are important in an emergency for a successful evacuation of passengers?

Candidate: I guess you have to follow procedures which are pretty thorough, first of all, tell the passengers not to panic because just starting panicking they'll be a mess and people might get injured unnecessarily, so try and calm them down and guide them through the procedure, I mean what they'll have to do and so on. Obviously if the aircraft is on the ground they'll not be as scared as they would have been in the air. But in any case just follow the procedure, umm… everything's been detailed and the cabin crew's been trained, so they should be able to deal with that.

Interlocutor: I see, and you mentioned this might be a practice or crew exercise?

Candidate: Yeah, maybe because people really don't seem to be rushing out of the aircraft. They're just walking down the stairs and moving along, quite happily I think. I guess it's for training purposes or maybe an actual incident? Ah…I can't really say but it seems like training.

⇒시각정보(사진)를 묘사하는 과제에서 면접관의 후속질문에 유연하게 대처하는 상호작용 기량 발휘

• RT situation follow-up 사례

Interviewer: How do you assess this situation? Do you feel the controller could have handled the situation in a better way?

Candidate: Well, the controller hardly has any control in these types of situations. It is mostly up to the pilot to diagnose the problem and report it to ATC, and to request whatever they need appropriately. As for the crew of HL123, I believe, in my limited knowledge of their situation, that they handled the situation correctly and I don't believe there was any other possible alternate sequence of events. Maybe they could have diagnosed the problem in a timelier manner if they had a more intricate knowledge of their engine systems, but that may be asking too much. That probably would require the crew to study not only their flight crew manuals but also the maintenance manuals as well.

⇒ 단일(monologic) 의견제시 과제에서 적절한 연결어(discourse markers), 강조어/부사어구(hardly any, mostly up to 등), 문장구조 및 시제(tense)를 사용하여 효율적으로 발화

ICAO Expert Level 6 Evaulation

- ICAO Doc 9835 defines the Expert Level 6 speaker as follows:

(4.5.9) Expert Level 6 exceeds the demands of aeronautical radiotelephony communications. Level 6 has a very wide coverage since it is intended to account for most first-language speakers with native or native-like proficiency as well as second- or foreign-language speakers with a high level of proficiency. Attainment of Level 6 should be considered as being beyond the realistic expectations of most- or foreign-language learners.

(2.5.4) Research also points to the need, especially for highly proficient speakers, to focus on skills of accommodation in speaking. Accommodation is a natural process of adapting habits to the constraints of the context and the perceived ability of the hearer to understand. This involves:

- The perception of an interlocutor's linguistic difficulties; and
- The replacement of high-risk (possibly unclear or ambiguous) features of the language to increase communicative efficiency.

- Accordingly, the ICAO Expert level Rating Descriptors holistically specify how Level 6 candidates are evaluated to achieve the ICAO Expert level of competency. The EPTA for Level 6 is based on this guidance, but certain aspects of the ICAO descriptors are reviewed and noted pursuant to the test's environment and test framework.

Testing Environment and Assessment

- The EPTA for Level 6 assesses a candidate's language ability to meet the ICAO level 6 descriptors of six rating criteria. The candidate should demonstrate the ICAO Expert level 6 in all six areas of the tasks in its entirety. This applies to non-native speakers as well as native speakers of English.

- The design framework of the test is intended to be more of a language assessment event than a test; a candidate's communicative competence is evaluated through the radiotelephony communication and aviation-related tasks in the course of a semi-structured interview.

- The test (interview) can be administered by either a qualified Level 6 interlocutor or an aviation expert examiner.

- Rating can be processed either in live assessment by the examiner or afterward assessment of the recorded samples by the qualified Level 6 rater.

Applying ICAO Expert Level 6 Descriptors

Raters may have some difficulty evaluating a candidate's recorded speech samples through the ICAO Expert level 6 descriptors; some parts may sound dubious or even inapplicable when assessing recorded samples. Considering a 'semi-structured' interviewing format, raters are dependent on the interlocutor's expertise to elicit appropriate speech samples for rating. For this reason, live assessment by an expert examiner is ideal for a Level 6 testing event. However, rating recorded samples can be beneficial for raters in grasping the rationale based in the ICAO level 6 descriptors by, in a nutshell:

- To allow a candidate confirmation of ICAO Expert Level 6 competency, the rater should be able to justify his/her evaluation on whether the candidate clearly demonstrate an ability to:

  - use clear and concise language in lieu of the RT context
  - negotiate meaning by accommodating a lower level speaker
  - clarify potential misunderstandings
  - recognize and avoid ambiguity
  - understand and avoid idiomatic terms/expressions

- Raters should be able to distinguish the ICAO level 5 proficiency from the ICAO Expert level 6 competency. The latter assesses a candidate's ability to communicate effectively (i.e. strategic communication) in an aeronautical communication context rather than simple speaking proficiency itself.

- Raters should be able to identify whether a candidate demonstrates, in all of the ICAO Rating categories, his/her ability to:

Pronunciation	*-neutralize his/her own accent to make it more comprehensible*
Structure	*-understand the difference between a complex structure and a simple structure;* *-accommodating a weaker speaker by avoiding complex structures;* *-recognize and avoid structures that are potentially unclear or ambiguous*
Vocabulary	*-understand idiomatic language;* *-avoid the use of idiomatic language to accommodate a weaker speaker*
Comprehension	*-understand the difference between literal meaning and intended meaning;* *-understand a variety of unfamiliar or unusual accents;* *-be aware of cultural differences in meaning*
Interaction	*-achieve and maintain successful communication even when speaking to a lower level of speaker;* *-clarify apparent misunderstandings by successfully negotiating meaning*
Fluency	*-speak at length native-like, using appropriate discourse markers/connectors spontaneously;* *-use adapted speech flow(rate) to strategic communication*

* For the full version of the ICAO level 6 Descriptors, see the appendix (ICAO Rating Scale & Descriptors)

Notes on the ICAO Level 6 Descriptors

These are some major issues that are likely to arise when assessing a candidate's language performance in accordance to the ICAO Expert level Descriptors. The EPTA for Level 6 does not consider them as a decisive component for the concerned ICAO rating criteria.

- As for Vocabulary, “vocabulary is sometimes idiomatic” is not taken into account in a RT-related context; it may be considered to identify Level 6 users in a non-RT context, such as monologic discourse or discussion in an aviation-related topic.

- As for Interaction, “sensitivity to non-verbal cues” is excluded from assessment because it is not possible for the rater to observe this aspect having only been provided with test recordings. Additionally, it is irrelevant for radiotelephony communications.

- As for Fluency, “varies speech flow for stylistic effect” is redefined as “able to adapt speech flow or enunciation (word stress/intonation etc.) in order to emphasize and clarify key information for urgency or emergency in the RT context.”

- As for Comprehension, “comprehension of linguistic and cultural subtleties” is very hard to identify and evaluate through recorded testing files; furthermore, it seems unrealistic for an interlocutor to direct or act to formulate/represent ‘linguistic and cultural subtleties' in the course of the test interview.

Rating Standardization for the EPTA Level 6

- To increase the standardization of rating and to ensure as homogeneous an interpretation of the competence levels as possible, well-planned case studies for the testing interview recording files should occur; in doing this, rater a training team is able to determine whether the speech samples produced can comprehensibly cover the whole range of the Level 6 rating criteria. According to the study results, Level 6 interlocutor training should be provided in advance for administering actual test interviews.

- Rating standardization training among Level 6 raters should be carried out by using the actual performance sample recordings.

APPX.

부록

A. ICAO 6 Rating Scale & Descriptors

B. Answer Keys & Transcripts

C. EPTA Tips and Words & Expressions

D. Selected References

A. ICAO 6 Rating Scale & DESCRIPTORS (LEVEL 3 AND ABOVE)

안내 운항 직전(3등급)부터 운항적합(4등급) 그리고 전문가(6등급)에 속하는 항공종사자의 언어능력 표준은 ICAO 6개 평가영역에 대한 판정기준과 기술항(descriptors)의 설명에 따른다. 안정적인 4등급을 유지하기 위해 3등급과 4등급의 차이점에 유의한다.

Pronunciation			
Pre-operational 3:	***Operational 4:***	***Extended 5:***	***Expert 6:***
Pronunciation, stress, rhythm and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	*Pronunciation, stress, rhythm and intonation are influenced by the first language or regional variation, but only sometimes interfere with ease of understanding.*	*Pronunciation, stress, rhythm and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.*	*Pronunciation, stress, rhythm and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.*
Accent at this Pre-operational Level 3 is so strong as to render comprehension by an international community of aeronautical radiotelephony users very difficult or impossible. It should be noted that native or second language speakers may be assessed at this level in cases where a regional variety of the language has not been sufficiently attenuated.	Operational Level 4 speakers demonstrate a marked accent, or localized regional variety of English. Occasionally, a proficient listener may have to pay close attention to understand or may have to clarify something from time to time. Operational Level 4 is certainly not a perfect level of proficiency; it is the minimum level of proficiency determined to be safe for air traffic control communications. While it is not an Expert level, it is important to keep in mind that pronunciation plays the critical role in aiding comprehension between two non-native speakers of English.	Extended Level 5 speakers demonstrate a marked accent, or localized regional variety of English, but one which rarely interferes with how easily understood their speech is. They are always clear and understandable, although, only occasionally, a proficient listener may have to pay close attention.	An Expert Level 6 speaker may be a speaker of English as a first language with a widely understood dialect or may be a very proficient second-language speaker, again with a widely used or understood accent and/or dialect. The speakers' accent or dialect may or may not identify them as second language users, but the pronunciation patterns or any difficulties or "mistakes" almost never interfere with the ease with which they are understood. Expert speakers are always clear and understandable.

Vocabulary			
Pre-operational 3:	***Operational 4:***	***Extended 5:***	***Expert 6:***
Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	*Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.*	*Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interferes with meaning.*	*Both basic and complex grammatical structures and sentence patterns are consistently well controlled.*
A weak command of basic grammatical structures at this level will limit available range of expression or result in errors which could lead to misunderstandings.	Operational Level 4 speakers have good command of basic grammatical structures. They do not merely have a memorized set of words or phrases on which they rely but have sufficient command of basic grammar to create new meaning as appropriate. They demonstrate local errors and infrequent global errors and communication is effective overall. Level 4 speakers will not usually attempt complex structures, and when they do, quite a lot of errors would be expected resulting in less effective communication role in aiding comprehension between two non-native speakers of English.	Extended Level 5 speakers demonstrate greater control of complex grammatical structures than do Operational Level 4 speakers and may commit global errors from time to time when using complex structures. The critical difference between the Level 4 and Level 5 requirements concerns the use of basic grammatical structures and sentence patterns compared to the use of complex structures (see the glossary of basic and complex structures in Appendix B, Part IV). At Level 5, the structure descriptors refer to consistent control of basic structure, with errors possibly occurring when complex structures and language are used. There is actually a big jump between Level 4 and Level 5) Level 5 speakers will have a more sophisticated use of English overall, but will exhibit some errors in their use of complex language structures, but not in their basic structure patterns.	Expert Level 6 speakers do not demonstrate consistent global structural or grammatical errors but may exhibit some local errors.

Vocabulary			
Pre-operational 3:	***Operational 4:***	***Extended 5:***	***Expert 6:***
Vocabulary range and accuracy are often sufficient to communicate on common, concrete or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	*Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete and workrelated topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.*	*Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.*	*Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced and sensitive to register.*

Gaps in vocabulary knowledge and/or choice of wrong or non-existent words are apparent at this level. This has a negative impact on fluency or results in errors which could lead to misunderstandings. The frequent inability to paraphrase unknown words or in the process of clarification makes accurate communication impossible.	An Operational Level 4 speaker will likely not have a well-developed sensitivity to register (see glossary on page (ix)). A speaker at this level will usually be able to manage communication on work-related topics, but may sometimes need clarification. When faced with a communication breakdown, an Operational Level 4 speaker can paraphrase and negotiate meaning so that the message is understood. The ability to paraphrase includes appropriate choices of simple vocabulary and considerate use of speech rate and pronunciation.	Extended Level 5 speakers may display some sensitivity to register, with a lexical range which may not be sufficient to communicate effectively in as broad a range of topics as an Expert Level 6 speaker, but a speaker with Extended proficiency will have no trouble paraphrasing whenever necessary.	Level 6 speakers demonstrate a strong sensitivity to register. Another marker of strong proficiency seems to be the acquisition of, and facility with, idiomatic expressions and the ability to communicate nuanced ideas. As such, use of idioms may be taken into account in assessment procedures designed to identify Level 6 users in a non-radiotelephony context. This is not however intended to imply that idiomatic usages are a desirable feature of aeronautical radiotelephony communications. On the contrary, use of idioms is an obstacle to intelligibility and mutual understanding between non-expert users and should therefore be avoided by all users in this environment.

Fluency			
Pre-operational 3:	***Operational 4:***	***Extended 5:***	***Expert 6:***
Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	*Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.*	*Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.*	*Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.*
The slowness of speech flow at this level is such that communication lacks concision and efficiency. Long silent pauses frequently interrupt the speech flow. Speakers at this level will fail to obtain the professional confidence of their interlocutors.	Speech rate at this level may be slowed by the requirements of language processing, but remains fairly constant and does not negatively affect the speaker's involvement in communication. The speaker has the possibility of speaking a little faster than the ICAO recommended rate of 100 words per minute if the situation requires (Annex 10, Volume II, 5.2.1.5.3 b)).	Rate of speech and organization of discourse at this level approach natural fluency. Under appropriate circumstances, rates significantly higher than the ICAO recommended rate of 100 words per minute can be achieved without negatively affecting intelligibility.	Fluency at this level is nativelike or near native-like. It is notably characterized by a high degree of flexibility in producing language and in adapting the speech rate to the context of communication and the purposes of the speaker.

Comprehension			
Pre-operational 3:	***Operational 4:***	***Extended 5:***	***Expert 6:***
Comprehension is often accurate on common, concrete and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	*Comprehension is mostly accurate on common, concrete and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.*	*Comprehension is accurate on common, concrete and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.*	*Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.*
Level 3 comprehension is limited to routine communications in optimum conditions. A pilot or controller at this level would not be proficient enough to understand the full range of radiotelephony communications, including unexpected events, substandard speech behaviours or inferior radio reception.	As with all Operational Level 4 descriptors, comprehension is not expected to be perfectly accurate in all instances. However, pilots or air traffic controllers will need to have strategies available which allow them to ultimately comprehend the unexpected or unusual communication. Unmarked or complex textual relations are occasionally misunderstood or missed. The descriptor of Operational Level 4 under "Interactions" clarifies the need for clarification strategies. Failure to understand a clearly communicated unexpected communication, even after seeking clarification, should result in the assignment of a lower proficiency level assessment.	Level 5 users achieve a high degree of detailed accuracy in their understanding of aeronautical radiotelephony communications. Their understanding is not hindered by the most frequently encountered non-standard dialects or regional accents, nor by the less well-structured messages that are associated with unexpected or stressful events.	Level 6 users achieve a high degree of detailed accuracy and flexibility in their understanding of aeronautical radiotelephony communications regardless of the situation or dialect used. They further have the ability to discern a meaning which is not made obvious or explicit ("read between the lines"), using tones of voice, choice of register, etc., as clues to unexpressed meanings.

Interactions			
Pre-operational 3:	***Operational 4:***	***Extended 5:***	***Expert 6:***
Responses are sometimes immediate, appropriate and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.	*Responses are usually immediate, appropriate and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming or clarifying.*	*Responses are immediate, appropriate and informative. Manages the speaker/ listener relationship effectively.*	*Interacts with ease in nearly all situations. Is sensitive to verbal and nonverbal cues and responds to them appropriately.*

The interaction features at this level are such that communication lacks concision and efficiency. Misunderstandings and nonunderstandings are frequent leading to possible breakdowns in communication. Speakers at this level will not gain the confidence of their interlocutors.	A pilot or air traffic controller who does not understand an unexpected communication must be able to communicate that fact. It is much safer to query a communication, to clarify, or even to simply acknowledge that one does not understand rather than to allow silence to mistakenly represent comprehension. At Operational Level 4, it is acceptable that comprehension is not perfect 100 per cent of the time when dealing with unexpected situations, but Level 4 speakers need to be skilled at checking, seeking confirmation, or clarifying a situation or communication.	Interactions at this level are based on high levels of comprehension and fluency. While skills in checking, seeking confirmation and clarification remain important, they are less frequently deployed. On the other hand speakers at this level are capable of exercising greater control over the conduct and direction of the conversation.	Expert speakers display no difficulties in reacting or initiating interaction. They are additionally able to recognize and to use non-verbal signs of mental and emotional states (for example, intonations or unusual stress patterns). They display authority in the conduct of the conversation.

B. Answer Key & Transcript

EPTA PART 1

PART 1 | Task A 연습문제

A.

1) HL123 Cross PARTY at FL230
2) HL123 HAN center 132.6
3) HL123 speed 250 knots
4) HL123 Descend FL210
5) HL123 Direct LAP, descend FL190
6) HL123 HAN Approach 127.4
7) HL429 Reduce Speed to 210 knots
8) HL429 Reduce speed to 180 knots
9) HL429 Turn left heading 340, maintain 3000 until establish localizer, cleared ILS 31 right Approach
10) HL123 speed 160 knots, Smith Tower 119.1
11) HL123 Smith Tower, pushback approved, standby for engine start
12) HL123 Smith Tower, startup approved
13) HL123 Smith Tower, taxi via Hotel, Alpha, runway 24
14) HL123 Smith Tower, continue taxi, hold short of runway
15) HL123 Smith Tower, line up approved
16) HL123 Smith Tower, initial altitude 900 meters, after airborne contact SHE approach 120.85, cleared for takeoff
17) HL794 direct DABIB, climb and maintain 1500 meters
18) HL794 approach, climb and maintain 6000 meters on standard, after DABIB, offset 3 mile right of track
19) HL794 contact Smith control 118.9

B.

1) True 2) False 3) False

Transcript

1) When ATC says "HL123, Direct PORIA, resume PORIA 2 arrival, descend to 8000 ft", you have to cross POSEE at or below 9000 ft

2) When ATC says "HL123, Direct PORIA, resume PORIA 2 arrival, descend to 8000 ft", you can descend to 8000 ft without any altitude restriction

3) When ATC says "HL123, Direct PORIA, resume PORIA 2 arrival", you have to descend and cross POSEE at or below 9000 ft

C.

1) cleared / then / 5000 / 34 left / Foxtrot Bravo / Foxtrot Bravo / 5647 / 129.7
2) Papa / 1034 / 3000 / 3600
3) 24 / 11D / 900 / 1012 / 6454 / 120.85

Transcript

1) HL 122, cleared to ICN via Foxtrot Bravo then FPR, maintain 5000, runway 34 left, Foxtrot Bravo 2 DEP, Foxtrot Bravo transition, SQ 7352 DEP FREQ 129.7

2) Whiskey Zulu airport ATIS information Papa, QNH 1034, Transition Altitude 3000 meters, Transition Level 3600 meters.

