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华翼天扬

Fast Track to ICAO 4

听 力 模拟题
PEPEC Simulated Listening Tests

民航飞行人员 **英语** 等级考试

天 扬 主编
Bobby K. Tam 审校

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序

　　尽管英语已是事实上的国际航空通用语言，但直到2003年，国际民航组织（ICAO）才对各理事国及组织的英语语言水平做出强制性要求（2003年针对空中交通管制员，2004年针对飞行员）。随后，国际民航组织对各理事国空管人员和飞行人员须达到英语熟练程度要求的最后适用期限推迟到2008年3月5日，而对于那些已经提交了实施现状报告但还没有完全达到要求的国家或组织，该期限又延长到2011年。为在适用日期之前实现目标计划，中国民航组织也正积极地进行筹备实施工作。

　　在中国民航发展的新时期，我有幸参与了英语语言水平培训课程和各项审核认证测试的建设。从培训教员、飞行员到带领他们通过考试和认证的过程中，我感受到考生们在备考期间的情绪是如此丰富，有恐惧，有焦虑，有沮丧，有失望，当然也有兴高采烈。

　　随着皇家墨尔本理工学院航空英语语言测试（RELTA）在中国的服务到期，中国民航局有批文令，自2006年到2008年，由中国民航局提出要求并组织测试，即中国民航飞行人员英语等级测试（PEPEC）。虽然RELTA和PEPEC的考试形式不同，但他们有着共同的使命，即为英语语言能力测试提供一个有效、可靠的途径。

　　PEPEC考试实施伊始，四级通过率极低，以致于许多飞行员感到不知从何下手，不知如何去准备考试，当然，更不知如何才能顺利通过考试。一些飞行员反映题目难度太大，也有飞行员感觉还是RELTA测试更适合大家的口味。其实，对于自己所不熟悉的事物，有这样的反映也算正常。我认为随着考生对该测试体系的逐步认识，相应的抱怨会逐渐减少。然而一个主要的问题是，我们没有足够的培训材料和备考资料。由此，该套模拟练习题应运而生。

　　作为唯一一位既负责过RELTA测试，又在PEPEC测试专家委员会任职的个人，对于如何成功应对测试，我有着更深的理解。相关的综合语言能力培训当然不可或缺，但是尽力做好考前准备，了解考试形式和所考题目类型，才是我们顺利通过考试的根本。

　　本书所有题目均由经验丰富的管制人员和飞行员参与编写，并由资深教员及语言学者审核通过。PEPEC考试要求由中国民航局PEPEC专家组制定，其考试题目由专家组筛选通过。作为专家组的一员，我认为本书模拟题完全符合PEPEC实际考试题目的要求。认真学习本书将有助于缓解对PEPEC考试的恐慌和焦虑，勤加练习更能帮助学员通过四级考试并取得满意的成绩。

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Bobby K. Tam

2009 年 12 月 30 日

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Bobby K. Tam简介

Bobby K. Tam，先后在马萨诸塞大学、悉尼大学取得学位，并荣获过西波西米亚大学以及剑桥大学考试委员会颁发的证书。曾任墨尔本皇家理工学院航空英语测试中心（RELTA）经理。（该中心根据国际民航组织的要求对全球范围内的空中交通管制员和飞行员的语言技能进行评估测试，也曾在中国设有测试中心。）曾在多国航空公司从事飞行员的培训及语言测试工作，曾任中国国际航空公司民航英语培训部质量经理。同时他也是中国民航局组织的民航飞行人员英语考试（PEPEC）专家组最早的成员之一。他先后在美国、东欧、日本、韩国及中国工作过，具有15年的教学及培训经验。在中国的7年中曾在英国文化协会中国办公室及清华大学等知名机构任职。

前　言

　　按照国际民航组织（ICAO）公约的要求，中国民航局规定，自 2008 年 3 月 5 日起，未通过国际民航组织英语语言能力四级等级测试、飞行执照上未能获得国际民航组织英语四级等级签注的，不得在国际和特殊管理的国内航线上担任驾驶员或领航员。同时，为提高飞行员英语无线电通信能力，减少因英语通话差错造成的安全隐患，民航局规定，到 2010 年 5 月，各运输航空公司航班在首都机场起飞和降落时，机组飞行员与北京所有管制单位必须用英语进行通话。

