

## Guideline

### 1. Requirements for candidates

1.1. Specialists (air traffic controllers, pilots, students of higher educational institutions), as well as other persons who have undergone preliminary registration, are admitted to testing.

1.2. Candidates must have an identity document (passport, ID card).

1.3. Candidates must arrive at the appointed time. Candidates who are more than 15 minutes late for the test will not be admitted.

1.4. During the test, it is prohibited to:

-Use mobile phones and other electronic devices;

-Use additional literature or cheat sheets;

-Disrupt the discipline and order of the test;

-Candidates are not allowed to take notes made during the test with them;

-Bring bags or briefcases with personal belongings;

-Leave the testing room.

1.5. Before testing begins, all devices must be handed over to the responsible employee, who will store them in a specially equipped and secure locker. You must have only the code issued to you and an identity document (pass/passport) with you.

1.6. Upon completion of the test, candidates are prohibited from asking questions or requesting the opinion of the examiner-interlocutor about the quality of the test.

1.7. Once the audio and video recording of the test has started, any conversations not related to the discussion of the test topics (testing system) are not allowed. If a candidate deliberately violates the testing rules, the examiner will stop the test.

## **AELPT test format**

**Total test duration:** approximately 25–30 minutes.

**Test format:** Individual testing: 1 candidate – 1 interlocutor.

### **PART 1**

#### **Introduction (3–5 minutes)**

The interlocutor conducts a short conversation on general and professionally-oriented topics.

#### **The purpose of this section is:**

- to establish communicative contact;
- to reduce psychological tension;
- to assess the candidate's spontaneous speech.

### **PART 2**

#### **Listening comprehension (9–10 minutes)**

This section consists of three parts:

- A recording of a report on an aviation event (monologue format);
- Two audio recordings of real or simulated radiotelephony exchanges (dialogue format).

Each audio recording can be played up to two times.

Candidates are allowed to take notes while listening.

After listening, candidates should demonstrate their understanding of the main content and key points. If the answer lacks essential elements of the situation, the examiner may ask additional clarifying questions to verify the completeness of comprehension.

#### **Purpose of the section:**

- Assessment of auditory perception, understanding of professional context, and ability to reproduce information;

-Assessment of perception of radiotelephone communication, understanding of non-standard situations, and ability to reproduce received information in a structured manner.

### **PART 3**

#### **Picture description (up to 3 minutes)**

In this section, the candidate is shown an image on the screen related to aviation (routine or non-routine situation). The candidate is given 15 seconds to familiarize themselves with the image. After this time, the candidate begins to describe the image.

The candidate's task is to describe the situation presented within three minutes. The candidate should:

- Identify the key elements of the image;
- Describe the actions taking place;
- Suggest possible causes and consequences;
- Demonstrate knowledge of aviation vocabulary.

If the candidate does not fully describe the situation, the examiner may ask additional questions related to the image to give the candidate an opportunity to continue speaking and demonstrate their level of proficiency.

#### **Purpose of the section:**

- To assess the ability to express thoughts logically and coherently;
- To assess the range of vocabulary;
- To assess grammatical accuracy;
- To assess fluency.

### **PART 4**

#### **Situational role play (5–6 minutes)**

In this section, the candidate participates in a simulated professional situation that is as close as possible to the real conditions of aviation and radiotelephone communications.

The candidate is assigned a specific role—pilot or air traffic controller.

The examiner-interlocutor plays the role of the other party in the radio exchange.

The task is carried out without visual contact between the candidate and the interlocutor. This allows for the creation of conditions that are as close as possible to real radio communication, where communication is carried out exclusively through voice exchange.

**Within the proposed scenario, the candidate should:**

- Conduct a dialogue in accordance with the given situation;
- Use standard aviation phraseology and plain English when necessary;
- Demonstrate clarity, conciseness, and structure in their messages;
- Be able to confirm, clarify, and correct information;
- Respond adequately to changes in the situation.