3) Cleared to IC A/P via FPR, runway in use 24, follow PIDIB 11D departure, initial altitude 900 m, QNH 1012, SQ 6454, after airborne contact approach 120.85

D.

1) True 2) False 3) True 4) False

Transcript

a)

ATC HL908, monitor the tower, 118.5, bye-bye
Pilot Monitor 118.5, HL908
ATC HL908, hold at Sierra Bravo 1
Pilot Hold Sierra Bravo 1, HL908
ATC HL908, after the American B777 departing, line up 27 left via Sierra Bravo 1

b)

HL229, Smith Tower, following an A320, four and a half miles ahead, the wind is 190 at 7, runway 04 right, cleared to land

PART 1 | Task B 연습문제

A.

1) accept / intersection / takeoff / 07 / B3 performance / full length / takeoff / 07 continue / taxi / 07 / holding / point
2) pushback approved heading south / clear

Pushback approved heading south / clear of gate 3.
ready to taxi
having system malfunction, taxi back to the gate

3) requesting climb to / weather.
unable / traffic separation / after
Pan-Pan, Pan-Pan, Pan-Pan / weather deviation required.

4) Mayday, Mayday, Mayday / patient / short vectors for landing.
Vectors / provided / further request
(also) requesting medical assistance

5) unable to pass / 8000
altitude restriction cancelled
altitude restriction is cancelled / following the SID.

6) going around / radar vector for approach ILS runway 07
advise / weather condition / below
request holding instructions for weather update.

Transcript

Audio clip 1

HL123 is cleared to taxi to the holding position of runway 07. While taxiing, the controller asks HL123 to take off at the intersection of runway 07 via Bravo 3 due to traffic separation. Currently, HL123 is at maximum takeoff weight which requires full length takeoff. The pilot needs to deny the intersection takeoff for runway 07.

Audio clip 2

The ground controller gave HL123 pushback instructions to face south, clear of gate number 3. HL123 acknowledged the instruction and relayed it to the ground staff. As soon as they complete the pushback, a system warning triggered which requires maintenance action before departure. HL123 decided to turn back to the gate to consult with maintenance personnel.

Audio clip 3

HL123 was maintaining FL290. They were experiencing moderate to severe turbulence and made a request to climb to FL310. Due to traffic separation ATC could only give climb instructions 20 minutes after. HL123 needed to offset more than 80 miles for 30 minutes unless the climb instructions are given. If they maintained the offset route there was a possibility of landing with only the minimum required fuel as stated by company policy. HL123 decided to declare a Pan-Pan for an immediate weather deviation.

Audio clip 4

Approximately 40 minutes before landing, HL123 gets a report from the purser that one of the passengers is having a medical problem. A doctor paging was made, and an emergency medical kit was used to help the patient. According to the symptoms, the doctor on board diagnosed that further delay would cause a life-threatening problem. The pilot of HL123 declares a medical emergency to recieve short vectors for immediate landing. Also a request for medical assistance was made.

Audio clip 5

HL123 was following the standard instrument departure procedure after takeoff. There was a restriction on the departure procedure at SOT VOR to pass at or above 8000 ft. Due to heavy weight, HL123 was unable to comply with the restriction. They asked ATC to cancel the restriction on SOT VOR and the controller approves the request.

Audio clip 6

HL123 was cleared for ILS runway 07 approach. They were on a final approach segment before the decision altitude. At minimum, the runway was not in sight and the crew executed a go around procedure and decided to plan for another approach at the same runway. They requested radar vectors for another approach, but the controller informed them that the weather has deteriorated below the minimum to commence another approach. The crew asked for holding instructions until weather conditions improve.

B.

1) b 2) c 3) a

D.

Transcript

1) You are on a final approach segment configuring for landing. As you lower the landing gear, you see a message saying that gear position disagrees. You need to carry out the non-normal checklist before landing. Now ATC contacts you.

ATC HL123, wind 270 at 4, cleared to land runway 33 right.

Pilot HL123, system malfunction, unable to continue, request vectors for holding.

2) You have completed pushback, and the tow truck has been disconnected. While waiting for the engines to be started, the ground staff informs you that oil is dripping from the left engine. There is no unusual message from the system, but an inspection must be done before the departure. Now ATC contacts you.

ATC HL123, are you ready to taxi?

Pilot Control, HL123, requesting back to the ramp due to system malfunction.

3) Your destination weather was below the approach minimum. You were holding to wait for the weather to improve. With the remaining fuel on board, your maximum holding time is approximately 20 minutes. Otherwise, you need to divert to yiour alternate airport. Now ATC contacts you. Explain your situation and say your request.

ATC HL123, your sequence number will be 14, how long can you hold?

Pilot Control, HL123, endurance time 20, otherwise, we have to divert to the alternate.

4) Simultaneous approaches are in progress for runway 09 left and 09 right. You are on the final approach course for runway 09 right. ATC now gives you landing clearance.

ATC HL123, cleared to land runway 09 left.

Pilot Confirm runway 09 left for landing. We are on 09 right final. HL123.

5) You are maintaining heading 280, vectors for the approach. ATC gives you further instructions to turn right heading 310. On the radar display, there was an area to avoid which requires a left turn heading approximately 250. Say your request.

ATC HL123, vectors for the approach, turn right heading 310.

Pilot Control, HL123 requesting left turn heading 250 due to weather.

6) Low visibility operation is in effect at your destination airport. The airport has two parallel runways which are 33 right and 33 left. After you conducting an auto landing on runway 33 right, ATC gives you further taxiing instructions. You read back the instruction and vacate per the instructions. When approaching the parallel runway you notice that the stop bar light is on.

ATC HL123, vacate via Charlie 4, cross runway 33 left via Kilo, then contact ground.

Pilot Control, HL123, approaching runway 33 left. Stop bar light is on, unable to cross runway 33 left.

EPTA PART 2

PART 2 | 확인문제 Task A

[Q7] Follow-up questions

In this situation, what happened to HL123? From your own experience, how should you deal with and how common is it for you to encounter this type of situation?

The ground controller turned on green taxi lights for HL123 to follow to their parking stand. However, the lights weren't bright enough and HL123 followed the lights that they thought were lit. They therefore ended up near spot 43, while they were supposed to be at spot 42. Both ATC and HL123 realized the mistake, so the controller turned on a different set of lights to guide HL123 to the right destination. When HL123 was making the last turn into their stand, they felt they struck something and had to stop. This type of situation does not occur often, as I am sure there are certain brightness standards to be met when installing taxiway lights. It is difficult to not be able to differentiate between on and off taxiway lights. However, aircraft are known to sometimes strike other objects while taxiing, primarily with their wings and/or wingtips. These situations can be prevented if the pilots exercise extra caution when taxiing in tight spaces.

PART 2 | 확인문제 Task C

Now listen to the controller's radiotelephony messages.

ATC HL123, Smith Airport Ground, contact Tower 126.2, good day.

ATC HL123, Ground, make a right turn at Kilo 6 and right turn again onto Bravo to the ramp.

ATC HL123, roger mayday. Say your intentions.
ATC HL123, roger. Mango airport is at your 4 o'clock in 30 miles. Runway 24 in use. Turn right heading 040 and descend and maintain 7000 ft.
ATC HL123, roger. If you cannot maintain 7000 ft, I need to vector you to the south due to terrain. This will be a much longer vector. Is it okay with you?
ATC HL123, roger. Turn left heading 180 and descend at pilot's discretion.
ATC HL123, Smith Tower, Wind (is) calm. Cleared to land runway 24.
ATC HL123, roger. I will inform the emergency services to get ready for the current situation. Is there anything else you need?

Now answer the questions.

[Q1] What happened to your aircraft (HL123)? Explain the nature of the incident.
During taxi, HL123 experienced some fluctuation in the left engine vibration levels, so they had to stop and check the problem with maintenance. The maintenance crew determined that this was a dispatchable issue, so they let HL123 continue their flight. However, climbing through 10000 ft, HL123 experienced dual engine flameout which forced them to return to their departure airport. During their descent, HL123 was able to restart one of their two engines, allowing them to maintain altitude and comply with radar vectors. On short final for landing, the restarted engine failed again, but HL123 was able to land safely except for a few burst tires.

[Q2] How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view.
This situation was handled terribly by the air traffic controller. First, the controller should have known that with a dual engine flameout, a passenger aircraft cannot maintain any altitude whatsoever, so he/she should not have assigned 7000 ft. Second, any delayed vectors other than a direct path toward the intended airfield is absolutely detrimental towards the safe outcome of a no thrust glide. Therefore, the controller should never have given, nor the pilot accepted, delayed vectors due to terrain or any other reason.

모의문제 1

모의문제 1 | PART 1 Task A

Directions: You will be listening to 4 ATC instructions. Your callsign will be HL123. Listen carefully and make a correct readback for each of them. "Repeat/Say again" available once only. You may take notes while listening.

[Q1]
ATC HL123, pushback approved, heading east, make a long push back, clear of gate 3.
Pilot Pushback approved, heading east, long pushback, clear of gate 3, HL123.

[Q2]
ATC HL123, when ready, descend via STAR to 5000 ft.
Pilot When ready, Descend via STAR to 5000 ft. HL123.

[Q3]
ATC HL123, increase rate of descent due to traffic.
Pilot Increase rate of descent, HL123.

[Q4]
ATC HL123, cleared for localizer runway 36, circle to land, runway 18, report runway in sight.
Pilot Cleared for localizer runway 36, circle to land runway 18, report runway in sight, HL123.

모의문제 1 | PART 1 Task B

Directions: You will be listening to 6 audio clips, which consist of short situational prompts. Respond to each of them using mainly Standard Phraseology if possible. If not, you may use plain English to help clarify your response. (Your call sign is HL123.) You may take notes while listening.

[Q1] You are on the final approach path. You have received landing clearance. When passing 500 ft, ATC contacts you. Listen and respond accordingly.

ATC HL123, go around due to ground vehicle for runway inspection.
Pilot Going around. HL123.

[Q2] During flight you had a gear system malfunction. Nose wheel steering cannot be used after landing, which means you cannot taxi. Explain your situation to ATC and make a proper request.
ATC HL123, cleared to land runway 09.
Pilot Control, HL123, unable to taxi after landing due to system malfunction. Making a full stop, request towing car after landing.

[Q3] Due to the wind limitation during engine start, you need to face north for pushback. Now ATC gives you pushback instructions. Listen and respond accordingly.
ATC HL123, pushback approved facing south.
Pilot Requesting to pushback facing north due to starting wind limit. HL123.

[Q4] You are requesting push back. Acknowledge your instructions.
ATC HL123, pushback approved heading west, clear of gate 10, traffic inbound for gate 10.
Pilot Pushback approved heading west, clear of gate 10. HL123.

[Q5] While you were descending, you encountered light to moderate turbulence between FL150 and FL130. Now ATC contacts you. Listen and respond accordingly.
ATC HL123, request ride report during descent.
Pilot Light to moderate turbulence when passing F150 to FL130, HL123.

[Q6] You execute a rejected landing due to wind shear warning while passing approach minimum altitude. Now ATC contacts you. Listen and respond accordingly.
ATC HL123, Report your status.
Pilot Tower, HL123, rejected landing due to wind shear (warning). / Tower, HL123, going around due to wind shear (warning).

모의문제 1 | PART 2 Task A

Directions: In Part 2 Task A, you will be going through a couple of flight situations of a normal passenger flight. Follow the prompts for providing your response, which you will either hear or see on the screen, or both. Your call sign is HL 123.

Flight Path: In this scenario, you'll be the pilot flying HL123, which goes through 3 flight stages: APP, TWR, GROUND

Initial Situation: You are inbound and getting closer to your destination. There may be a slight change or alteration to your flight plan, and you have checked that there is a speed restriction on arrival charts. You have been maintaining speed 230 knots to comply with the charted restriction. However, due to severe turbulence, you are unable to either maintain the current speed or reduce any further.

[Q1] Listen and respond accordingly. Make a request as necessary.
ATC HL123, Reduce speed to 210 knots for spacing.
Pilot Unable to reduce speed due to severe turbulence, HL123.
[Q2] Listen and respond accordingly.
ATC HL123, roger. Speed at your discretion. Descend and maintain FL150, contact Arrival, 119.1.
Pilot Speed at my discretion. Descend and maintain FL150, contact Arrival, 119.1, HL123.

[Q3] You have Switched to Arrival. Your speed is now 250 knots. Contact Arrival and report your situation.
Pilot Arrival, HL123 descending FL150 and speed 250 knots due to turbulence.

[Q4] Listen to the controller and explain your situation.
ATC HL123, Arrival. Confirm you're complying with speed restriction?
Pilot Unable speed restriction due to turbulence. We've already informed the previous controller, HL123.

Situation Update: No turbulence now but there are many CBs near the final approach path. You want to hold over initial approach fix until the CBs move away.

[Q5] Listen to the controller and make a request.
ATC HL123, turn left heading 300, cleared ILS approach runway 33 right.
Pilot Arrival, HL123. Due to CB near the final approach path, request holding over initial approach fix.

[Q6] You need to climb to a higher altitude to avoid holding in clouds. Listen to the controller, respond accordingly and make a request.

ATC HL123, fly direct to initial approach fix and hold as published. Maintain present altitude until advised.

Pilot Arrival, HL123. Fly direct to initial approach fix and hold as published. Request climb to a higher altitude to avoid clouds.

[Q7] Listen to the controller and respond accordingly.

ATC HL123, climb and maintain 7000. Say your endurance.

Pilot Climb and maintain 7000 ft. Our endurance is 1 hour and 20 minutes. HL123.

Situation Update: All CBs have moved away. You have been cleared for the approach and are now inbound on the ILS runway 33 right approach. You suspect that there might be windshear along the approach path. You are now in contact with the tower controller.

[Q8] Listen to the controller, respond accordingly and request a PIREP about windshear.

ATC HL123, cleared to land runway 33 right.

Pilot Clear to land runway 33 right, and request any PIREP regarding windshear, HL123.

[Q9] Listen to the controller and respond accordingly.

ATC HL123, we have no PIREPs at the moment. I would appreciate one, from you, after landing.

Pilot Wilco, HL123.

[Q10] You have just landed on runway 33 right. As you suspected, you encountered windshear at 500 ft with an airspeed loss of 10 knots. Make a PIREP regarding what you experienced.

Pilot Tower, HL123. There was windshear on final approach. We've lost about 10 knots around 500 ft.

Situation Update: You have just vacated the runway. There is a lot of traffic on the ground. Your gate number is 103. You are in contact with the ground controller.

[Q11] Use the airport diagram and ask the controller for clarification. the controller gives you an instruction to taxi to gate 104, but you remember your gate number is 103. Clarify the instruction with the controller.

ATC HL123, Taxi via Bravo, Alpha 10. Give way to outbound traffic at Alpha 10, then continue via Alpha 10, Romeo 1, Alpha November, gate 104.

Pilot Ground, HL123, confirm our gate has changed to 104?

[Q12] Listen to the controller and respond accordingly.

ATC HL123 correction. Your gate is 103. Continue taxi via Bravo, turn right to Alpha 8 and then Romeo 4 to gate 103.

Pilot Continue taxi via Bravo, turn right to Alpha 8 and then Romeo 4 to gate 103. HL123.

[Q13] Follow-up questions

You have just finished Task A, as the pilot of HL123.

In this situation, what happened to the pilot during short final? From your own experience, how should you deal with and how common is it for you to meet this type of tailwind?

On short final, HL123 experienced an airspeed loss of 10 knots. This type of situation is fairly common. Pilots have regulations governing the stability of the final approach, which includes airspeed. However, momentary fluctuations of airspeed is acceptable as long as safety of the flight is maintained, and that was probably what happened in HL123's case. They also did the right thing after landing, which is to provide a PIREP regarding your experience, to warn others of present weather conditions.

모의문제 1 | PART 2 Task B

Directions: You will be interacting with an Air traffic controller or Ground crew based on short situational prompts. Follow the prompts and respond as necessary. Assume you can accept all the instructions, unless being specified otherwise. "Say again(=Repeat)" available only once. Your callsign is HL123.

* Response time for each question : 30 seconds or less

Initial Situation: You are the pilot of HL123 and are currently preparing for pushback. However, you have a problem with catering and that caused pushback delay. The ground controller contacts you.

ATC HL123, ground, how long do you think it will take for you to pushback?

[Q1] Respond and give the controller the reason for the delay.

Pilot Tower, HL123. I am afraid it will take a while due to our delay with the catering. I will let you know as soon as we are ready.

[Q2] The catering work is done, but now you realize that there is a discrepancy in the passenger count. Contact the controller and explain your situation. Inform them that you will need another 10 minutes.

Pilot Ground, HL123. There is an issue with our paperwork. Request another 10 minutes.

Situation Update: After sorting everything out, you commenced pushback. During the pushback, you encountered an abnormal engine start. You decide to stop the pushback and return to the ramp for an engine inspection.

[Q3] Make an appropriate request and explain the situation.

Pilot Ground, HL123. We had a problem during our engine start. Request cancel pushback and return to the gate for an engine inspection.

Situation Update: After the engine inspection, you found no problems, and have completed pushback and engine start. You are now ready to taxi, but the controller contacts you with the latest weather update. The weather condition is below your minimum and you may need to return to the gate.

The ground controller contacts you.

ATC HL123, the visibility has dropped due to heavy snow. Low visibility procedure is in effect. The latest visibility is 150 meters. Say intentions.

[Q4] Make an appropriate request and explain the situation.

Pilot Ground, HL123. The current visibility is below my takeoff minimum. Request return to the gate until the weather improves.

[Q5] Listen to the controller. Respond positively and make another request.

ATC HL123, the visibility seems to be fluctuating. If you need de-icing, I can let you go to one of the de-icing pads and wait there for the visibility to improve.

Pilot Affirm, we need de-icing, HL123.

Situation Update: You have completed de-icing, and the weather has improved. You commence taxi towards the runway for departure and you see a long line of traffic ahead of you. According to your calculation, you are only able to wait for another 20 minutes until the fuel level falls below the legal requirement.

The tower controller contacts you.

ATC HL123, tower. You are number 15 in sequence for departure. Continue taxi to runway 33 left.

[Q6] Inform the controller of your situation and make an appropriate request.

Pilot Tower, HL123, we can only wait another 20 minutes before we need refueling. Request to return to the gate for refueling.

[Q7] Listen, respond accordingly, and explain your situation.

ATC HL123, roger. Turn right at the next intersection and join Taxiway Bravo northbound. Say your gate number?

Pilot Turn right at the next intersection and join Taxiway Bravo northbound. I will contact my company and confirm our gate number, HL123.