　　为了使广大飞行员更有针对性、更高效地进行英语听力的学习，我们按照国际民航组织颁发的《国际民航组织语言能力要求实施手册》（DOC 9835/AN453）相关附件中提出的英语通话标准，根据 PEPEC 最新考试大纲要求，组织业内经验丰富的语言专家、飞行人员、空中交通管制人员等编写了此书。本书共包括 15 套练习题，主要涉及 Listening Comprehension（听力选择题），Answering Questions（听力问答题），Simulating Radiotelephony Communication（情景对话）三个部分的练习。本书参考 DOC 9835/AN453、DOC 9432/AN925 等文件要求，完全按照无线电陆空通话的标准进行编写，着重强调了 phraseologies 和 plain language in radiotelephony communications 中的区别，凸显了航空专业术语不同于常用英语表达的特色，综合训练飞行员的英语听说能力，为飞行员和空中管制人员的语言交流提供了良性指导和实践平台，对飞行员提高英语学习能力和英语听说水平有极大的促进作用。

　　在本书的编写过程中，民航局语言组的专家给予我们极大支持和帮助，指导我们无线电通话用语要力求简洁明了，在表达中尽量避免 we, you, his 等代词，以及 would like, have to, had better do 等语气词的使用；听力问题要保持规范的形式和风格；在时态、语法方面也进行了严格把关。总之，本书不仅是飞行人员准备 PEPEC 考试的规范练习册，同时是其学习标准无线电通话的范本。

　　我们的创作团队在策划和编写过程中付出了极大的努力，一些行内人士也给予我们以悉心指导，在此深表谢意。

　　当然，本书提供的素材有限，只是为广大飞行员提供一些考试思路、考试技巧及考试范本，考生要想顺利通过考试，还需注意平时的英语听力学习及考试细节。

　　由于编者水平和各方面条件所限，本书中还存有不少疏漏和不妥之处，敬请读者批评指正。

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编者

2009 年 12 月

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Test One

Part I Listening Comprehension (15 minutes)

Directions: In this part, you will hear 10 seconds and 20 seconds statements and conversations. At the end of each statement or conversation, one question will be asked about what said. Both the statement or conversation and the question will be spoken only once. After each question there will be a pause. During the pause, you must read the four choices and decide which the best answer is.

Questions One to Twenty are based on what you have just heard.

1.

a. Stop communication on present frequency.

b. Resume normal communication.

c. Use emergency frequency.

d. Distress information is on the air.

2.

a. Icing.

b. Hailstorm.

c. Turbulence.

d. Volcanic ash.

3.

a. Confirm the wind information.

b. Takeoff immediately.

c. Tell the controller wind speed is changing.

d. Delay takeoff due to high wind speed.

4.

a. 0012.

b. 0020.

c. When radar is accurate.

d. When radar is active.

5.

a. Cancel SID.

b. Cancel STAR.

c. Radar vector for VOR approach.

d. Confirm the position of the aircraft.

6.

a. 1 hour later.

b. Within 20 minutes.

c. Within 30 minutes.

d. 50 minutes later.

7.

a. Due to sequencing.

b. Due to radar failure.

c. Due to runway change.

d. Due to military activity.

8.

a. Hold for 15 minutes.

b. Pushback after 15 minutes.

c. Pushback within 15 minutes.

d. Wait for further instructions.

9.

a. Rudder and left elevator.

b. Flap and spoiler.

c. Thrust reverser and airbrake.

d. Thrust reverser and aileron.

10.

a. Localizer of runway 36R was inoperative.

b. Runway 36R didn't work.

c. Runway 36R was covered with patches of snow.

d. Runway 36R glide path was out of order.

11.

a. Speed up for departure.

b. Pay attention to the working vehicle on taxiway.

c. Go round the obstacle on the taxiway.

d. Decelerate due to separation.

12.

a. The Gate was out of order.

b. The alternate jetways were being used by other aircraft.

c. There was no available shuttle bus.

d. Jetway was unserviceable and two aircraft were starting up nearby.

13.

a. Water landing.

b. Hydraulic problem.

c. Engine fire.

d. Double engine failure.

14.

a. Steer system malfunction.

b. Autopilot fault.

c. Automatic direction finding system failure.

d. Vertical rudder problem.

15.

a. 4500 meters.

b. 9500 meters.

c. 7500 meters.

d. 8100 meters.

16.

a. The fuselage.

b. The landing gear.

c. The port engine.

d. The cargo hold.

17.

a. Volcanic ash.

b. Engine fire.

c. Severe CB.

d. Foreign objects strike.