The scenario may include both standard work situations and unexpected or non-standard situations that require the candidate to respond spontaneously and manage communication effectively.

**Purpose of the section:**

This section aims to assess:

- The ability to conduct professional dialogue in real time;
- The ability to switch from standard phraseology to general English in non-standard situations;
- Interactive skills and communication management;
- The stability of speech skills in the absence of visual support;
- The ability to prevent and resolve potential misunderstandings.

The candidate's language competence is assessed, rather than their technical or procedural skills.

## **PART 5**

### **Conversation on aviation topics (5–6 minutes)**

In this section, the examiner conducts a structured conversation with the candidate on topics related to professional activities in aviation.

During the conversation, the candidate should:

- Provide detailed answers to the questions asked;
- Express and justify their opinion;
- Analyze professional situations;
- Discuss causes and possible consequences;
- Demonstrate logical, consistent, and flexible thinking.

The interlocutor may ask clarifying and additional questions depending on the candidate's answers in order to maintain dialogue and ensure a comprehensive assessment of communication skills.

#### **Purpose of the section:**

This section aims to assess:

- Level of oral proficiency in a professional context;
- Ability to justify and explain;
- Flexibility of linguistic thinking;
- Range of vocabulary;
- Grammatical accuracy and fluency.

This section is not intended to test the candidate's technical knowledge or procedural training.

### **3. Assessment**

- 3.1. Assessment is conducted on a six-point ICAO scale (from level 1 to level 5).
- 3.2. English language proficiency is determined based on six criteria (Pronunciation, Structure, Vocabulary, Fluency, Comprehension, Interaction).
- 3.3. The results are announced to the candidate after the data has been processed.
- 3.4. An official conclusion is issued within 10 calendar days after the test is taken.

### **4. Rights and obligations of the candidate**

4.1. The candidate has the right to:

- Receive information about the test procedure;
- Ask questions to the administration before the test begins;
- Ask the examiner to rephrase questions;
- In case of feeling unwell during the test, the candidate should immediately notify the examiner;
- Appeal the result in writing within three calendar days after receiving the result (Appendix 3 - appeal form).
- Reschedule the test date not later than 5 calendar days before the start of the test.

4.2. The candidate must:

- Comply with the requirements of these Guideline;
- Comply with corporate ethics;
- Follow the instructions of the examiner-interlocutor;
- Behave correctly and observe discipline.

## **5. Conditions for retesting**

5.1. Retesting of a candidate is permitted not earlier than 10 calendar days after the official conclusion has been issued.

5.2. If the candidate violates the testing rules, the results shall be canceled, and retesting shall be scheduled by the head of the TC not earlier than 30 calendar days after the initial test.

5.3. Appeals will be considered by a commission appointed by the head of the TC in accordance with the established procedure, with the candidate subsequently being notified of the results of the official review.

*Note: Appeals regarding the content of exam papers (test questions) will not be considered.*

## **6. Force majeure**

6.1. In the event of force majeure circumstances (technical failures, communication interruptions, emergencies, natural disasters, and other circumstances preventing the testing from being conducted), the examiner-interlocutor has the right to postpone or suspend the test, making a note of this in the test log.

6.2. The candidate will be notified of the date of the retest at a additionally.

6.3. Postponement of the test for the reasons specified above does not result in the cancellation of the candidate's attempt. All other cases not related to force majeure circumstances are considered by the Head of the TC.

Topics for discussion are selected in accordance with the list of Events and Subject Areas set out in **ICAO Doc 9835 (Appendix B, Part II)**.