Situation Update: After the completion of your refueling, you have commenced pushback. During the pushback, you realize that the holdover time from your previous de-icing has already expired.

The ground controller contacts you.

ATC HL123, ground, advise when ready to taxi, due to sequence.

[Q8] Explain the situation and make an appropriate request.

Pilot Ground, HL123, our holdover time has expired. Request another de-icing.

모의문제1 | PART 2 Task C

Directions: You have just finished Part 2 Task B. Now you will

be listening to the ATC's radiotelephony messages to better recall the events. Afterwards, you will be asked two questions about the situation. You will have 90 seconds for each question response.

Now listen to the controller's radiotelephony messages.

ATC HL123, ground, how long do you think it will take for you to pushback?

ATC HL123, the visibility has dropped due to heavy snow. Low visibility procedure is in effect. The latest visibility is 150 meters. Say intentions.

ATC HL123, the visibility seems to be fluctuating. If you need de-icing, I can let you go to one of the de-icing pads and wait there for the visibility to improve.

ATC HL123, tower. You are number 15 in sequence for departure. Continue taxi to runway 33 left.

ATC HL123, roger. Turn right at the next intersection and join Taxiway Bravo northbound. Say your gate number?

ATC HL123, ground, advise when ready to taxi, due to sequence.

Now answer the questions.

[Q1] What happened to your aircraft (HL123.? Explain the nature of the incident.

HL123 had a very rough day attempting to depart its origin airport. Problems with catering, engine starting, weather conditions, de-icing, all plague the flight. On top of all this delay, the fuel level falls below the legal requirement needed on departure forces HL123 back to a gate for refueling. After refueling, HL123 needed to complete another de-icing because their holdover time had expired. This would have led to a huge delay, and further complications due to angry passengers and regulations regarding announcements, meal distributions, etc. I would not be surprised if HL123 had to cancel the flight in the end.

[Q2] How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view.

Unfortunately, there was nothing the controller would have done to improve HL123's situation. All the problems they faced were due to natural causes and heavy delay, which is all out of ATC's control. Therefore, all ATC can do for HL123 is inform them of the situation and accommodate their requests. In this situation, the controller fulfilled his/her duty very well, so I believe there was nothing more that could be improved.

모의문제 2

모의문제 2 | PART 1 Task A

Directions: You will be listening to 4 ATC instructions. Your callsign will be HL123. Listen carefully and make a correct readback for each of them. "Repeat/Say again" available once only. You may take notes while listening.

[Q1]

ATC HL123, cross runway 32 right, hold short runway 32 left.

Pilot Cross runway 32 right, hold short runway 32 left, HL123.

[Q2]

ATC HL123, cleared for VOR runway 18 right, report field in sight.

Pilot Cleared for VOR runway 18 right, report field in sight, HL123.

[Q3]

ATC HL123, after SEL VOR, maintain heading 340.

Pilot After SEL, maintain heading 340. HL123.

[Q4]

ATC HL123, cancel approach clearance, left turn heading 340, climb to 6000 ft.

Pilot Approach clearance canceled, left turn heading 340, climb to 6000 ft. HL123.

모의문제 2 | PART 1 Task B

Directions: You will be listening to 6 audio clips, which consist of short situational prompts. Respond to each of them using mainly Standard Phraseology if possible. If not, you may use plain English to help clarify your response. (Your call sign is HL123.) You may take notes while listening.

[Q1] You are in a holding pattern, waiting for the approach clearance. Now the controller contacts you for further instructions. When responding, ask for the clarification of the waypoint phonetically to make sure.

ATC HL123, left turn direct to DANON descend via DANON 1A arrival, cleared for ILS runway 04 right.

Pilot Left turn direct DA-NON, and can you spell this out, descend via DANON 1A arrival, cleared for ILS runway 04 right. HL123.

[Q2] You are being handed over to the next ATC sector. Acknowledge the instructions accordingly.

ATC HL123, change squawk 1342, contact AB Control on 133.8.

Pilot AB control on 133.8 and squawk 1324, HL123.

[Q3] While following the standard terminal arrival procedure, ATC gives you heading and altitude instructions. The approach sector is surrounded by a military operating area. Now ATC contacts you. When responding, clarify the heading instructions which could lead you into the MOA.

ATC HL123, cancel STAR clearance, after ABC VOR left turn heading 300, maintain speed 220 knots until further advice.

Pilot STAR clearance cancelled, speed 220 knots until further advice, confirm left heading 300 after ABC VOR due to MOA area? (Confirm MOA is hot/active?), HL123.

[Q4] While taxiing for takeoff, ATC asks you for an intersection departure. But due to performance reasons you need full length take off. Now ATC contacts you.

ATC HL123, can you accept K3 intersection departure for runway 09?

Pilot Unable due to performance, HL123.

[Q5] You are taxiing to the runway for takeoff. As you give the takeoff signal to the cabin, the purser tells you that they will be ready within 2 minutes. Now the tower controller contacts you. Explain your situation.

ATC HL123, cleared for takeoff runway 32 right.

Pilot Tower, we need 2 more minutes before takeoff. (Request present position holding for 2 minutes before takeoff), HL123.

[Q6] While you are maintaining FL200, the purser tells you that an unusual sound was heard near the exit door area. Also, on your pressurization system, you see an unusual parameter which requires an immediate descent. Now ATC contacts you.

ATC HL123, climb and maintain FL300 for final.

Pilot Control, unable to climb due to system malfunction (of pressurization problem), requesting immediate descent to 10000 ft / Pan-Pan, Pan-Pan, Pan-Pan, HL123 descending to 10000, HL123.

모의문제 2 | PART 2 Task A

Directions: In Part 2 Task A, you will be going through a couple of flight situations of a normal passenger flight. Follow the prompts for providing your response, which you will either hear or see on the screen, or both. Your call sign is HL 123.
(N.B. All the RT situations, in Role-Play section, are adapted in a certain degree for the purpose of the language test and time constraints.)

Flight Path: In this scenario, you'll be the pilot flying HL123, which goes through 3 flight stages: TWR, DEP, APP

Initial Situation: You are the pilot of HL123 currently on the ground at OR Airport. You are ready for departure and holding short of runway 36 right. According to the current ATIS, wind is steady and the sky is clear, but, in the remark section, bird activity is reported in the vicinity of the airport.

[Q1] The controller contacts you. Listen and respond accordingly.

ATC HL123, Tower. Wind 340 at 12 knots. Cleared for takeoff runway 36 right. Caution bird activities in vicinity of the airport.

Pilot Roger, cleared for takeoff runway 36 right, HL123.

[Q2] You are now airborne. Listen and respond accordingly.

ATC HL123, when passing 3000 ft, contact departure on 121.2, good day.

Pilot Contact departure on 121.2 when passing 3000 ft, HL123. Good day.

Situation Update: When you were about to contact the departure controller, you saw a big bird hit your radome and what was left of the bird is now all over your windshield. Although you have attempted to wipe it off with the onboard wipers, your vision, through the windshield, is still obscured. On top of that, there is a warning message, indicating that your weather radar has failed.

[Q3] Contact departure and simply make a position report.

Pilot Departure, HL123. Lake West RNAV departure. Passing 1000 climbing 3000.

[Q4] Listen to the controller's instructions. Respond that you are unable and make a request accordingly.

ATC HL123, departure. Follow SID and climb to FL230 initially.

Pilot Departure, HL123. We will follow SID, but unable to climb higher due to technical issue. Request to maintain 3000 ft.

Situation Update: Your request to maintain 3000 ft has been approved by ATC. After referring to your Operations manual, you realize that you are not allowed to continue your flight. Before any decision is made, you want to contact your company and seek their advice on the current situation.

[Q5] Contact your company and explain your situation.

Pilot Company, HL123. We encountered a bird strike during our takeoff. Blood and remains of the bird are all over my windshield and I cannot get it off using the wiper. I also have a system message that shows the radar has failed.

[Q6] Listen to your company and respond positively.

Company HL123, Company. I understand that your vision through the windshield has been obscured and your radar has also failed. With those conditions you are currently in, I would strongly recommend that you return immediately to OR Airport.

Pilot Roger. I will return to OR Airport immediately. HL123.

[Q7] You have now decided to return to the airport. Contact the controller and explain what your company has recommended you do.

Pilot Departure, HL123. My company advised me to return to OR airport since I do not have either visual or radar to continue my flight

[Q8] Listen to the controller and respond accordingly.

ATC HL123, roger. Contact OR Approach on 121.2

Pilot Contact OR Approach on 121.2, HL123.

Situation Update: You just made initial contact with the OR Approach controller.

[Q9] Listen to the controller and respond negatively.

ATC HL123, OR approach. Are you declaring an emergency?

Pilot Approach, HL123. Negative. I am not declaring an emergency. Our deviation is simply a precaution.

[Q10] Listen to the controller, respond negatively and explain your situation.

ATC HL123, roger. Turn left heading 140 and maintain 3000 ft. Expect visual approach to runway 36 left.

Pilot Approach, HL123. Unable to accept your clearance. My windshield has been obscured by the remaining from the bird strike. I need an instrument approach.

[Q11] Listen to the controller and respond negatively.

ATC HL123, roger. Expect radar vector for ILS approach runway 36 left. Confirm your vision has been completely obscured?

Pilot Approach, HL123. Negative. My vision has been partially obscured.

[Q12] Follow-up Questions

You have just finished Task A, as the pilot of HL123.

In this situation, what happened to the pilot during the takeoff? From your own experience, how should you deal with and how common is it for you to encounter this type of situation?

During initial climb, HL123 hit a big bird which damaged its weather radar and covered most of the windshield with its remains. Given the message that the weather radar has failed, it is safe to assume that this bird destroyed HL123's radome cover. HL123 had to consult their company to figure out a course of action, and the company recommended that they divert immediately to their departure airport. Although declaring an emergency is absolutely up to the pilot in command, I would definitely have declared one in this case. This type of situation is very uncommon, but one that every pilot should have a backup plan for. In my opinion, HL123 did not have to consult their company. It was very obvious they had to divert to the nearest airfield.

모의문제 2 | PART 2 Task B

Directions: You will be interacting with an Air traffic controller or Ground crew based on short situational prompts. Follow the prompts and respond as necessary. Assume you can accept all the instructions, unless being specified otherwise.

Initial Situation: You are the pilot of HL123, which is a wide body aircraft. You are currently ready for push back at the gate. You have reported fully ready and requested pushback clearance. While you are waiting for clearance, your mechanic contacts you and reports fluid leakage from the aircraft.

[Q1] The ground controller contacts you. Explain your situation and say your intentions.

ATC HL123, ground. Pushback and engine start approved facing north.

Pilot Ground, HL123. We have a report, from our mechanic of fluid leakage from our aircraft. Request cancel pushback clearance and standby for my intentions.

Situation Update: After your mechanic took a closer look, he advised you that the leak was within the limit. Due to the inspection, you will be running behind schedule. You have just completed pushback and are taxiing towards the departure runway. The tower controller contacts you.

[Q2] Listen to the controller, and respond negatively with a reason.

ATC HL123, landing traffic 6 miles on final. Can you accept an intersection takeoff via G2? 8000 ft is available.

Pilot Tower, unable to accept intersection departure. Request full length departure, HL123.

Situation Update: You are now airborne and about to be handed over to the departure controller. Suddenly, you get low engine oil parameters on one engine. The oil pressure indication on one of your engines is blinking and is showing its numbers dropping rapidly. You are supposed to shut down the engine and follow your company's engine out route.

[Q3] The tower controller contacts you. Explain your situation and make a request for a holding.

ATC HL123, contact departure. Good day.

Pilot Pan-Pan, Pan-Pan, Pan-Pan. Tower, HL123, we are shutting down an engine due to low oil pressure and following engine out company procedure. Request to hold at any waypoint.

[Q4] Listen and Respond accordingly.

ATC HL123, roger. Climb and maintain 4000 ft. Fly direct to Cosmo and hold as published. Contact approach on 121.2.

Pilot Climb and maintain 4000 ft. Fly direct to Cosmo and hold as published. Contact approach on 121.2, HL123.

Situation Update: During holding, you carried out necessary actions in accordance with the QRH. You have realized that you need to dump some fuel to meet the weight requirement.

[Q5] Contact approach, explain your situation and make a request to dump fuel.

Pilot Approach, HL123. We are currently too heavy for landing. We need to reduce our weight by dumping some fuel. Request to dump fuel.

[Q6] You are about to start fuel dumping. Listen and respond accordingly.

ATC HL123, Approach. Roger. Fuel dumping is approved while you are holding. Report commencing fuel dumping. Also, I need to know how long it will take.

Pilot Approach, HL123. Initiating fuel dumping. Estimated duration is about 20 minutes.

Situation Update: You have finished fuel dumping, and

are ready for an approach. You want ATC to relay your request to emergency service vehicles to check for possible fluid leakage from your aircraft upon landing.

[Q7] Contact Approach and make a request.

Pilot Approach, HL123. Would you please relay my request to emergency service vehicles? I need them to check for any fluid leakage from our aircraft to prepare for a possible fire.

[Q8] Listen to the controller, and inform them of the fluid leak you had before pushback. Explain your suspicion from the indication that you had before you decided to shut down the engine.

ATC HL123, roger. I will relay your message to the emergency services, but can you fill me in with any indication you have had leading you to suspect fluid leakage?

Pilot We had some fluid leak reported by our mechanic before pushback, HL123.

모의문제 2 | PART 2 Task C

Directions: You have just finished Part 2 Task B. Now you will be listening to the ATC's radiotelephony messages to better recall the events. Afterwards, you will be asked two questions about the situation. You will have 90 seconds for each question response.

Now listen to the controller's radiotelephony messages.

ATC HL123, ground. Pushback and engine start approved facing north.

ATC HL123, landing traffic 6 miles on final. Can you accept an intersection takeoff via G2? 8000 ft is available.

ATC HL123, contact departure. Good day.

ATC HL123, roger. Climb and maintain 4000 ft. Fly direct to Cosmo and hold as published. Contact approach on 121.2.

ATC HL123, Approach. Roger. Fuel dumping is approved while you are holding. Report commencing fuel dumping. Also, I need to know how long it will take.

ATC HL123, roger. I will relay your message to the emergency services, but can you fill me in with any indication you have had leading you to suspect fluid leakage?

Now answer the questions.

[Q1] What happened to your aircraft (HL123)? Explain the nature of the incident.

On the ground, HL123 experienced a leak, probably oil, from its engine. The mechanic took a look and determined that it was a minor problem, and dispatched the flight. However, during initial climb, that same engine suffered low oil quantity and the pilots were forced to shut it down. Because the flight was overweight, HL123 also had to dump fuel in order to make a safe landing. On approach, HL123 requested that emergency services check for fluid leakage from the aircraft upon landing.

[Q2] How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view.

In my opinion, the controller handled the situation fairly well. He/she was able to accommodate all of HL123's requests, and also relayed information with necessary ground services. However, I don't think the question regarding fluid leakage suspicion was necessary at all, especially during the approach phase. This kind of question is best asked on the ground, and directly between the pilots and ground or maintenance personnel.

훈련유닛 - Answer

UNIT 1 On the Ground

Exercise I

1.2

1) False 2) True 3) False 4) False 5) False

1.3

1) Green lights 2) 42 3) 43
4) wrong side 5) follow 6) marshaller
7) right turn 8) hit 9) dispatched to

1.4

1) Follow the green to Spot 42
2) Confirm our spot is 43
3) We are now abeam Spot 43
4) I have the marshaller in sight.
5) We are stopping at the present position.
6) I will dispatch someone to your position.

1.5

1) ahead 2) abeam 3) follow
4) marshaller 5) remain 6) dispatch

Exercise II

2.2

1) CAT2 approach / ground facilities / normally
2) conducting / auto land / CAT2 approach / protected / make sure / protected area
3) unable to / 260 / 20 / right / 260 / 20
4) good / except / poor

2.3

1) Roger, we want you to the ground facilities operate normally.
2) Affirm, HL123
3) Control, HL123, do you read me? And make sure no vehicle is in the protected area.
4) Braking Action was good overall.

Exercise III

3.2

1) informs 2) landed
3) two 4) wake turbulence
5) current 6) which
7) but 8) unable
9) rejected 10) windshear
11) during 12) reject
13) confirm 14) tire debris
15) if 16) was

3.3

1) False 2) True 3) False 4) True 5) False

3.4

1) There seems to be a large number of CBs in the departure direction.
2) we are concerned of the low thunderstorm.
3) Request to delay departure a bit longer.
4) We have aborted our takeoff due to windshear on the runway.
5) There might be some debris over the runway.

3.5

1) Wake turbulence 2) cautious
3) reject 4) abort
5) CB 6) debris
7) wind shear

3.6

1) abort 2) wake turbulence
3) debris 4) cautious
5) windshear 6) rejected

Exercise IV

4.2

1) lead-in 2) re-painted/repaved
3) lead-in 4) lead-in
5) re-painted/repaved 6) re-painted/repaved

4.3

1) True 2) False 3) False
4) False 5) False 6) True

4.4

1) There are two lead-in lines on the apron.
2) Tell me which line to follow.
3) Keep to the right-hand side.
4) There will be traffic pushing-back opposite direction next to you.
5) Wingtip clearance is not assured, take care when taxiing-in.

4.5

1) concourse 2) winglet 3) lead-in
4) CDL 5) repaved 6) wingtip clearance
7) clip 8) assure

4.6

1) concourse 2) winglet 3) lead-in
4) CDL 5) repaved 6) wingtip clearance
7) clipped

UNIT 2 Operational Issues

Exercise I

1.2

1) contacted 2) that 3) ready
4) for pushback 5) was 6) ready
7) to 8) taxi 9) wait
10) mentioning 11) Meanwhile 12) but
13) if 14) delay 15) delay
16) overheard 17) between 18) not quite right.
19) was 20) when 21) were / returning
22) for 23) systems 24) suspended

1.3

1) True 2) False 3) False 4) True 5) False

1.4

1) We have some technical problems.
2) My company has just instructed me to return to the gate.
3) our main system has been down.
4) we have confirmed gate 19 with our company.
5) Is there some delay expected for us?

1.5

1) expected 2) disregard 3) suspend
4) difficulty 5) indefinitely 6) switch

1.6

1) difficulty 2) suspended 3) switched
4) indefinitely 5) expected 6) disregard

Exercise II

2.2

1) on ILS approach runway 31
2) Mike 3) Confirm 4) if
5) ready for us 6) you have a fire 7) runway 31
8) standing by near the runway.
9) deployed a fire extinguisher
10) it failed 11) relay your message.
12) stopping on the runway
13) going to assess 14) of
15) stay on the runway until.
16) as been put out
17) continue our taxiing

2.3

1) Confirm if emergency services would be standing by upon our landing. HL123.
2) It was not successful / We could not put out the fire.
3) I am going to evaluate the situation and let you know what we are going to do next.
4) Tower, HL123, the flight attendants just informed me that the fire has been extinguished.