18.

a. Cabin on fire.

b. Main gear on fire.

c. Nose gear on fire.

d. Fuselage on fire.

19.

a. Air conditioning.

b. Starboard Engine.

c. APU equipment.

d. Pressurization.

20.

a. The aircraft was struck by lightning.

b. Electrical system failed.

c. There was no backup power.

d. Emergency diversion was needed.

Part II Answering Questions (10 minutes)

Directions: In this part, you will hear a 120-second radiotelephony conversation twice. At the end of this conversation you will be asked six questions. After each question, you will be given 20 seconds to answer it. The questions will be spoken only once.

Questions:

1. What problem did ACA102 have initially?

2. When the flight crew continued approach, what did they report they could not do?

3. After he requested priority landing, what was the pilot instructed to do?

4. Why was the runway changed?

5. What was the pilot's response to the instruction to use alternative runway?

6. Why was ACA102 instructed to go around?

Part III   Simulating Radiotelephony Communication (20 minutes)

Directions: In this part, you will play a role of a pilot and have a conversation with an air traffic controller in an aviation-related context. The aircraft call sign and the basic airport information will be shown. When the conversation begins, you should listen carefully to the content of the talker. There will be 15-20 exchanges. You are required to response to every conversation and speak related sentence according to what you've just heard. The simulating radiotelephony communication will be played only once.

Call sign: AFR126

Destination: ZBAA

Origin: LFPG

[Your call sign is AFR126, destination Beijing, 8900m maintaining, over TMR, TZH 10, squawk 6021, now contact Beijing Control.]

1. P:

C: AFR126, Beijing Control, squawk 6021, radar contact, negative short cut, over fly TZH due to Air Force activity.

[Readback]

2. P:

[Ask the controller which runway is in use.]

3. P:

C: AFR126, expect KM01 arrival, runway in use 36L.

[Readback]

4. P:

[Ask whether you can use KM03 arrival and landing on runway 01.]

5. P:

C: AFR126, after KM, you can request Beijing Approach for change of runway.

[Readback]

6. P:

C: AFR126, descend to and maintain 4500m over KM.

[Readback]

7. P:

C: AFR126, contact Beijing Approach 119.7, good day.

[Readback]

8. P:

[Over KM, maintaining 4500m, contact Beijing Approach and request

runway 01, KM03 arrival.]

9. P:

C: AFR126, negative due to spacing, KM01 arrival, runway in use 36L, information A.

[Readback]

10. P:

[Tell the controller that your flap has some problem.]

11. P:

C: AFR126, roger, say intention.

[You have to hold for a check.]

12. P:

C: AFR126, descend to and maintain 3000m on QNH 1012, turn left direct to HUR, hold as published.

[Readback]

13. P:

[Operations are now normal, request landing.]

14. P:

C: AFR126, Beijing Approach, continue holding. Runway is being cleaned due thick snow, landing action poor.

[Readback]

15. P:

[There is something wrong with the nose wheel steering system, request a tug after landing.]

16. P:

C: Roger, AFR126, is there anything else abnormal?

[Other systems normal, ask the controller how long the delay is.]

17. P:

C: AFR126, snow is getting heavier, you have to hold about 1 hour.

[The remaining fuel can hold for half hour, you have to request diversion.]

18. P:

C: AFR126, stand by.

[Your fuel temperature indicates abnormal, you can only hold 10 minutes, request divert to Dalian airport.]

19. P:

C: Standby one, we will ask Air Force to use a temporary route.

[Readback]

20. P:

C: AFR126, climb to and maintain 8100m on standard.

[Readback]

21. P:

C: AFR126, direct to Dalian airport, contact Beijing Control 120.35.

[Readback]

22. P:

Test Two

Part I Listening Comprehension (15 minutes)

Directions: In this part, you will hear 10 seconds and 20 seconds statements and conversations. At the end of each statement or conversation, one question will be asked about what said. Both the statement or conversation and the question will be spoken only once. After each question there will be a pause. During the pause, you must read the four choices and decide which the best answer is.

Questions One to Twenty are based on what you have just heard.

1.

a. The runway was being cleaned.

b. The runway was closed.

c. There was some debris on the surface.

d. The surface of runway threshold was broken.

2.

a. Brakes couldn't be released.

b. Brakes couldn't be set.

c. Chocks were still in place.

d. Somebody was still checking the brakes.

3.

a. Stand number.

b. Runway number.

c. Taxiway number.

d. Landing number.