Topics may include:

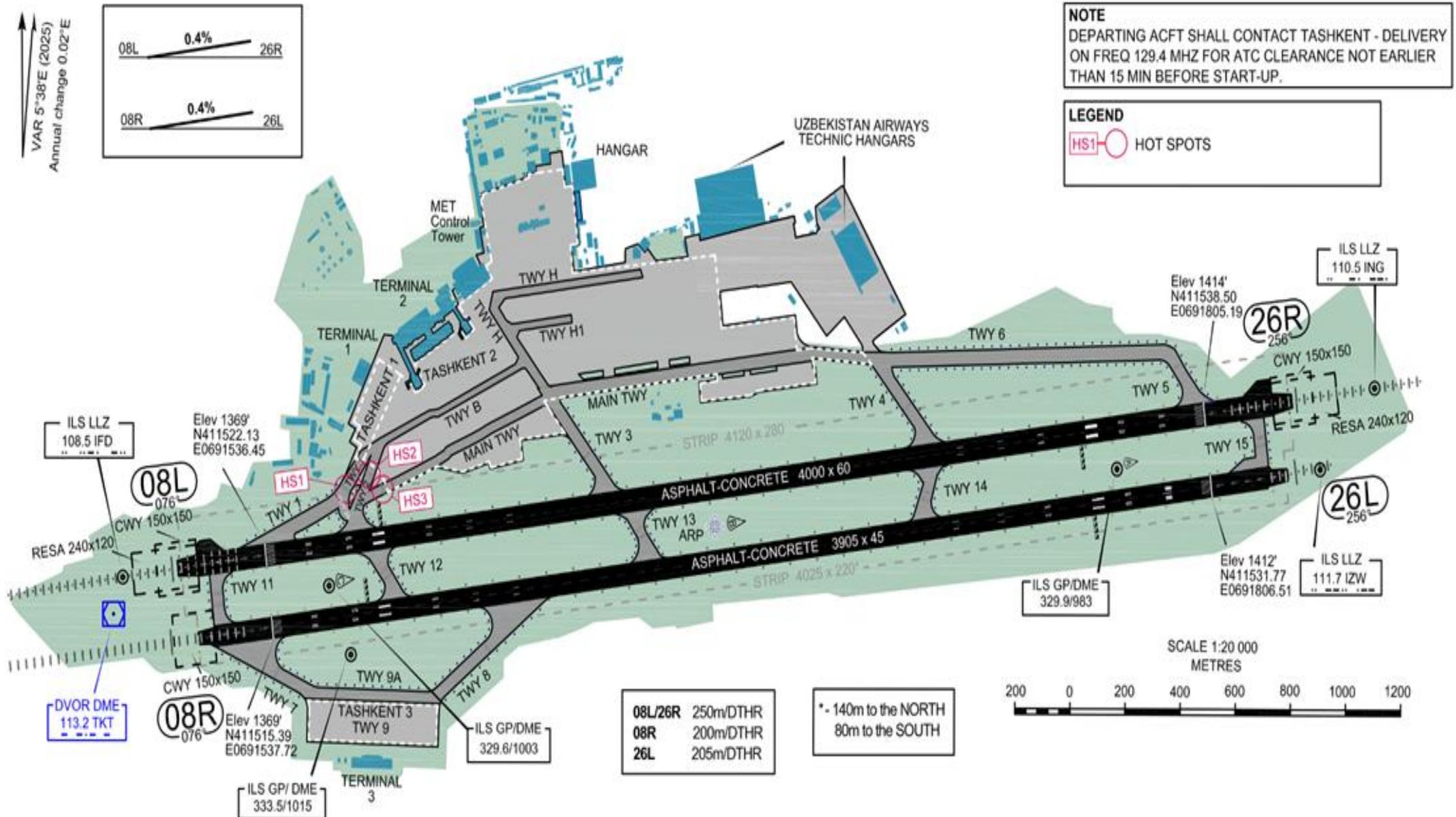
- Aviation incidents;
- Mid-air collisions;
- Delays and changes in priority;
- Landings with malfunctions;
- Ornithological situations;
- Explosive device threats;
- Cargo problems/dangerous cargo;
- Fire on board;
- Ground incidents;
- Health problems;
- Landing incidents;
- Industrial disputes;
- Adverse weather conditions;
- Go-arounds;
- Unfamiliar aerodrome;
- Temporary incapacitation of the pilot.
- Administrative problems;
- Aircraft malfunctions;
- Aircraft proximity;