Exercise III

3.2

1) bound 2) divert 3) emergency
4) landing 5) unruly 6) restrained
7) were 8) injured 9) restraining
10) grounded 11) medical 12) law enforcement
13) taken

3.3

1) true 2) false 3) true 4) false

3.4

1) We have unruly passenger problem.
2) we are looking for a diversion for immediate arrival.
3) the cockpit is secure five people currently holding him down.
4) two passengers were resultantly injured during the struggle need medical care.
5) we are too heavy current conditions request runway 22.

3.5

1) threat 2) yelling 3) suspicious
4) wrestled 5) medication

3.6

1) wrestled 2) yelling 3) medication
4) suspicious 5) threat

UNIT 3 Weather Conditions

Exercise I

1.2

1) 6 miles 2) 32 right 3) cautioned
4) windshear 5) final 6) airspeed
7) gain 8) had 9) go-around
10) missed approach procedure
11) 4000 12) go-around 13) due
14) windshear 15) instructed 16) execute
17) another 18) 32R approach

1.3

1) false 2) false 3) true 4) false

1.4

1) caution windshear airspeed gain 20 knots on final.
2) request reason for your go around.
3) set up for another approach.
4) you can expect another ILS32R approach.

1.5

1) delay 2) windshear 3) expect
4) stabilize 5) maintain

1.6

1) maintain 2) stabilized 3) expecting
4) windshear 5) delay

Exercise II

2.2

1) 7000 during hold. EFC time 0100 / request to hold at current altitude.
2) are picking up moderate icing at this altitude.
3) the freezing layer is not going away until two hours later /
Request divert to Bravo Charlie airport.
4) anti-ice is inoperative /
fly through icing conditions.

2.3

1) Unable to hold in clouds, due to icing, HL123.
2) We have moderate icing, HL123.
3) Affirm (we're unable to hold for that long), request divert to Bravo Charlie airport, HL123.
4) We cannot fly through icing, due to equipment malfunction, HL123.

Exercise III

3.2

1) when 2) encountered 3) typhoon
4) Despite 5) expected 6) obstruct
7) request 8) FL380 9) offset
10) avoid 11) denied 12) climb
13) FL380 14) 20 15) offset
16) 40 17) right 18) which
20) maintain offset 21) when
22) clear of weather 23) 50
24) advise center

3.3

1) false 2) false 3) true 4) false 5) true

3.4

1) The typhoon core is to your left.
2) need about 50 miles then we can go back on track.
3) when clear of weather fly direct DAKIX.
4) advise if you need to maintain offset.
5) I have to coordinate with the controller.

3.5

1) comply 2) advise 3) spanning
4) coordinate 5) core

3.6

1) comply 2) advise 3) spanning
4) coordinate 5) core

UNIT 4 Technical Issues

Exercise I

1.2

1) reason 2) go-around 3) explained
4) unsafe 5) right 6) that
7) visual 8) landing gear 9) low
10) When 11) leveled 12) 500
13) right 14) not 15) appear
16) minimum 17) decided 18) emergency

1.3

1) false 2) false 3) true 4) true 5) false

1.4

1) We had a right main gear unsafe indication.
2) Request a visual check from tower to confirm all wheels are down and locked.
3) Request a visual circuit and immediate landing.
4) Make a right hand circuit for visual approach.
5) extend downwind at your discretion.

1.5

1) discretion 2) appear 3) appear
4) circuit 5) unsafe 6) indication

1.6

1) indication 2) appear, indication 3) discretion
4) confirmed 5) unsafe 6) circuit

Exercise II

2.2

1) happen to notice that we have a significant imbalance.
2) between the left and the right wing-tanks?
3) it does appear that way.
4) will ask 5) if she can 6) passing over
7) FL390 8) suspect a fuel leak
9) immediate descent
10) at the nearest airport
11) heading 090 12) FL220 13) heading 090
14) FL220, HL123
15) say your remaining flight time available.
16) 1 hour and 30 minutes
17) decrease 18) in fact 19) fuel leak
20) The fuel leak appears to be
21) military 22) beneath 23) coordinate with
24) I think it will be best to land at the military airport.
25) Make orbits at your present position
26) 7000 ft
27) we will make orbits at my present position
28) descending to 7000 ft

2.3

1) Did you happen to notice that we have a significant imbalance?
2) I will ask the purser if he can clarify the situation.
3) We suspect a fuel leak.
4) Request immediate descent and landing at the nearest airport.
5) there is another airport which is a military airport right beneath you.
6) I think it will be best to land at the military airport.

Exercise III

3.2

1)	were	2)	pressurization	3)	made
4)	inquired	5)	current	6)	decided
7)	that	8)	to	9)	supply
10)	unpressurized	11)	higher	12)	status
13)	unavailable	14)	which	15)	confusion

3.3

1) True 2) False 3) True 4) False 5) False

3.4

1) I need to get us down to 10000 ft.
2) in order to supply adequate air to the unpressurized cabin.
3) We have not been able to fix the problem.
4) You are about to leave my airspace.
5) We are still talking to our company to come up with a decision.

3.5

1)	unpressurized	2)	adequate	3)	encounter
4)	dive	5)	option	6)	supply

3.6

1)	adequate	2)	unpressurized	3)	dove
4)	supplied	5)	option	6)	encounter

UNIT 5 Environment

Exercise I

1.2

1) cautioned them about
2) may have ingested a bird
3) without any problems
4) divert back
5) was declaring an emergency
6) struck birds
7) middle of the runway
8) may have been

1.3

1) False 2) False 3) True 4) True 5) False

1.4

1) ingested a bird in the right engine.
2) where on the airport did you strike birds.
3) The engine seems to be running.
4) we think it was a duck.
5) are you declaring an emergency.

1.5

1)	urgent	2)	ingest	3)	think
4)	may	5)	running		

1.6

1)	may	2)	urgent	3)	running
4)	think	5)	ingest		

Exercise II

2.2

1) glideslope signal problems / there a problem / severe glideslope / Unable / localizer approach
2) unreliable / fluctuation / coincide

2.3

1) other pilots reported issues with the glideslope signal
2) We're receiving conflicting signals from the glideslope and the PAPI
3) Reverting to localizer approach / Request re-clearance for the localizer approach
4) It does not coincide with the PAPI / It does not show the same information with the PAPI

Exercise III

3.2

1)	was warned	2)	conflicting
3)	traffic on TCAS	4)	matched
5)	was later confirmed	6)	turned out
7)	this traffic was	8)	communicating with
9)	proper separation	10)	without
11)	TCAS RA maneuver	12)	because
13)	conflicting	14)	stopped climbing

3.3

1) True 2) True 3) False 4) False 5) True

3.4

1) descend maintain 6000 expecting ILS 32 right HL123.
2) we have traffic on our TCAS.
3) no RA traffic stopped climbing HL123.
4) the traffic is continuing to climb.
5) we might have a TCAS RA.

3.5

1)	describe	2)	contact	3)	provoke
4)	traffic	5)	conflict		

3.6

1)	describe	2)	contact	3)	provoke
4)	traffic	5)	conflict		

Exercise IV

4.2

1) be on the runway?
2) due to cones on the active runway.
3) to check the runway.
4) hold short of the runway.

4.3

1) be on the runway?
2) due to cones on the active runway.
3) to check the runway.
4) hold short of the runway.

UNIT 6 Human Factor

Exercise I

1.2

1)	departure	2)	captain	3)	abdominal
4)	behind	5)	in contact	6)	return
7)	steering	8)	inoperative		

1.3

1) false 2) false 3) false 4) True 5) false

1.4

1) my captain is suffering from moderate abdominal pain.
2) I need to move you off the main taxiway.
3) I am still waiting for my company's decision.
4) do you require any assistance.
5) My company instructed me to wait for a towing car.

1.5

1)	poisoning	2)	physical	3)	vomit
4)	suffer	5)	incapacitate	6)	communicate

1.6

1)	incapacitated	2)	communicate	3)	poisoning
4)	physical	5)	vomit	6)	suffering

Exercise II

2.2

1) to cancel approach / at / position / has lost / approved as requested
2) now declaring an emergency / need to land / on my own / ready for the approach
3) since / need / to prepare for the approach / extend / as much as you need / have cleared / around you
4) are conducting / ILS critical area / protected for

Exercise III

3.2

1) passengers 2) medical 3) 70s
4) fever 5) personnel 6) a nurse
7) recommended
8) the nearest airport in order to save

3.3

1) false 2) false 3) false 4) false 5) true

3.4

1) I have an urgent matter that I need to discuss with you.
2) one of our passengers is having a medical issue.
3) what are the symptoms.
4) keep me posted.
5) I will see what I can do.
6) I have an urgent matter that I need to discuss with you.
7) We have adjusted the cabin temperature.

3.5

1) groan 2) grave 3) dose
4) willing 5) page 6) besides 7) medical

3.6

1) groaned 2) besides 3) medical /page
4) grave 5) dose 6) willing

훈련유닛 - Transcript

UNIT 1 On the Ground

Exercise I

ATC HL123, follow the green to spot 42. Remain on this frequency.
HL123 Follow the green to 43. Remain on this frequency, HL123
ATC HL123, say again.
HL123 Tower, HL123. Confirm our spot is 43.
ATC HL123, your spot is 42. Say your position.
HL123 We are approaching spot 43, HL123
ATC Confirm 43?
HL123 Affirm. We are now abeam spot 43.
ATC HL123, your spot is on the other side of the building. I will allocate an additional set of green lights for you to follow. Hold your position. [a few seconds later] Do you see green lights ahead of you?
HL123 Affirm, HL123.
ATC HL123, now follow the green lights. Those green lights will lead you to spot 42 where you are supposed to park.
HL123 Wilco. We are now following the green lights to spot 42, HL123. My apologies for the confusion. [a few minutes later] Tower, HL123. I have the marshaller in sight.
ATC HL123, roger. You can now make a right turn into the spot.
HL123 Thank you very....er... Tower, HL123. We are stopping at the present position.
ATC HL123, say again.
HL123 We are now stopping. It appears as though we have struck something, HL123.
ATC HL123, roger. I will dispatch someone to your position.

Exercise III

HL123 Tower, HL123, ready for departure
ATC HL123, behind the Boeing 777 on short final, line up and wait, runway 32 right, behind
HL123 Tower, HL123, request to hold for 2 minutes on the runway before departure
ATC HL123, Tower, is that for wake turbulence?
HL123 Affirm, also request current location of thunderstorm and expected direction, HL123
ATC HL123, there are a couple of them, one is moving slowly to the east at about 3 miles north of the airport. The other one is 3 miles to the west moving in this direction
HL123 Tower, there seems to be a large number of CBs in the departure direction, HL123
ATC HL123, roger, when ready, wind 320 at 15 gust 20, runway 32 right, cleared for takeoff, advise when rolling
HL123 Tower, HL123, now rolling, uh...
HL123 Tower, HL123, we have aborted our takeoff due to wind-shear on the runway, request further taxi clearance.
ATC HL123, would you like to return to the ramp or are you ready for another take off?
HL123 Tower, HL123, the tire pressure is off due to high speed reject and we'd like to return to the gate.
ATC HL123, roger, vacate the runway at the first right taxiway.
HL123 Tower, HL123, request runway inspection because there might be some debris over the runway.
ATC HL123, Tower, roger, please contact your company for gate assignment.
HL123 Roger, we are contacting them now, HL123
ATC HL123, say the location of the wind-shear on the runway.

Exercise IV

ATC HL123, what is your stand number?
HL123 Our stand number is 203 in concourse A, HL123
HL123 Tower, HL123, there are two lead-in lines on the apron. Tell me which line to follow.
ATC HL123, Tower, keep to the right-hand side. There will be traffic pushing-back opposite direction next to you.
ATC HL123, Tower, the centerline has been repaved recently, wingtip clearance is not assured, take care when taxiing-in.
HL123 Tower, sure we will be careful when taxiing in.....er?
HL123 Tower, we heard a rattling sound as we passed by. I think the left aircraft has just brushed our left wing-tip, HL123
ATC HL234, Tower, stop push-back, hold your position. Your right winglet struck HL123's left winglet.
ATC HL234, HL123 reported your right wing just clipped HL123's left wing tip.
HL234 HL234 Roger, our ground crew is inspecting the damage now
ATC HL234, roger.
HL234 Tower, HL234, request permission to tow back in to the gate for further inspection.
ATC HL234, Tower, approved, please report any resulting damage.
HL234 Wilco,HL234
ATC HL123, tower, are you able to continue taxi, or do you need a tow truck?
HL123 Stand by, HL123, we're still trying to figure out the situation.
ATC HL123, Tower, roger that.

UNIT 2 Operational Issues

Exercise I

OZ23 Tower, OZ23. We are ready to taxi.
ATC OZ23, Tower. Hold your position. I will call you back.
HL091 Tower, HL091. Request pushback and start-up at gate 23.
ATC HL091, Tower, standby. I will get back to you.
CB127 Tower, CB127. We're not ready for pushback, but is there some expected delay for us, too? What is going on?
ATC CB127, Tower, affirm. We have some technical problems. Expect a long delay.
HL091 I heard the word 'long delay'. Is it also applicable to us, HL091
ATC HL091, affirm. Expect a long delay. Please standby.
OZ23 Tower, my company has just instructed me to return to the gate. Request taxi back to the gate, OZ23.
ATC Roger, OZ23, taxi to gate 19.
OZ23 Confirm gate 19? We just made our pushback from gate 20, OZ23.
ATC You can contact your company again, but I am sure you are going into gate 19.
OZ23 Roger, OZ23. We have confirmed with our company that our gate is now 19. Taxiing back to gate 19 but would like to know the reason of this long delay.
ATC Our main system has been down, and we are also experiencing some difficulties in switching to the back-up system. At this moment, all the departures and arrivals in the area are being suspended indefinitely.
HL091 Tower, HL091. Our company just informed me that my flight has been canceled. Disregard my request for pushback and have a good evening.
ATC (sigh) Thanks. I will try.

Exercise II

1)
HL123 Tower, HL123. We are on ILS approach runway 31 with information Mike. Confirm if emergency services are ready for us.
ATC HL123, Northern Tower, Roger. I understand you have a fire. Wind calm, cleared to land

runway 31. Emergency services are standing by near the runway.

2)

HL123 Tower, HL123, My flight attendants deployed a fire extinguisher in an attempt to put out the fire, but it failed.

ATC HL123, roger. I will relay your message to the emergency services.

3)

HL123 Tower, HL123, after stopping on the runway, we're going to assess the situation and inform you of our further intention.

ATC HL123, roger. You can stay on the runway until you decide on your next move.

4)

HL123 Tower, HL123. As the fire has been put out, can we continue our taxiing to the terminal?

ATC HL231, roger, you can start taxiing to the terminal whenever you are ready.

Exercise III

HL123 Control, HL123, we have a problem with a passenger. We're looking for a diversion for immediate arrival.

ATC HL123, control, confirm you're requesting to divert?

HL123 Affirm. That's correct, HL123

ATC HL123, expect a visual approach for runway 09, Wind 220 at 9 knots.

HL123 Expecting visual approach for runway 09, HL123.

ATC HL123, do you need law enforcement at arrival?

HL123 Affirm. The cockpit is secure and currently we have around five people holding him down. Two passengers were injured and need medical care on arrival, HL123.

ATC HL123, roger, you are number one, speed at your discretion.

HL123 Say again wind? HL123.

ATC HL123, Wind 220 at 9 knots.

HL123 Control, we're too heavy, unable runway 09. Request runway 22, HL123.

ATC HL123 Roger, Turn left heading 020, vectors for ILS runway 22.

UNIT 3 Weather Conditions

Exercise I

HL123 Tower, HL123, 6 miles final, runway 32 right

Tower HL123, tower, caution windshear 20 knots airspeed gain on final, wind 320 at 20 knots gust 30 knots, cleared to land, runway 32 right

HL123 Roger, cleared to land, runway 32 right, HL123

HL123 Tower, HL123, going around

Tower HL123, roger, follow missed approach procedure, climb and maintain 4000

HL123 Follow missed approach procedure, climb and maintain 4000 ft, HL123

Tower HL123, when you're stabilized, request your reason for go around, winds on final, and amount of airspeed gained or lost

HL123 Windshear warning. At 500 ft, wind 320 at 40 knots, airspeed gained 30 knots, HL123

Tower HL123, roger, thank you, turn left heading 240, maintain 4000, and are you ready for another approach?

HL123 Turn left heading 240, maintain 4000 ft, and request delayed vectors to set up for another approach, HL123

Tower HL123, roger, you can expect another ILS 32 right approach

Exercise II

1)

ATC HL123, hold over the ABC VOR as published, descend and maintain 7000 during hold. EFC time 0100

HL123 Request to hold at current altitude. We cannot hold in icing conditions for too long, HL123

2)

HL123 Approach, HL123, we are picking up medium icing at this altitude.

ATC HL123, roger, say your intentions

3)

ATC HL123, approach, the new weather forecast says the freezing layer is not going away until two hours later. Say intentions?

HL123 Request divert to Bravo Charlie airport, HL123

4)

HL123 Approach, HL123, our engine anti-ice is inoperative. We cannot fly through icing conditions

ATC HL123, roger, say intentions?

Exercise III

HL123 Center, HL123, request climb FL380 and offset 20 miles right of track, due to weather

ATC HL123, center, FL380 is already occupied, 20 miles right of track approved

HL123 Then request offset 40 miles right of track, HL123

ATC Confirm 40 miles?

HL123 Affirm, 40 miles right of track. The typhoon core is to our left side, spanning up to 20 miles right of our airway, HL123

ATC HL123, roger, 40 miles right of track approved, and maintain FL340. How many miles do you have to maintain offset?

HL123 Offset 40 miles right, maintain FL340, and we need about 50 miles then we can go back on track, HL123

ATC HL123, roger, when clear of weather, fly direct DAKIX.

HL123 When clear of weather, fly direct DAKIX, HL123

ATC And HL123, please advise if you need to maintain offset more than 50 miles, I have to coordinate with the next center controller

HL123 WILCO, HL123

Volcanoes - short RT

1)

HL123 Mayday mayday mayday, HL123, turning left heading 270, we are flying through volcanic ash

ATC HL123, roger, descend FL340 if able, due to traffic

ATC HL123, do you have any aircraft damage?

2)

HL123 Luckily our engine is operating normally because we weren't in there long enough, but still there are some abrasions on our windshield, HL123

ATC HL123, can you give a PIREP to let others know about your encounter?

3)

HL123 At FL350 track 090, wind 180 at 20, volcanic ash. There are overcast clouds 30 miles before volcanic ash encounter, HL123

ATC HL123, expect the visual approach, runway 07, at BCD airport.

4)

HL123 Requesting the ILS approach runway 07, due to reduced visibility, and windshield abrasions, HL123

ATC HL123, roger, expect the ILS approach, runway 07

UNIT 4 Technical Issues

Exercise I

ATC HL123, Say reason for go-around.

HL123 DE Approach, HL123. We have a right main gear unsafe indication. Request radar vectors for ILS runway 04 right and low pass to confirm wheels are down.

ATC HL123, roger. Turn left direct to Riverfront, descend to 3000 and cleared for ILS approach runway 04 right. Report established.

HL123 Left turn direct to Riverfront, descending 3000 ft and cleared ILS approach runway 04 right. We'll call once established, HL123.

HL123 Approach, HL123. We are currently established on the localizer.

ATC HL123, contact DE Tower 126.2.

HL123 Contact DE Tower 126.2, HL123

HL123 DE tower, HL123. 8 miles on final runway 04 right. Request cloud base.

ATC HL123, DE Tower. Cloud base at 1000. Say intentions?

HL123 Once we have leveled off at 500 ft we will request a visual check from Tower to check if all wheels are completely down and locked, HL123.

ATC HL123, roger. Continue approach and report when reaching 500 ft.

HL123 Tower, HL123. Now maintaining 500 ft.

ATC HL123, your right main gear does not appear completely down. Say intentions

HL123 We are currently running on minimum fuel and

need to land immediately. Request a visual circuit and immediate landing for runway 04 right, HL123.

ATC HL123, roger. Confirm you are declaring an emergency?

HL123 That is correct. Mayday, mayday, mayday. HL123 is declaring an emergency.

ATC HL123, I copy your emergency. Climb and maintain 1500 ft and once you are ready, make a right-hand circuit for visual approach to runway 04 right.

HL123 Climb 1500 ft and cleared visual approach to runway 04 right. Right hand pattern. HL123

ATC HL123, extend downwind at your discretion and report turning base.

Exercise II

Copilot Captain, did you happen to notice that we have a significant imbalance between the left and the right wing-tanks?

Captain Now that you mention it, it does appear that way. I will ask the purser if she can shed some light on the situation.

Captain Purser, please look out the window and let me know if you see anything out of the ordinary.

Purser I think I see some trace of vapor coming out of the engine. Is everything okay?

Captain At the moment, I am trying to figure out what we are dealing with. Thanks for your input.

HL123 Mayday, mayday, mayday, center, HL123, passing over ATOTI, FL390, we suspect a fuel leak. Request immediate descent and landing at the nearest airport.

ATC HL123, copy your mayday, turn right heading 090, descend to FL220,

HL123 Right turn heading 090, descending FL220, HL123

ATC HL123, say your remaining flight time available.

HL123 As we currently stand, it is 1 hour and 30 minutes, however this will decrease rapidly if we do in fact have a fuel leak.

ATC HL123. Be advised that Island airport is at your 1 o'clock 120 miles.

HL123 I am not sure whether that is possible. The fuel leak appears to be quite severe.

ATC HL123, there is another airport which is military right beneath you. If you feel this is a better option, I will coordinate with them. Say your intentions.

HL123 I think it will be best to land at the military airport.

ATC HL123, roger. Make orbits at your present position and descend and maintain 7000 ft.

HL123 Roger, we will make orbits at my present position and descending to 7000 ft, HL123

ATC HL123, contact Eagle nest radar at 119.1.

Exercise III

HL123 Copenhagen Control, HL123. Descending through FL200 to 10000 ft, heading 290.

ATC HL123, Copenhagen Control. Roger. I was informed that you have experienced a pressurization problem, correct?

HL123 Affirm. HL123.

ATC HL123, understood. What are your intentions upon reaching?

HL123 We have no idea yet. Right now, I need to get us down to 10000 ft quickly in order to supply adequate air to the unpressurized cabin, HL123

ATC HL123, did you say “unpressurized”?

HL123 Affirm, we have not been able to fix the problem, HL123

ATC HL123, roger, be advised, 10000 ft will not be available as a cruise level if a decision is ever made to continue to your destination.

HL123 Understood. I will let you know as soon as we weigh up our options, HL123.

ATC HL123, Copenhagen Control. You are about to leave my airspace. Unless you have decided to land at Copenhagen, contact Amsterdam Control 125.45, good day.

HL123 Copenhagen Control, HL123. Negative, we have made the decision to not land at Copenhagen. We are still talking to our company in order to finalize a decision.

ATC HL123, I can see that you have not decided. That is why I am handing you over to Amsterdam Control in order to let you keep the current heading.

HL123 Oh, okay. Understood. Contact Amsterdam 125.45. Thanks again for your help. HL123

ATC My pleasure.

UNIT 5 Environment

Exercise I

Tower HL123, wind 320 at 10, runway 32 right, cleared for takeoff, caution bird activity

HL123 Cleared for takeoff, runway 32 right, HL123

Tower HL123, contact departure.

HL123 Departure, HL123, we may have had a bird strike on takeoff, so we need to divert back to your airport

Departure HL123, roger, turn left heading 270. Do you need immediate vectors?

HL123 Left turn heading 270, and negative, we ingested a bird in the right engine, but it seems to be running fine so it's not urgent. We still need to divert, HL123

Departure HL123, roger, when you're ready, the number of souls and fuel onboard please

HL123 180 souls, and 4 hours of fuel, HL123

Departure HL123, copied, and... just to verify, are you declaring an emergency?

HL123 Affirm, HL123

Departure HL123, copy your mayday. Where on the airport did you strike birds?

HL123 On the airport, in the middle of the runway, HL123. We think it was a duck

Exercise II

1)

HL123 Approach, HL123, have other pilots reported glideslope signal problems?

ATC Negative, HL123, you're the first arrival of the day. Is there a problem?

HL123 We're getting severe glideslope fluctuation. Unable to continue with ILS approach. Reverting to localizer approach, runway 32 right, HL123

ATC HL123, roger, re-cleared localizer approach runway 32 right

2)

Ground HL123, you mentioned there's a problem with the glideslope signal?

HL123 Affirm, it's unreliable. There's too much fluctuation, and it does not coincide with the PAPI, HL123

Ground HL123, thank you, we'll tell the maintenance personnel to go check.

Exercise III

ATC HL123, good morning, information Bravo is current, turn right heading 360, descend and maintain 6000, expect ILS approach runway 32 right

HL123 Right turn heading 360, descend and maintain 6000, expecting ILS 32R, HL123

ATC HL123, traffic at your 12 o'clock, 20 miles, altitude about 4500, heading your direction, advise when you have it in sight

HL123 Looking for traffic, HL123

HL123 Approach, HL123, we have traffic on our TCAS, about 500 ft below us and climbing, about 10 miles north. Is this the one?

ATC HL123, affirm, we're not in contact with that traffic. It's squawking VFR. Turn right heading 090.

HL123 Right turn heading 090. Traffic in sight, it's continuing to climb, we might have a TCAS RA soon, HL123

ATC HL123, roger.

HL123 Approach, HL123, clear of conflict, no RA after all. Traffic stopped climbing. It looked like a Cessna.

ATC HL123, thank you.

Exercise IV

1) *Pilot* Tower, HL123, are those cones supposed to be on the runway?

2) *Pilot* Tower, HL123, unable to continue taxi due to cones on the active runway.

3) *Pilot* Tower, HL123, please send some vehicles out to check the runway. There are cones blocking our way.

4) *Pilot* Tower, HL123, we're going to hold short of the runway. There are some cones blocking the runway.

Tower HL123, Tower, I was not aware of any cones. Hold short of the runway. Let me send some vehicles out there to check.

UNIT 6 Human Factor

Exercise I

ATC HL123, Chicago Ground. Confirm you are ready for departure.

HL123 Er... negative. I have a bit of a problem and it will take a while, HL123

ATC HL123, did you say a problem?

HL123 Tower, HL123. My captain is suffering from moderate abdominal pain. I need to stop right away and delay our departure.

ATC HL123, confirm you would like to hold short of the runway and delay your departure?

HL123 Negative, I need to hold present position due to my captain's physical condition, HL123

ATC Understood. HL123, you can hold your present position for the moment, but you need to pull off via AA if you would take a while. There are a couple of aircraft taxiing behind you.

HL123 Roger. Hold present position and I will let you know my decision as soon as possible, HL123

ATC HL123, Chicago Ground. How long before you can taxi again? I have several aircraft piling up behind you. I need to move you off the main taxiway if you cannot continue with your departure anytime soon.

HL123 I am still communicating with my company. It will be a couple more minutes, HL123

ATC HL123, roger. When able, taxi straight ahead and make a left turn via taxiway AA for runway 10 left departure.

HL123 HL123, unable. I am still waiting for my company's decision, but I don't think we will continue with our departure. My captain's condition is not getting better. He has been vomiting and now I am afraid he might pass out. It seems that he has food poisoning or something.

ATC HL123, Chicago Ground. I don't mean to rush you but how much longer do you need at your position? Do you require any assistance?

HL123 Ground, HL123. We have decided to return to the gate, but we are not able to taxi on our own. We need a towing car to tow us back to the gate

ATC HL123, I understand your captain is incapacitated due to his physical condition, but is there any other reason that makes you unable to taxi on your own?

HL123 HL123, the steering wheel at my station has been inoperative, so my company instructed me to wait for a towing car.

ATC HL123, roger. I will divert other traffic behind you. You can take your time.

Exercise II

1)

HL123 Approach, HL123, request to cancel approach and make a holding pattern at my present position. I am afraid my co-pilot has lost consciousness.

ATC(APP) HL123, approved as requested. Let me know more details when you can.

2)

HL123 Approach, HL123, I am now declaring an emergency. It seems that I need to land the airplane on my own. However, I am ready for the approach.

ATC(APP) HL123, roger. Your emergency is acknowledged. You are cleared for ILS runway 34.

3)

HL123 Approach, HL123, since I am single pilot, I need a long downwind to prepare for the approach

ATC(APP) HL123, You can extend your downwind as much as you need. I have cleared all traffic around you.

4)

HL123 Approach, HL123, we are conducting an auto coupled approach and landing.

ATC(TWR) HL123, that is approved. ILS critical area is now protected for your landing.

Exercise III

Purser Captain, this is your purser. I have an urgent matter that I need to discuss with you.

Captain What can I do for you?

Purser I am afraid that we have a situation. One of our passengers is having a medical issue.

Captain What happened?

Purser This passenger is a male in his 70s. He finished his dinner about an hour ago and I thought he was taking a nap after his meal until one of my cabin crew, during her walk around, suspected and reported that the passenger was in grave pain.

Captain How bad does he look? What kind of pain does he have? What are the symptoms?

Purser She reported and I personally confirmed that this passenger was sweating and groaning, and most importantly, he was not able to answer any of our questions I checked his body temperature, and I can say he is suffering from a high fever, nothing like I have seen before.

Captain Have you done anything else besides checking his body temperature? I can see that you have already adjusted the cabin temperature. Have you tried to page for any medical personnel among the passengers on board?

Purser My colleague is paging for a doctor or nurse on board as we speak. I will let you know as soon as we find any assistance. As you noticed, I have adjusted the cabin temperature in hopes that it will help a little with his fever until we find some help, but I am afraid his fever is quite serious.

Captain Okay. Keep me posted.

Purser Sure. By the way, how far are we from the closest airport, just in case?

Captain Considering our current position, Anchorage is the closest which is about an hour and twenty minutes away.

Purser Captain, I have good news and bad news. The good news is that we found a nurse among the passengers, who was willing to help, but the bad news is that the nurse thinks the passenger's pulse is so low even with a high dose of medication.

Captain What is her recommendation?

Purser She recommends that we divert to the nearest airport if we want to save the man.

Captain Understood. I will see what I can do. Let me get back to you as soon as I can.

Purser Thank you, captain. Appreciated.

[무선통신사] 확인문제

확인문제 | PART 2 Task A

[Q9] Follow-up questions
You have just finished Task A, as the aeronautical communications operator.
In this situation, what happened with FD192 and how did you handle the situation? From your own experiences, how common is it for you to relay this kind of message?
FD192 requested weather forecast information for their destination airport, so I delivered the information. They decided to divert due to bad weather, so I relayed that information to their company. Their company then responded by saying that category 2 ILS approach will be available at their destination airport, and that should be taken into consideration. This kind of situation is not very common in my experience, because I believe the flight crew would already be aware of available approaches at their destination, and would therefore make a fully informed decision to divert before they announced it. So, the company's last message I had to deliver was redundant.

확인문제 | PART 2 Task C

[Q1] What happened to UP3241? Explain the nature of the incident.
UP3241 was looking for a place to divert because they had a malfunction of the wing anti-ice system. They were asking me for any airports free of icing conditions, so I provided them one that met their requirements. Later, their windshield heating system malfunctioned as well, so they could not see very well out their windshields. They then requested for an airport with a precision approach. I provided them with another airport that fit their needs. This second airport seemed to satisfy them, and they requested a relayed re-clearance to the second airport.

[Q2] How do you think you handled the situation? Do you feel the situation could have been handled differently? Make a comment from an aeronautical communications operator's point of view.

I believe the communications operator handled the situation well. He/she accommodated all of the pilot's requests to look for airports meeting their specific needs, and also to relay ATC clearance. However, the pilot could have handled the situation a bit better. First, he/she could have chosen the second airport in the beginning, provided by me, due to its more extensive list of approach options. This way, they would not have made two more transmissions through HF, which is very difficult to communicate through.

[무선통신사] 모의문제

모의문제 | PART 1 Task A

[Q1]

Pilot Seoul Radio, HL123 Request Radio Check.

Operator HL123, your radio is loud and clear. How do you read?

[Q2]

Pilot Seoul Radio, HL123 Request SELCAL Check, SELCAL Code BSFM.

Operator HL123, standby SELCAL check.

[Q3]

Pilot Seoul Radio, HL123 Request IC arriving runway.

Operator HL123, IC arriving runway is 33 right.

[Q4]

Pilot Seoul Radio, HL123 Request QNH at GE airport.

Operator HL123, GE airport QNH is 1013.

모의문제 | PART 1 Task B

[Q1] Due to moderate turbulence, the pilot has asked you to contact ATC with his request for a lower level. You are just about to call the pilot with ATC's message.

Pilot Seoul Radio, UP112. Have you contacted ATC with my request?

Operator ATC clears UP112, descend and maintain FL300.

[Q2] The pilot has asked for a SELCAL check, and you made a SELCAL call. Listen to the pilot and respond accordingly.

Pilot Seoul Radio, FD214. SELCAL check is okay. Please say again the secondary frequency. Go ahead.

Operator FD214, Seoul Radio. Your secondary frequency is 5546, go ahead.

[Q3] The pilot asked for a phone patch with his company, and you have prepared for the phone patch. Listen to the pilot and respond accordingly.

Pilot Seoul Radio, JA551. Request phone patch with my company at NA airport.

Operator JA551, Seoul Radio. Phone patch to your company at NA airport is ready. Go ahead with your message for your company.

[Q4] The pilot wants you to contact his company and relay his message regarding a security issue. Listen to the pilot and respond accordingly.

Pilot Seoul Radio, AA221. One of my flight attendants found a suspicious box in the cabin. We are diverting to SA airport.

Operator AA221, Seoul Radio. I have received your message. I will relay the message to your company.

[Q5] A pilot is calling your station, but there is interference with other stations. Instruct the pilot to contact you on another frequency.

Pilot Seoul Radio, KA112 over KANSU, Kilo, Alpha, November, Sierra, Uniform, at time 0345, maintaining FL300. Go ahead.

Operator KA112, Seoul Radio. Your radio is unreadable. Change to my frequency 113.62.

[Q6] Listen to the Pilot's position report. Acknowledge and respond accordingly.

Pilot Seoul Radio, UA921, over HOTEL, Hotel, Oscar, Tango, Echo, Lima, at 0020, maintaining FL350, estimating INDIA at 0031, OSCAR next. Go ahead.

Operator UAL921, say again ETA over INDIA.

모의문제 | PART 1 Task A

[Q1] An aircraft, during preflight check at GE airport, is requesting a radio check. Listen to the pilot and respond accordingly.

Pilot Seoul Radio, KA004 at GE airport. Request a radio check on 5652, go ahead.

Operator Station calling from GE airport, Seoul Radio. Say again your call sign.

[Q2] Listen to the pilot and respond accordingly.

Pilot Seoul Radio, this is DA337 and hear your radio loud and clear. Request SELCAL check EHGP. Go ahead.

Operator DA337, standby SELCAL check. This is primary, secondary 8942.

[Q3] Listen to the pilot and respond accordingly.

Pilot Seoul Radio, DA337. Negative SELCAL. Please try again, SELCAL code EHGP. Go ahead.

Operator DA337, standby SELCAL check again, EHGP.

[Q4] Listen to the pilot and respond accordingly.

Pilot Seoul Radio, DA337. Negative SELCAL again, but it was my mistake. My SELCAL code is EGHP. Go ahead.

Operator DA337, standby SELCAL check again, EGHP.

[Q5] Another aircraft contacts you with his position report. Listen to the pilot and respond accordingly.

Pilot Seoul Radio, UA112. Position HOTEL, Hotel, Oscar, Tango, Echo, Lima, 1905, FL360, estimating INDIA 2050, OSCAR next. Remaining fuel 171.5, go ahead.

Operator UAL112, position HOTEL 1905, FL360, estimating INDIA 2050, OSCAR next. Remaining fuel 171.5.

[Q6] ATC asked you to inquire if AA211 can accept a higher level. Ask if AA211 if he can accept FL380.

Operator AA211, Seoul Radio. ATC asks if you can accept a higher level. Advise if you can accept FL380.

[Q7] Listen to the pilot and relay ATC's message to the pilot.

Pilot Seoul Radio, AA211. Unable to accept FL380 for the next two hours. We are too heavy.

Operator AA211, Seoul Radio. ATC advises AA211. Maintain Mach .76. If unable, descend to FL340. Say your intentions.

[Q8] Listen to the pilot and relay the message to ATC.

Pilot Seoul Radio, AA211. Unable to maintain any lower than Mach .78 due to performance. I will descend to FL340.

Operator DA Control, Seoul Radio. AA211 advised that he cannot maintain any lower than Mach .78 due to performance; therefore, AA211 will descend to FL340.

[Q9] Follow-up questions

You have just finished Task A, as the aeronautical communications operator. In this situation, what happened with AA211 and how did you handle the situation? From your own experiences, how common is it for you to relay this kind of message?

AA221 was probably maintaining FL360 when ATC wanted them to climb to FL380. ATC usually gives these instructions when they are unable to provide separation along their routes. AA221 then replied they were unable to climb to FL380. If they were to maintain their current altitude, they needed to maintain Mach .76, or descend FL340 if unable. The pilots reported they were unable to maintain that speed, and that they were descending to FL340. This sort of situation is fairly common, because, due to the ever-growing volume of traffic in a finite airspace, separation service is becoming harder to provide by ATC. Therefore, the controllers have to come up with new ideas in order to provide adequate separation. The situation given here is one of those examples.

모의문제 | PART 2 Task B

Initial Situation: FD1325 is flying towards their destination airport and will experience unexpected problems while en-route.

[Q1] The pilot contacts you. Provide the pilot with the current weather information.

Pilot Seoul Radio, FD1325. Request IC airport weather condition. Go ahead.

Operator FD1325, IC airport weather information, time 1100 Wind 280 at 20 knots. Visibility 1500m with light rain. Sky condition 1000 ft scatter, 2000 ft broken, 3000 ft overcast. Temperature 17, dewpoint 16.QNH 1004, over.

[Q2] Listen to the pilot's response and ask for their intentions.

Pilot Seoul Radio, FD1325, I think the weather condition at IC is good enough. We are experiencing high vibration on one of my engines and I might need to shut down the engine.

Operator FD1325, what are your intentions?

[Q3] Listen to the pilot's response and ask if they want you to relay this situation to ATC.

Pilot Seoul Radio. FD1325, we are still reviewing the problem and have not decided what to do.

Operator FD1325, roger. Do you want me to relay this situation to ATC?

[Q4] Listen to the pilot's response and relay the situation to ATC.

Pilot Seoul Radio, FD1325, please let ATC know of this situation and that I have no request for the moment.

Operator DA Control, Seoul Radio. FD1325 is experiencing high vibration on one of his engines. They are still reviewing the problem and have not decided what to do. They have no request for the moment.

Situation Update: FD1325 has finished reviewing the problem and decided to divert to IC airport.

[Q5] The pilot contacts you. Readback their request and ask if they are declaring an emergency.

Pilot Seoul Radio, FD1325. Request diversion to IC airport. Go ahead.

Operator FD1325, Seoul Radio. Roger. I will let ATC know that you are requesting diversion to IC airport. Are you declaring an emergency?

[Q6] Listen to the pilot's response and relay their request to ATC.

Pilot Seoul Radio, FD1325,negative. We are not declaring an emergency. The engine is running at IDLE power in order to minimize the vibration and any further damage.

Operator DA Control, Seoul Radio. FD1325 is requesting diversion to IC airport due to engine vibration; however, they are not declaring an emergency since the engine is still running at IDLE power.

[Q7] Listen to the pilot and relay ATC clearance.

Pilot Seoul Radio, FD1325. Has there been any word from ATC?

Operator FD1325, Seoul Radio. ATC clears FD1325 to IC airport via direct to GUKDO.

모의문제 | PART 2 Task C

Directions: You have just finished Part 2 Task B. Now you will be listening to the pilot's radiotelephony messages to better recall the events. Then you will be asked two questions about the situation. You will have 90 seconds for each question.

Now listen to the Pilot's radiotelephony messages.

Pilot Seoul Radio, FD1325. Request IC airport weather condition. Go ahead.

Pilot Seoul Radio, FD1325, I think the weather condition at IC is good enough. We are experiencing high vibration on one of my engines and I might need to shut down the engine.

Pilot Seoul Radio. FD1325, we are still reviewing the problem and have not decided what to do.

Pilot Seoul Radio, FD1325, please let ATC know of this situation and that I have no request for the moment.

Pilot Seoul Radio, FD1325. Request diversion to IC airport. Go ahead.

Pilot Seoul Radio, FD1325, negative. We are not declaring an emergency. The engine is running at IDLE power in order to minimize the vibration and any further damage.

Pilot Seoul Radio, FD1325. Has there been any word from ATC?

Now answer the questions.

[Q1] What happened to FD1325? Explain the nature of the incident.

FD1325 first requested weather information for their alternate airport. The weather was good enough for them, and later reported that they will divert there. They also reported high vibration on one of their engines and might need to shut it down. They requested re-clearance to their alternate airport and the communications operator relayed the clearance to them.

[Q2] How do you think you handled the situation? Do you feel the situation could have been handled differently? Make a comment from an aeronautical communications operator's point of view.

I think the communications operator handled the situation well, but the pilots could have made the situation far more efficient. First, they should have reported their problem in their first transmission to reduce communication time. Also, they probably did not need to transmit during the time they considered the situation. If the pilots did all these, the number of transmissions through HF would be drastically reduced.

APPX.

EPTA 도움말 주요 어휘 및 표현

EPTA Tips and Words & Expressions

• Tips for Test-taker's Response

안내 다음은 EPTA응시자가 답변 시 유의할 사항을 정리한 것임
(한국교통안전공단, 항공시험처 EPTA 공지 사항 참조)

① (P1TA) 문항의 교신상황에서 표준관제 규칙을 준수하여 명확하게 교신

② (P1TB/P2TA&B) 문항의 상황에 맞게 Checking, Clarifying, Confirming Informing 할 수 있는 능력: 비정상/비상/돌발 상황 시 표준용어 사용뿐만아니라 일반영어(Plain English) 적용/구사력

③ (P2TC) 독백형(Monologic) 응답문항으로 발생한 교신상황의 정보 인지 및 보고(Reporting)할 수 있고 자신의 의견을 개진(Evaluation/Speculation)하는 기량

근거규정

• 항공교통업무 운영 및 관리규정(고시 제2019-245호) 제 24조(표준용어) 규정에 따라서 아래의 규정에 포함된 용어를 표준용어로 인정한다

1. 항공교통관제절차(국토부 고시)
2. 무선통신매뉴얼(국토부 고시)
3. 국제민간항공기구 교범 4444
4. 국제민간항공기구 교범 9432
5. 미연방항공청 교범 7110.62
6. 지정된 표준용어가 없을 경우 항공교통업무제공자가 별도로 정하여 사용 가능

응답 유의사항

[이해력]

• 시험의 상황/지시/교신 관련 내용을 각각 정확히 파악하여 응답

① 상황: 문답에 관련된 항공기, 관제소 및 시설의 상황을 설명하며, 상황에 제시되지 않은 것을 상상/가정하여 응답하지 않도록 유의

② 지시: 어떤 응대를 해야 할지 해당 지시에 맞게 응답

※ (안내서) "☞" 손가락 표시가 해당 문제의 지시문: 예를 들어, "Contact Tower"이면, Tower에 교신하라는 의미. 이 경우, Contact Tower"를 그대로 따라 읽지 않도록 유의

※ 조종사용 시험에서 "Respond positively"라는 지시가 나올 경우에는 긍정적으로 응대하는 의미이므로 Unable, Negative 등 부정 또는 거부의 의사로 응답한 경우에는 지시문을 이해하지 못한 것으로 간주

※ 최초 교신 시는 항상 상대 Station(항공기, 관제기관)을 호출하도록 함

③ 교신: 상대방의 교신으로 시작되는 문제인 경우, 교신 내용을 듣고 상황과 지시에 알맞게 응답

[감점고려 사례 예시]

(a) 상황이나 지시에 나온 내용을 무작정 따라 읽는 경우, 문제의 취지에 맞지 않는 응답으로 간주 될 수 있으므로, 상황과 지시를 이해하고, 내용을 적절하게 바꾸어 응답
예를 들어, ATC가 "YOU"로 지칭한 내용은, 응답자 입장에서 적절하게 "I 또는 Me"로 바꾸어 응답

(b) 문제의 지시가 "contact Ground control and explain your situation."라면, 'contact'를 빼고 "Ground"라고 지상관제소를 호출한 후 이하 대답이 이어져야 하고, 교신에서 관제사가 "contact Ground on 121.4"라고 했다면, 조종사는 "Contact Ground control 121.4"라고 리드백 해야 함

(c) P1TA : 정확한 리드백. 실제 교신상황에서 "바빠서 못한다", "실제 비행에서는 표준이 아닌 방식으로 해도 다 알아 듣는다." 등의 이유로 생략하거나 단순화 하는 것은 지양되어야 함. 시험 상황에서라도 정확한 교신용어 사용을 권장함

④ 안전과 관련된 사안

호출부호 오류, 고도/속도/기수, 위치정보, 활주로/유도로 정보, 중요한 지시사항 등 항공 안전과 직결되는 사안에서는 단순 실수인 경우에도 엄격하게 채점

☞ 실제 비행에서 오해를 발생시키고 위험한 비행 상황을 유발할 가능성 다수

예시) • FL150 ↔ 15000 ft, 1500 ft
• twelve thousnd ft ↔ one thousand two hundred
twenty thousand ↔ twenteen thousand (1200을 잘못 말하는 등 사례)
• fifity ↔ fifteen(50 vs 15) miles
• Turn right heading 150 ↔ Heading 150 (선회 방향 생략)
• 단위의 경우, 생략가능 한 것은 인정되나, 잘못된 단위를 쓰는 것은 감점

• 상황 / 지시 / 교신 및 질문을 구체적으로 정확하게 인지했는지에 대해 명확하게 근거가 인정되도록 응답

[감점고려 사례 예시]

(a) 답변회피 경우 1:

- 관제사의 상황 대처에 대해서 조종사 관점에서 코멘트하라는 질문에 대해, "아주 잘 했다. 그냥 모든 걸 다 알맞게 했다. 나라도 그렇게 했을 것이다. 답변 끝"라고 응답할 경우, 해당 상황을 구체적으로 이해한 것인지 근거가 불명확하고, 구체적 사실을 이해하지 못하여 '거두절미'하여 구체적 사안의 언급을 회피함. 혹은 한 가지 답변을 암기하여 여러 가지 질문에 대비하기 위해 전략적으로 일반화시킨 답변 내용으로 말한 경우 등은 모두 감점 사유

(b) 답변회피 경우 2:

- "Say again I don't understand you."처럼 문제에 대한 응답 대신 문제 자체를 듣지 못했다는 것만 말한 경우처럼, 상황에 대한 언급이 전혀 없는 응답에 대해서는 감점 사유

(c) 답변회피 경우 3:

- "Confirm taxi via alpha, then bravo? "처럼 관련 내용을 구체적으로 언급하는 동시에, 듣지 못하거나 이해하지 못한 일부분에 대하여 확인하는 응답인 경우, 발화 기량 정도 및 평가요소에 따라서 4등급에 해당하는 점수 부여 가능. 아울러, 관련 내용을 빠짐 없이 전부 다 readback하면서 위와 같이 confirm 요청을 한 경우에는 상위(5등급) 점수도 가능

(d) 답변회피 경우 4:

- "I have never experienced, so I don't know how to handle this situation"과 같이, 아직 학생이라서, 아직 운항해본 적이 없어서 등 경험이 없어서 모르겠다고 응답하는 경우에도, 질문과 관련된 구체적인 상황을 언급하면서 그에 대한 경험이 없다고 해야 올바른 응답으로 인정 가능

[어휘, 문법]

(1) 필수 단어를 정확하게 사용한다.

(2) 문법 오류가 "조금" 있어도, 의미 왜곡이 없으면 운항가능 등급(4)을 받을 수 있다.

① 문장에 문법 오류가 있더라도, 이해는 가능한 경우, 반복적이지 않은 일회성 실수

eg. we ARE have a declare emergency , we ARE call ~, we ARE have a ~

we MAKING go around due to localizer signal fluctuation.

② 교신어법 외에는, 완결된 문장으로 답변. 온전하지 않은 채 부분적으로(fragmentary structure) 답변 시 상대방이 이해할 수 없음

eg. The unruly passenger restrained a flight attendant hurt and injured.

(3) 지나간 상황, 과거에 있었던 일, 본인의 경험 등 필수적으로 과거 시제가 필요한 답변의 경우, 특히 Part 2 Task A의 마지막 질문과 Task C의 경우에는 과거 시제의 적절한 사용이 필수적으로 요구된다.

(4) ICAO 기준에 의하여 5등급을 받기 위하여 complex structure를 사용할 수 있어야 하며, 확장적인 어휘 사용 능력 여부가 증명되어야 한다.

※ Complex structure: ICAO 9835 Appendix B 참조

[감점고려 사례 예시]

(a) 엔진 손상을 표현하기 위해서 engine "damaged" 대신에 "injured", "sick" 라고 하는 경우 등 어휘 선택이 부적합 또는 부정확한 경우:

- 어휘영역에서 조금 어색하더라도 무리 없이 이해가 가능하면 4등급, 의미를 왜곡시킬 소지가 있다면 3점 이하의 점수를 받게 된다.

(b) 교신 상황에서, 표준어법이 있는 경우 표준방식의 교신이 훨씬 효율적이고 명확하다. 교신 상황에서의 일반 영어 사용은 인지하지 못하는 문법적 오류 발생가능성이 훨씬 크다.

예를 들어, I wanna, we would like to, I need to 보다는 "request~"로 요청 사항을 전달해야 한다.

→ (응시자 표현) There is a CB area in front of us, we want to deviate 10 miles left side of the track.

→ (권장 표현) Request offset 10 miles left of the track due to CB (or to avoid CB).

→ (응시자 표현) we (문법오류) encountering heavy turbulence because of that, we needed (<-문법오류) to climb to FL330. → (권장 표현) Request climb to FL330 due to turbulence.

(c) 습관적 남용: a, an, the, -s등을 부적절하게 반복적으로 사용하는 경우, 그 결과 의미상 왜곡 소지가 발생하거나 이해를 방해한다고 판단되면 감점

- We approaches finals / Request taxis to the terminals
- We'll the report the when established on the localizer.

(d) 습관적 생략: 의미상 꼭 필요한 어휘인데도 습관적으로 생략하는 경우, 그 결과 의미상 왜곡 소지가 발생하거나 이해를 방해한다고 판단되면 감점

- We (are) leaving 14000 (for) FL310.
- Hold (on) taxiway Delta.
- Hold short (of) runway 23.
- Request (ILS) runway 34.
- Cleared (visual) approach.

[표준 어법과 발음]

(1) 표준 어법은 ICAO 규정에 근거

① "교신" 중에는 교신의 표준용어의 사용 및 어법 적용이 일반영어보다 우선함
("교신"은 언어의 유창성과 복잡성 보다는 간단, 명료하고 직접적인 의사표현이 중요)

[비권장 답안 예시]

(a) Request 미사용:

- We need to climb now
- We want to taxi to the terminal
- We would like to divert to the nearest airport.
- Can we go to runway 34?

(b) Affirm / Negative / Unable (to) 미사용:

- Roger, field in sight.: Roger과 Affirm은 의미가 다르다.
- No, request ILS runway 23, I say again, runway 23: No는 Negative라고 해야 한다.
- We cannot continue taxi.: 수행이 불가능함은 Unable (to)로 표현해야 한다.

(c) P1TB 응답시 : 상황이해 선행. 이해된 상황을 바탕으로 가장 적합한 답변을 해야 한다.
A. 할수 있느냐 없느냐, 지시에 대한 불가능 표시 등의 문제에 있어서는
"Confirm/Verify + instruction 및 clearance, information" + (필요시) 추가 설명 및 요구
"Unable/ Negative, (instruction/clearance~), due to (reason), Request (alternative intention) or able~" 같은 형식이 바람직한 답변 방식임
"Confirm~?" 에 대한 답이 긍정일 경우 "Affirm~" 이 바람직하며, Yes, OK, Roger는 해당사항의 적절한 답이 아닐 수 있음

② Callsign 원칙 관련

항공기는 자체 호출부호로 복창(Readback)을 끝내야 한다.

[근거] ICAO DOC9432/항공무선통신매뉴얼 2.8.3.8

- 리드백시 혼동을 유발할 수 있게 호출부호를 앞뒤 규칙없이 붙이는 경우
누락을 방지하고자 일단 전부 앞에 붙이고 시작하는 경우

③ Negative/Unable

- 부정확한 송신에 대한 대응과, 불능에 대한 응대
- 허가 또는 지시에 관한 항공기 복창이 부정확하다면 관제사는 "NEGATIVE" 다음에 정확한 설명을 송신하여야 한다.

- 조종사가 ATC 허가 또는 지시를 이해할 수 있는 지가 의문시된다면 관제사는 "if not possible advise"를 허가 또는 지시 뒤에 추가하여 대안을 제시한다. 조종사가 이행할 수 없는 허가 또는 지시를 수신하는 경우에 조종사는 UNABLE TO COMPLY를 사용하여 관제사에게 알려야 하며 그 이유를 제시해야만 한다.

[근거] ICAO DOC9432/항공무선통신매뉴얼 2.8.3.9, 2.8.3.10

- 혼동을 유발하도록 "Negative/unable"에 대한 반응이 명확하지 못한 경우 · 이유를 명확하게 제시하지 못한 경우

(2) Readback

* 복창요구는 비행안전 측면에서 도입되어 왔다. 복창요구의 필요성은 ATC 허가와 지시의 송신 및 수신 중에 발생할 가능성이 있는 심각한 오해와 직접적으로 관련이 있다.

** 복창절차의 준수는 허가가 정확하게 수신되었는지 또는 허가가 목적한 대로 송신되었는지를 확인시켜주며, 또한 항공기가 허가사항을 올바르게 이행할 것인지를 점검하는 역할을 한다.

- 사용중인 활주로에 진입, 착륙, 이륙, 횡단 및 역행에 대한 허가는 복창되어야 한다.
- 사용활주로, 비행방향, 속도지시, 고도계수정치와 SSR 코드들은 항상 복창되어야 한다.

[근거] ICAO DOC9432/항공무선통신매뉴얼 2.8.3.5

- 리드백의 오류는 엄격하게 채점
- Full readback 이라고 하더라도, 규정상 반드시 리드백 하도록 되어 있는 항목이 아닌 경우 생략 가능함
- 지시 후 정보(기상, 조류, 장애물, 특이사항) 제공시 특이사항에 대한 acknowledge는 필요한 중요 사안으로 간주하고 평가함

(3) ICAO 규정에 따른 발음 권장

※ 아무리 쉬운 것이라도, ICAO 9432 및 국토부 무선통신 매뉴얼(고시 제2018-682호) 문서를 꼭 한 번 확인해 볼 것을 권장한다.

① 발음이 어색해도 의미 전달이 가능하다고 판단되면, 운항가능 등급이다.

[예시]

(a) 잘못된 발음이지만 운항가능등급(level 4)으로 판단

- Turn right heading 150에서 "right" 발음이 light로 들렸지만, 문맥상 의미 전달 가능
- Cleared RNAV 발음이 약간 이상했지만, 의미 전달 가능
- 내용상은 완벽한 리드백인데, 숫자 발음에서 3 (tree 대신 three발음) 과 5(fife 대신 five로 발음) 발음이 비표준임

② 발음이 이상해서 해당 부분이 “다르게 이해될” 가능성이 있다고 판단되면, 4등급 이하로 감점될 수 있으니, 주의해야 한다.

(a) 40 mile은 fo-wer zero라고 하면 되는데, forty라고 하다 발음이 fourteen처럼 들린다던가 하면 감점의 대상이 될 수 있다. 20 two-zero 하시며 쉬운데, twenteen으로 발음하시는 경우가 있다. (twelve? twenty?)

(b) 문장에서 can 과 can't는 의미가 완전히 다르지만, 분명하게 발음하여 구분을 주기 어렵다. 제 3자가 듣기에 의도를 오해할 가능성이 크다. "unable"이란 명확한 단어가 있다.

(c) windshield를 wind shear로 발음하거나, TCAS RA[TEE-CAS AR-AY]를 [티키스 알이]같이 발음하시여 중요한 상황에 의사전달이 되지 않는 상황이면 감점된다.

(d) request는 항공분야에서 통상 사용되기 때문에 발음으로 인한 오해의 소지가 적지만, 교신중 request 대신 require 등의 단어를 사용하면서 발음을 틀리시면 타국의 관제사 및 조종사는 que[쿠우에] 발음이 정확하지 못한 경우 이해도가 낮아지는 것을 고려해야 한다.

ICAO 규정을 확인해 보시고 본인의 어법과 발음이 ICAO 표준을 따르고 있는지 반드시 진단해 볼 것을 권한다.

(4) 비상선언에 대한 용어는 반드시 "MAYDAY, MAYDAY, MAYDAY", 혹은 "Pan-Pan, Pan-Pan, Pan-Pan"

훈련되어 있지 않은 경우 실제 비상상황에서 용어를 사용하지 못하는 경우가 많음:

비상상황을 선언하라고 말하는 경우 "we are declaring emergency"로 의사소통은 가능하지만, 급한 상황에서 non-native의 declaring emergency는 상대 관제사의 confirm을 유발하여 불필요한 교신을 추가 반복하게 되는 것으로 조사되었다. 한국인의 "declare", "emergency" 발음을 타국의 관제사가 한 번에 알아 듣지 못하는 경우도 있을 수 있다. 세계 모든 국가가 공통으로 비상/위기 상황을 가장 명확하고 신속하게 전달하여 즉각적인 조력을 요청하고 또 수신자는 필요한 조력을 지체없이 제공하고자 지정된 용어가 "MAYDAY", "Pan-Pan"이다. 시험상황도 실무 훈련 상황의 일환이라 생각하고 적절한 용어를 사용하길 권고한다.

(유사 응답) We are declaring emergency! / declare emergency!
Request priority!! (비상 선언없이)
Emergency! Emergency! Emergency!
※ 반드시 선언의 형태로 긴급한 어조로 할 수 있어야 한다.

[상호작용과 유창성]

(1) 문제가 요구하는 바를 직접적으로 표현

① 핵심을 찌르지 못하고 에둘러 표현하거나, 듣는 사람이 아주 많은 노력을 해야 말하는 사람의 의도가 짐작된다면, 효율적이지 못한 대답으로 간주된다.

※ We encounter severe turbulence. because of that, I would like to climb to FL150, if there is no traffic. So, request climb to FL150.

→ Request climb to FL150 due to turbulence.

- 원하는 것을 먼저 명료하게 밝히고(simple, clear, concise, direct)
- 사유를 나중에 반드시 덧붙여야 함

② 상황에 대한 부정적인 답변시(unable/ negative)

[관제사 지시에 대한 부정적 응답시]

Unable/negative (해당 사항) + due to (이유/performance...) + request (가능한 사항), alternative intention

(예) ATC : HL123, maintain speed 290 or greater until advice
Pilot : Unable maintain speed 290 knots or greater, due to turbulence,
Request speed 270 or less/Our maximum turbulence penetration speed is 270 knots

(2) 문제가 요구하는 바를 빠짐없이 답변에 포함

① 두 가지 이상의 요구가 포함되는 경우, 모든 내용을 답변에 포함시켜야 한다.

- 관제사의 지시를 "복창(read-back)"하고, 필요한 사항을 "요청(request)"하고 어떤 사항에 대하여 질문함(inquire) : 리드백만 하고 요청사항 및 정보에 관한 질문을 누락시켜서는 안 된다.
- 어떤 일이 있었는지 정리해서 말한 다음, 이런 상황에 대한 본인의 훈련 경험을 이야기하라: 상황 정리만 하고, "경험" 이야기를 빠뜨리면 안 된다.
- 적절한 조치가 취해졌는지 본인의 의견을 피력하라 (Part 2 Task C 질문의 경우에): 어떠한 일이 있었는지 정리만 해서는 질문이 충족되지 않는다. 조치의 적절성에 대한 본인의 판단과 그 판단의 근거가 답변 중에 드러나야 한다.

(3) 문제가 요구하는 바와 관계없는 "군더더기"가 아니라면, 길게 말하다 시간을 초과하는 것은 괜찮다.

- 다만, 문제가 원하는 내용이 전부 들어있는 상태여야 한다.
- 반대로, 지나치게 짧은 대답으로 충분한 의미 전달이 안 된 경우 감점 대상이 될 수 있다.

(참고) 언어학적으로는 의견을 구성하기 위한 최소단위의 문장은 5문장 정도 된다고 한다.

- 이미 했던 말을 자꾸만 반복 하거나, 질문 내용과 관계없는 내용으로 시간만 채우는 경우는 감점 대상이다.
- (주의) “교신”중에 영어를 잘하는 것을 보여주기 위하여 길게 말씀하실 경우, 장황하고해당사안이 오히려 명료한 의사소통에 오히려 방해한다고 판단되면 아무리 유창한 영어를 사용한다고 하여도 5등급으로 평가되지 않을 수 있다.

※ 교신의 원칙을 준수하려 하지 않는다면 원어민도 4등급이 나올 수 있다.

[기타 습관 및 실수]

(1) 교신 중에 했던 말을 정정할 필요가 있을 때는 반드시 "correction!"이라고 하신 후에 정정한다.

(2) 부주의에 의한 반복적인 콜사인 실수는 감점대상이 된다.

(3) 유창성과 관련된 습관(말버릇) 유형

※ Providing options on alternative airports was more than adequate and suitable.
위 문장 "대체 공항에 대한 옵션을 제공한 것은 매우 알맞고 적절했다"를 말할 때:

① 긴 침묵(long pausing / silence):
Providing options on (쉼~~~~)// alternative airports was (쉼~~~)// more than adequate and suitable. 아버지 가방에 들어가신다와 같이 들릴 수 있다.

② 부적절한 멈칫거림(improper pausing with hesitation):
Providing options / on / alternative airports was / more than / adequate / and suitable.

③ 말더듬(stammering):
P, P, Pro, Providing o. o. options on alt- alter- alternative airports was mo, mo, mo, more than adequate an, an, and suitable.

④ 무의미한 삽입어(filler):
Uh- Providing ah- options um- on alternative airports uh- was uh- more than ah- adequate and um- um- suitable.

⑤ 교신시 응대는 5초 이내에 이루어져야 한다.

• Frequently Used EPTA Question Prompts

안내 EPTA-CBT 시험에서 질문 프롬프트는 응시자로부터 제한된 시간 내 평가과제의 목적에 부합하는 답변을 이끌어내도록 구성된다. 제시된 교신내용을 듣고 누구에게 무엇을 어떻게 (긍정, 부정, 설명, 확인 요청 등) 말할 것인지를 알려주는 '프롬프트' 역할을 한다. 주요 질문형태는 아래와 같고 시나리오의 난이도에 따라 더 구체화될 수 있다.

Part 1	Task A	• Record your full readback
	Task B	• Acknowledge what you hear. • Acknowledge and respond accordingly. • Acknowledge and respond according to ATC. • Acknowledge and say your intentions accordingly. • Listen and respond accordingly. • *(Now)* ATC contacts you. Listen and respond accordingly. • *(Now)* ATC contacts you. Deny ATC's instruction with a reason. • *(Now)* ATC contacts you. Explain your situation/Clarify the instruction. • *(Now) (ATC contacts you)* make a request *(to ATC)*/ Say your request to ATC.
Part 2	Task A	• Contact Control and request/ report ~. (The controller contacts you.) • Listen to (ATC) and respond accordingly. • Listen to the controller's response and question. Give a full read-back, acknowledge positively • Listen to the controller's message then request a verification of ~ • Contact the controller, inform them and ask for ~ • Listen to ~ and give your full readback, then inquire about ~ • Listen to the controller's response and notify ~ *(follow-up)* eg. You have just finished Task A, as the pilot of HL123. In this situation, why did you ask ATC for clarification about the waypoint during your approach? From your own experiences, how common is it for you to ask for this type of clarification? Give an example.
	Task B	• Listen (to the controller) and respond accordingly. • Declare an emergency and request vectors back to the airport. • Respond and state~ • Contact~, explain your situation and say your intentions.
	Task C	• What happened to your aircraft (HL123)? Explain the nature of the incident. • How do you think the incident was handled by the air traffic controller? Do you feel the situation could have been handled differently? Make a comment from a pilot's point of view.

• Various RT Situation Topics

안내 EPTA에서 다루어지는 RT 문맥은 조종사와 관제사 간에 이루어지는 지상과 공중의 모든 상황이 포함될 수 있고, CBT 시험의 포맷과 언어적 평가 요인을 고려하여 시나리오는 조정된다. (← RT 교신상황은 국제민간항공기구(ICAO)의 Doc 9835 부속 파트 2, 직무 및 범위(Events and Domains)에 게재된 모든 주제가 포함될 수 있음)

1. 비행장관제(AERODROME CONTROL)관련사항

Airmiss(es)
Air traffic rules; avoiding action; trajectory/flight path; speed; distance/range; aircraft characteristics; position

Approach delays
Holding instructions; holding procedures; aerodrome circuit; endurance; diversion/alternate; necessary conditions; CAT 3; all-weather landing.

Belly landing
Attempted manoeuvres; status of lights; visual check (low pass); position of landing gear; endurance, fuel remaining, fuel dumping/ jettisoning; speed; traffic information; state of runway; aerodrome environment; airport installations; emergency evacuation (emergency slides/escape chutes, etc.); fire hazard/risk; damage; ground services.

Bird risk/hazard
Position; quantity; names/types of birds; bird scaring in progress; damage to aircraft; delays; bird scaring methods; behaviour of birds.

Bomb threat/alert/scare
Disembarking passengers; diversion; baggage identification; dumping/ jettisoning; aircraft interior; crew actions/behaviour; ground services; airport installations.

Cargo problems/dangerous goods
Customs; type of cargo; (perishable) organs for transplant; toxic substances; handling; packaging; veterinary services; police search; sniffer dogs; load badly fixed or damaged; intercepting; impounding.

Fire on board
Ground services; aircraft interior; smoke; asphyxia; smells; oxygen masks; warning lights; fire fighting equipment; extinguishers; injuries, burns; medical assistance; fire brigade/firemen; emergency slides/escape chutes; engine shutdown; evacuation.

Ground movement incidents
Activity on the field; fire-brigade training exercises and interventions; vehicles on the field; braking action and visibility; traffic information; start-up; towing equipment; engine checks; remote holding pattern; holding point; runway infringement; delays; stuck in the mud; damage caused by vehicles on the ground; no entry disregarded; collisions; vehicle or plane breakdown; damage to beacons; foreign objects (name, description); problems boarding or disembarking passengers; baggage identification; means of disembarking; health services; handicapped/sick passengers; parking position/space.

Health problems
Symptoms; first aid; aircraft interior; type of medical assistance; medical background of passengers; diversion; airport installations; ground services; sickness, discomfort, wounds, epidemics; medical equipment; blood (group, transfusion ...); medical advice; the human body; forensic surgeon; quarantine; food poisoning; food; vaccines; medical staff; medicines and artificial limbs.

2. 항로관제(N-ROUTE AIR TRAFFIC CONTROL)와 관련사항

Administrative problems
Diplomatic clearances; customs regulations; civil service departments; impounded aircraft.

Aids for VFR flights
Instrument panel; on-board equipment; pilot rating; flight plan; local place names; visual landmarks; positions; directions; endurance; aircraft breakdown; weather problems.

Aircraft breakdowns
Instrument panel; instrument operation; radio beacon; positions/fixes; noises/sounds; smells; smoke; airport installations; ground services; engine performance; speed; relief/high ground; actions to solve problem; weather; dumping/jettisoning; flight profile; structural damage (glass, metal); health problems; flight systems; aircraft controls; response to controls; airframe; warning lights; landing gear.

Aircraft proximity + pilot complaints
Conflict situations; traffic load; aircraft characteristics; flight profile; weather conditions; injuries; distance/range; pilot manoeuvres; rules, procedures; avoiding action.

ATC system breakdowns
ATC equipment/systems; radar display; radar performance; radio operation; previous messages; relaying messages; actions to repair; delays/duration; telephone lines.

Bomb scare
Aircraft interior; search methods; dumping/jettisoning; ground services; airport installations; ground movements.

Cargo problems Dangerous goods
Packaging; substances; toxic substances; animals; smells; cabin equipment; load distribution; loading/unloading.

Change in flight plan
Flight plan.

Collisions
Airframe; structural damage (glass, metal, etc.); response to controls; debris; airport installations; ground services; relief/high ground; weather conditions; aerodynamic behaviour.

Fire on board
Outbreak of fire; control of fire; damage; aircraft interior.

Health problems
Parts of the body; organs; symptoms; sicknesses; injuries/wounds; artificial limbs; medicine/drugs; first aid; medical equipment; medical staff; medical specialists; vaccines; quarantine.

Lack of fuel
Airport facilities/installations; ground services; high ground; positions/locations; endurance/fuel remaining.

Misunderstandings
Previous messages; types of message; radio performance.

Passenger behaviour + unlawful interference
Violent/threatening behaviour; drugs; firearms; injuries; mental instability; nationalities; political allegiances; demands; threats; ground services; medical assistance; means of calming; means of overpowering; flight deck and cabin personnel.

Request to relay
Names of people; means of relaying.

Special conditions on arrival
State of traffic on ground; priority flights; industrial action; accidents; weather conditions on the ground; ground equipment failure; airport installations; ground services; curfew; approach procedures.

Special flights
Type of aircraft; ferrying; diplomatic personnel; country names; nationalities; aeronautical military slang; military exercises; in-flight/mid-air refuelling; pilot manoeuvres; positions/fixes; weather conditions; VFR/IFR procedures; visual flight rules; airport installations; ground services.

Unauthorized manoeuvres
Airspace; rules; previous messages; flight profile; positions/locations; stall levels.

Weather/MET problems
Icing problems; clouds; struck by lightning; turbulence; external parts of aircraft; engine performance; response to controls; instrument performance; alarms; violent movements; relief/high ground; flight profile; injuries; objects in plan; blindness/loss of visibility.

3. 기타 주제범위(OTHER DOMAINS)

Activities on the field
Change of runway and pattern; ramp vehicles; snow clearing; sweeping; mowing; harvesting; closure, opening of runway access roads; runway inspection.

Aerodrome/airfield environment
Topography (hill, slope, coastline, forest, etc.); civil engineering (water, tower, bridge, pylon, etc.); high ground/terrain; built-up areas; roads and railway lines; power lines; cardinal points; particular local activities (firing range, etc.); agricultural activities.

Aircraft breakdowns

Aircraft spare parts; systems (oxygen, hydraulic, electrical, de-icing, etc.); flight deck/cockpit; controls; instruments; instrument operation; noises and symptoms of malfunction; transponder problems; loss of radio contact; malfunctions; overheating (brakes, engine, etc.); dumping/jettisoning; landing gear/tires.

Airfield facilities/installations

ILS, radar, VOR, etc.; lighting systems; reliability of radio aids; direction finder; poor visibility equipment; aprons/tarmac/ramps; runways, taxiways; length and width of runway; parking zone; holding area; terminal; cargo area; bearing strength.

Ground services
Opening hours; availability of services at night; assistance on ground; safety altitude; passengers/persons on-board; unserviceable equipment (stairs, luggage trolleys, etc.); auxiliary power unit; de-icing; refuelling; delay due to de-icing or refueling; bird scaring; towing; fire fighting methods; safety services; medical assistance; baggage handling.

Procedures
Noise abatement; departure; approach; all weather take off and landing go around; holding procedures; land behind; curfew; local residents.

• Vocabulary & Expressions

안내 EPTA 시험 문맥과 연관된 주요 어휘 목록

abdominal/abdomen
abeam
able to/ability
abort
abrasion
access/accessible
accident/accidentally
accommodate/
accommodation
according to / accordingly
accumulate
acknowledge
across
adjacent
adjust
admit/admittedly
adverse
affect
affirm/affirmative
afterwards
aggressive
ahead (of)
air marshal
airbridge
airfield/aerodrome
airframe
alarm
alert
alter/alteration
alternate/alternative
altimeter
amend/amendment
anomaly
anticipate
appear
appliance
approach
appropriate
approve/approval
apron/ramp
area
arise
armed
as field
ASAP (As soon as possible)
assistance
assume/assumption
asthma
attempt
authorize/authority
autopilot
available
avoid/avoidance
await
backtrack
baggage cart
bay
beacon
behind
belly (landing)
between
beyond
bird strike
blast
blocked
(tire) blowout
boarding
bogged down
bomb scare
bound/ inbound/ outboud
brakedown
braking action
(transmission) broken
bumpy
burst
cabin crew
calculate/calculation
call (for)
call out
cancel (clearance)
capabilities
cargo
CAT III (Category 3)(ILS)
catering truck
cause
caution
center/control
centerline
chop
circle to land
circuit/circular
circumstance
clarify/clarification
clear of (location)
clearance
cleared for (takeoff/approach type)
clip
close/closure
coast
coincide
collapsed
collide/collision
commence (start/begin)
comply/compliance
compressor stall
conceal
concentrate
concern
configuration
confirm/confirmation
conflict/conflicting
confront

confuse/confusion
congested/congestion
connect/disconnect
construction
contact
container
contaminate
continue
convective storm
converge/converging
coordinate with
cowling
crack
critical
cross (runway)
crosswind
cruise
current
cut off/out

damage/damaged
danger/dangerous
debris
decide/decision
decision height
declare
defect/defective
deflated
de-ice
delay
delivery
demand
dent
deny
depart/departure
deploy
deport
descend/descent
detect/detection
deteriorating
deviate/deviation

diabetic
difficult/difficulty
direct
disable/disability
discharge
disconnect
discrete/discretion
disembark
disgnostic/diagnose
dispatch/dispatcher
display
disposal
disregard
disruption
dissipate
distance
distract/distraction
disturbance
ditching
divert/diversion
dose
downpour
(snow) drift
due to
dump (fuel)
durable/durability/duration
during
dust

edge
effect
electrical
electronics
eliminated
emergency
encounter
endure/endurance
engine start
ensure/ensurance
enter/entering
environment

equip/equipment
error/erroneous
erupt/eruption
establish
estimated
evacuate/evacuation
examine
(runway) excursion
execute
evacuation
exhaust fumes
exit
expect
experience
expidite/expeditious
explode/explosion/explosive
exponential/exponentially
extend
external
extinguisher

face (direction)
facility
fail/failure
fatigue
faulty/fault
fence
fever
field
figure out (solve)
FIR (Flight Information Region)
fire engine
fire fighter/truck
FL (Flight Level)
flame/flammable
flaps
flight attendants
flock
flow (traffic)
fluctuate/fluctuation
fluid

FMS (Flight Management System)
foam
FOD (Foreign Object Damage/ Debris)
follow
follow-me-car
food poisoning
forbid/forbidden
force
fork-lift truck
freezing/frozen
frequency
frighten
ft (feet)
fuel bowser
fuel line
fuel tank
full stop
further
fuselage

gain
gastroenteritis
gate
generate/generator
get rid of
give way to
go-around
green lights
ground crew
ground vehicle
gust/gusting

halfway
hand over
handcuff
handle
hangar
happen to
hazard
haze
heading
hear/misshear
heart attack
heavy
hinder/hindering
hit
hoax
hold down
hold short of
holdover
hurt
hydraulic (problems)

idle (thrust)
imbalance
immediate/ immediately
immobile/immobilized
impact
improve/improving
incapacitated/incapacitation
incident
incoming
incompatible
increase/decrease
(runway) incursion
indicate/indicator/indication
individual
infectious substances
inflight
inform
ingested/ingestion
ingestion
initiate/initial
injure/injury
inoperative
inspection
install
instruct/instruction
instrument
insulin

intensify
intercept
intersection
Investigate/investigation
irritate/irritated
Issue/issuing

jam/jammed
(fuel) jettison
jetty/jetway

lack of
landing gear
lateral/vertical
lavatory
law enforcement
leak
leak/leaking
leg (flight segment)
legal/legally
lessen
level/level off
light
light to moderate
line up and wait
liquid
load/unload
local
lose/lost/lost
low approach/pass
lower

maintain
maintenance
make it
malfunction
malicious
manoeuver
marshaller
maximum
meanwhile

mechanical
medical personnel
melt
metal
meteorological
minimize
minimum
missed approach
moderate
modify
mountain range/mountainous
multiple

narrow
nauseous
navigation
near-miss
negative
negotiate
nosewheel steering
notice

observe
obstacle
obstruct /obstruction
occupy
odour (smell)
offset
opposite
orbit
origin
otherwise
overflow
overlook
overrun
overshoot
overweight (landing)

pallet
parallel
paramedic
park/parking
partial
pass out
pass/passing
passenger steps/stairway/ airstairs
path
pave/pavement
penetration
permission
persevere
personnel
physical
pitch
position
postpone
potential
precaution
preceeding/previous
precipitation
predict

pre-emptive
prefer to
prepare
pressurize/pressurization/ depressurization
primary
priority/prior
procedure
proceed
prohibited area
prolong/prolonged
proper
pull up
purser
pushback
pushback tug
put out (fire)

quadrant
qualification
quantity/quality
quarantine

radome
ramp
rare/rarely/rarity
rate (climb/descent)
reach/reaching
receive/reception
recover
reduce
redundancy
refuel
regarding
regarding
reject/rejected (landing)
relay
remain
remote
remove/removal
replace

report
request
require / requirement
rescue
resemble
residue
restrain/restraining/restraint
resume
retracted
ride report
roll/roll over
rough (ride)
route
rudder pedals
run out of
run through
run-up area
runway inspection

safe/safety

saturation
scratch/scratched
secure/security
seem
segment
sequence/sequencing
serious
service vehicle
severe/ severity
shut down
sidestep
significant
situational awareness
skid (off)
slight/slightly
slippery
slope
snow blower
snow plaugh
span/spanning
specific/specifically

spill
(fuel) spillage
squawk
stabilize
stand/ spot
standing water
start-up
state/stated/statement
static
status
(nose wheel) steering
(transmission) stepped on
stop bar
straight
strike
struggle
stuck
suffer (from)
suggest/suggestion
suitable
suppress
surface cleaner
surface conditions
surveillance
suspect
suspend
suspicious/suspicion
sweeper
switch over/to
symptom
system

takeoff
tangible
tarmac
taxi out
taxi/taxiway
technical
terrain
threaten
threshold (markings)

throttle
thrust
touch and go
tow-bar
towing car
trace
tractor
traffic cone
trail/trailing
transmitter
transponder
trigger
trolley
troubleshoot
tug car/truck
turbulence

unable to
unconscious/unconsciousness
undercarridge
unexpected
unidentified
unlawful
unless
unredable
unruly
unserviceable
unstable
until
unusual
uplift
urgent

vacate
vapor
vector
veer
verify
viberate
vicinity
violence

visibility
volcanic ash
vomit

warning
water service truck
waypoint
while/when
wildlife
wind limitation
windshear
windshield
wingtip
without
withstand
worse/worsening
wounded
wrestle
yaw dam

Confused words

working/walking
watch/wash
clearing/cleaning
quiet/quite
high/height
past/fast
hear/here
missed/mist
hole/whole
mail/male
weather/whether
wear/where
eight/ate
sea/see
two/to/too
chart/cart
low/load
again/against
service/surface
then/than
way/away
wheel/will
tired/tire
fly/flight
fuel/full
clear/clean
least/last
alteration/altercation
de-fuel/detour
circle/certain
after/aft
available/unable
steep/step
alternative/alternate
status/state
require/inquire

Acronyms and Abbreviations

APU (Auxiliary Power Unit)
ATC (Air Traffic Control)
ATIS (Automatic Terminal Information System)
CAT III (Category 3)(ILS)
EOD (Explosive Ordinance Disposal)
ETA (Estimated Time of Arrival)
ETD (Estimated Time of Departure)
FDR (Flight Data Recorder)
FMS (Flight Management System)
GPU (Ground Power Unit)
ILS (Instrument Landing System)
IMC (Instrument Meteorological Conditions)
MEL (Minimum Equipment List)
NOTAM (Notice for Airmen
PIREP (Pilot Report)
POB (People/Passenger on Board)
QFE (Altimeter Setting for aerodrome level)
QNE(Standard Altimeter)
QNH(Altimeter Setting amsl)
QRH(Quick Reference Handbook)
RNAV (Area Navigation)
RT (Radotelephony)
RVR (Runway Visual Range)
RVSM (Reduced Vertical Separation Minima)
SID (Standard Instrument Departure)
SOB (souls on board)
SOP (Standard Operating Procedure)
STAR (Standard Terminal Arrival Route)
UTC (Coordinated Universal Time)
TCAS (Traffic Alert and Collision Avoidance System)
VFR (Visual Flight Rules)
VMC (Visual Meteorological Conditions)
VOR (VHF Omnidirectional Range)

(본 교재에 사용된 가상 콜사인 예)

PO228 (Papa Oscar 228)
CA13 (Charlie Alpha 13)
UP48 (Uniform Papa 48)
FE18 (Foxtrot Echo 18)
AI342 (Alpha India 342)
YB723 (Yankee Bravo 723)
SF271 (Sierra Foxtrot 271)
OZ123 (Oscar Zulu 123)
CB123 (Charlie Bravo 123)
SC83 (Sierra Charlie 83)
PI54 (Papa India 54)
AB123 (Alpha Bravo 123)
CD123 (Charlie Delta 123)
EF123 (Echo Foxtrot 123)
GH123 (Golf Hotel 123)
IJ456 (India Juliet 456)
KL475 (Kilo Lima 475)
MN214 (Mike November 214)
OP838 (Oscar Papa 838)
QR516 (Quebec Romeo 516)
STI58 (Sierra Tango India 58)
UV561 (Uniform Victor 561)
EZD038 (Echo Zulu Delta 038)
WX778 (Whiskey Xray 778)
YZ584 (Yankee Zulu 584)
NGH471 (November Golf Hotel 471)
UTI163 (Uniform Tango India 163)
JTV604 (Juliet Tango Victor 604)

American / British English

handoff/handover
traffic pattern/traffic circuit
airplane/aircraft
Jetway/airbridge
ramp/apron
clear/vacate(the runway)
deplane/disembark
visibility(statute miles)/(kilometers)

안내 일반영어(plain English)를 사용할 때 활용할 수 있는 표현 유형

Asking questions

Is/are (was/were)	• Is the unruly passenger retained? • Are you ready to start pre-flight briefing?
Do/does (did)	• Do you have any problems? • Do you see any signs of abnormality in the engine? • Did the controller call us?
Have/has (had)	• Have you got anything to report? • Has the airport been re-opened?
What/Where/When Who/Whose/Which How/Why	• What do you mean by gear problem, sir? • Where are they? / When will they come back? • Who canceled the clearance? / Whose callsign is Skylark? • Which runway in use? • How many passengers are on board? • Why did they reject takeoff?
Say/Confirm/Report	• HL123, say position. / Confirm position over ABC. • Report airborne / traffic in sight

Saying about intentions

Advise (your) intentions.
HL123, what is(are) your intention(s)?
Do you intend to divert/go-around?
We want the emergency services to standby.

• Control, HL123, we're going to go-around (right away/in five minutes).
• Affirm, diverting.
• We'll divert to the nearest airport.
• I'll make sure that the emergency services are standing by.

Asking for alternative/preference

Can I use runway 09 rather than runway 18?
Can we have a level change instead?
We prefer Smith airport than Johnson. Is it possible?

• HL123, unable due to traffic
• HL123, standby, I'll get back to you in a minute.

Which type of approach do you prefer?
What kind of assistance do you want?
Do you want to check the figures?
Which do you prefer a nose-in or an outlying stand?

• We'd prefer to make a visual approach.
• We want the fire service and an ambulance.
• Yes, I'd rather check them.
• We prefer/we'd rather park at a nose-in stand.

Talking about probability

- A new safety management system will be introduced soon.
- A new safety management system is likely to be introduced this month.
- We probably won't be ready on time. Can we have another slot?
- Maybe there is a problem with the landing gear.
- Significant icing may/might jam the controls.
- You should have the runway in sight now. (= You probably have the runway in sight now.)

Expressing Perception

I can hear a bumping into something.	• Can you hear a bumping into something?
I can't hear that.	• Did you hear that noise?
I heard that.	
We can see the smoke coming from the landing gear.	• Can you see the smoke coming from the landing gear?
I can see a vehicle crossing the taxiway.	• Can you see a vehicle crossing the taxiway?
We saw the thick smoke coming from it.	• Did you see the thick smoke coming from it?
We noticed that the gear was not fully extended.	• Did notice that the gear was not fully extended? • Can you see if the gear is not fully extended?
We are experiencing severe vibrations.	• Are you are experiencing severe vibrations?
We are experiencing turbulence.	• Are you experiencing turbulence?
We experienced/had severe turbulence.	• Did you experience/have severe turbulence?
We experienced/had a very bumpy ride.	• Did you experience/have a very bumpy ride?
I can smell like rotten eggs/onions.	• Can you smell like rotten eggs/onions?
We smelt like rotten eggs/onions.	• Did you smell like rotten eggs/onions?

Requesting clarification

Say again, what was the name of the airport?	• I say again, it is Smith airport.
Why did you go around?	• We went around because of(due to) an inaccurate altitude information.
What was the reason for the radio failure?	• We are still working on it.
Is there lots of traffic ahead?	• Affirm. Expect further delay

Saying consequences

- The autopilot and autothrust have disconnected **so** I will fly approach manualy.
- **In the event** of an engine failure, **we will** return to the origin airport.
- **If** the pressurization leak continues, **we'll have to** request a lower level.
- **If** we lose that hydraulic system **we'll not** have autobraking.
- **Since** we are above our maximum landing weight, **we'll have to** dump fuel.

Inquiring and Checking

Do you have any problems?	• We have a problem with cargo door.
What's the nature of your problem?	• There's something wrong with hydraulic power.
Do you see any signs of abnormality in the engine?	• Let me check it.
Did the controller call us?	• No, he called B747.
Should we be at FL260?	• We should have requested confirmation.
Did you receive my last transmission? Confirm you received my last transmission.	• Affirm/Negative, say again.
Is the full length of the runway available?	• Affirm/Negative, due to traffic congestion.
Advise takeoff distance available.	• Standby, I'll get back to you.

Relaying information

- Be advised (that) the ILS is inoperative/ILS approach not available.
- The last flight to land reported braking action was poor on RWY 27R.
- Be advised (that) RWY 33L is closed today. RWY 33R is the runway in use.
- They advised us that they have an 11-year-old boy on board, who's suffering from severe asthma.
- A320 told us that our nose gear was not fully extended.
- B777 has reported a severe turbulence at FL 310.

Giving reasons

Why do/did you~
What is/was the reason for~

- We have to divert due to/because of the engine failure.
- We made an emergency descent because of a cabin depressurization.
- Our windshield has been broken by a hailstorm.
- Poor visibility at Smith airport has resulted in all traffic being diverted to Sky airport.
- We failed to hear the whole transmission due to frequency congestion.
- We made a go-around because there was traffic crossing the runway.

Time and duration

- HL123 initiated descent after performing the checklist.
- We'll call you before we reach the outer marker.
- When you are abeam KFKON, you'll be clear of traffic.
- Expedite climb until passing FL250.
- We will hold until we get clearance.
- Fly direct to SARA, then commence your descent.

Saying what's happened

- We have completed the evacuation.
- We have extended the landing gear.
- We have just had an AC bus failure, requesting a lower level to start our APU.
- HL 123, Smith Radio. We have received your position report.
- OZ 277, Skylark Center. We have received your mayday. What's your current position?
- We have deployed the emergency services.
- We have turned northeast to avoid the thunderstorm.

Expressing concern

- I'm worried about the wind direction on RWY 27.
- I'm not sure that it was HL223 which responded
- Well, I thought that the pilot read back 240 not 250.
- I'm concerned about our fuel endurance.
- I'm puzzled by the heading they are flying.
- It's very strange that we haven't got the runway in sight yet.
- I think it's strange that ATC has instructed us to turn right.
- I'm afraid that we've lost radio contact with OZ6789.
- I'm concerned about our rate of descent.

Saying things differently

- Let me clarify what I'm trying to say.
- Do you mean that the localizer is unserviceable?
- What do you mean by that?
- Can you just explain what 'unruly passenger' means?
- Could you give me an example/explanation?
- To put it another way, we have a very serious problem.
- In other words, they don't allow us to keep our personal belongs here.
- So basically, you need to continue with your current heading.

Using negative forms

- I don't want anyone to put themselves in danger.
- I don't want to miss our slot/to work shifts.
- I'd rather not know what's going on here.
- I prefer not to involve in this project.

Using right verb Form

be+p.p (passive)

- Our windshield is _____. (crack/cracked)
- Radar service will now be _____, so squawk 2000 on your transponder. (cancel/cancelled)
- We are currently _____ 22 degrees north and 180 degrees east. (locate/located)
- The Boeing 777 is being _____off runway 24 due to a major engine problem. (towed/towing)
- The autopilot is _____. (disconnecting/disconnected)

verb(-ing)

- Report your position with San Francisco Radio _____ the frequency of 131.5. (use/using)
- The time is now 17:15 Zulu and we are _____ DEROK at FL360. (pass/passing)
- HL223 is _____ to holding point F and prepare for departure. (proceed/proceeding)
- We will divert to Henderson field instead of _____ to Honolulu. (return/returning)
- The ADF stopped _____ correctly. (work/working)
- The hydraulic reservoir is still _____. (leaking/leaked)
- Part of the wingtip is _____. (missed/missing)
- The oil pressure is still _____. (dropped/dropping)

to do(infinitive)

- Stand 09 seems _____ blocked. (is/to be/being)
- The cargo door appears _____ stuck. (is/to be/being)
- The controller told HL 123 _____ and hold. (line up/ to line up)
- Control, we'd like _____ to our destination, Honolulu. (return/ to return)
- We're going _____ some fuel before landing. (dump/to dump)
- I want _____ enough light _____ my fixes. (having/to have, seeing/to see)
- They told us _____ the runway in sight. (reporting/to report)
- First, try _____ ATC so they know our situation. (to contact/contacting)

Talking about past events

- We **experienced** a sudden 20-knot loss of airspeed as we crossed the threshold.
- We **decided** to shut down both engines.
- The pilots **confused** the city lights with the approach lights and had to go around.
- The cabin crew **reported** a leak in the galley.
- The purser **confirmed** that the fire in the lavatory had extinguished.
- ATC **asked** the pilots if their autopilot had disconnected.
- The flight **was** cleared to HANKOK via SAOLO.
- There **were** 275 passengers on board.
- They **made** a go-around due to traffic crossing the runway.

Using conditionals

- If a pilot receives an RA, the controller doesn't give him/her any instructions until the pilot is clear of the conflict.
- If a runway is flooded, we close it.
- If an aircraft aborts takeoff, I send a fire engine.
- The controller realized the instruction was delivered to the wrong aircraft, when he saw the wrong aircraft entering the runway.
- If volcanic activity is present, I will redirect any traffic in the vicinity of it.

- We will often delay general aviation traffic if/when it is peak hours for commercial airliners.
- If/when the breaking action is poor, I will alert the pilots.
- If I were that pilot, I would have gone around.

- When requested, we can allow aircraft to depart from an intersection.
- The aircraft could have landed if it weren't for the flock of birds.
- A pilot goes around if/when he/she feels the landing is unsafe.

- Sometimes, aircraft can be instructed to hold for release if/when the airspace is congested.
- We can give an amended clearance when approved by clearance control.

Saying distance/position

- There are three **nautical miles between** PAT **and** FXC.
- SAFOX is **to the north of** the extended centerline of RWY 33.
- There are **five miles from** the final approach fix to the threshold.
- The highest terrain **to the east** is at 955 feet, four nautical miles **to the southeast of** the FXC VOR/DME.
- HL123 is **three miles from** touchdown.
- Caution. Prohibited area is **seven miles ahead.**
- The aircraft descended **from** FL310 **to** FL260.
- The A330 passed **over** the outer marker at 18:45.
- There is B777 approaching **from our left side** in taxiway Foxtrot.
- Give way to B777 **from left to right**.

Expressing difficulty/offering assistance

- It's difficult to hear you because of the background noise.
- We're fighting/struggling to control the plane.
- I'm having trouble understanding what the pilot's saying.
- Would you like emergency assistance? Just let me know.
- Is there anything else you need?
- Tell me what you need and I'll get it for you.

D. 참고자료 (Selected References)

항공영어와 관련된 주요 참고자료는 다음과 같음

- 항공교통관제절차(국토부 고시)
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- Skybrary: https://www.skybrary.aero
- Live ATC(Live air traffic): www.liveatc.net
- National Transportation Safety Board: www.ntsb.gov/aviation/aviation.htm

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