- Air traffic control system malfunctions;
- Fuel shortage;
- Flight plan changes;
- Collisions;
- Passenger issues/unlawful interference;
- Misunderstandings in radio communications;
- Request for message transmission;
- Special conditions at the airport of arrival;
- Special flights;
- Unauthorized maneuvering;
- Airfield traffic and operations;
- Airfield conditions;
- Airfield facilities and equipment;
- Ground services;
- Procedures and rules;
- Technical malfunctions;
- Medical situations;
- Interaction with services;
- Human factors, etc.

The discussion is based on operational contexts that reflect the real-life conditions of pilots and air traffic controllers.

To complete the Role-play task (Part 4 AELPT), pilots are provided with TASHKENT aerodrome charts and enroute charts.

The candidate should be prepared to use the information provided when simulating standard and non-standard situations.

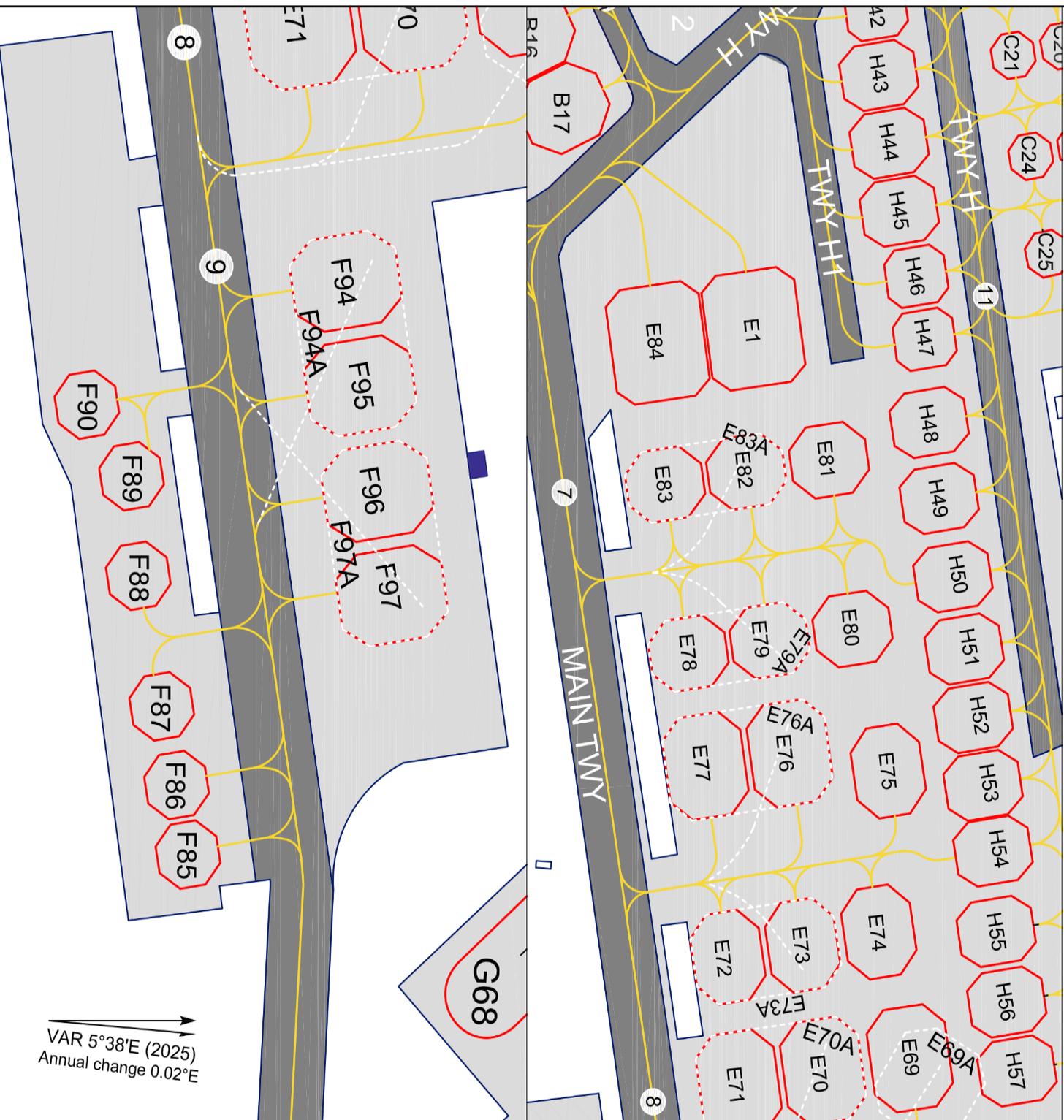
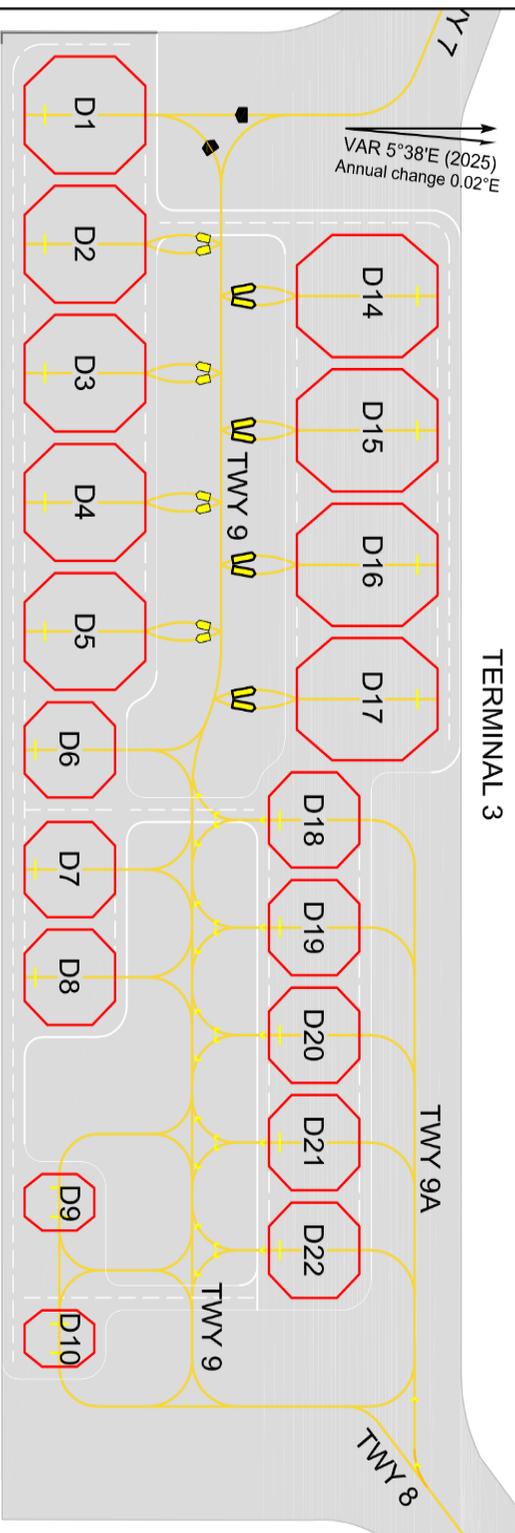


# AIRCRAFT PARKING AND GROUND MOVEMENT CHART - ICAO

TASHKENT DELIVERY 129.4  
 ATIS 126.8  
 TASHKENT GROUND 121.7  
 TASHKENT TOWER 120.4

TASHKENT/UZTT  
 ISLAM KARIMOV

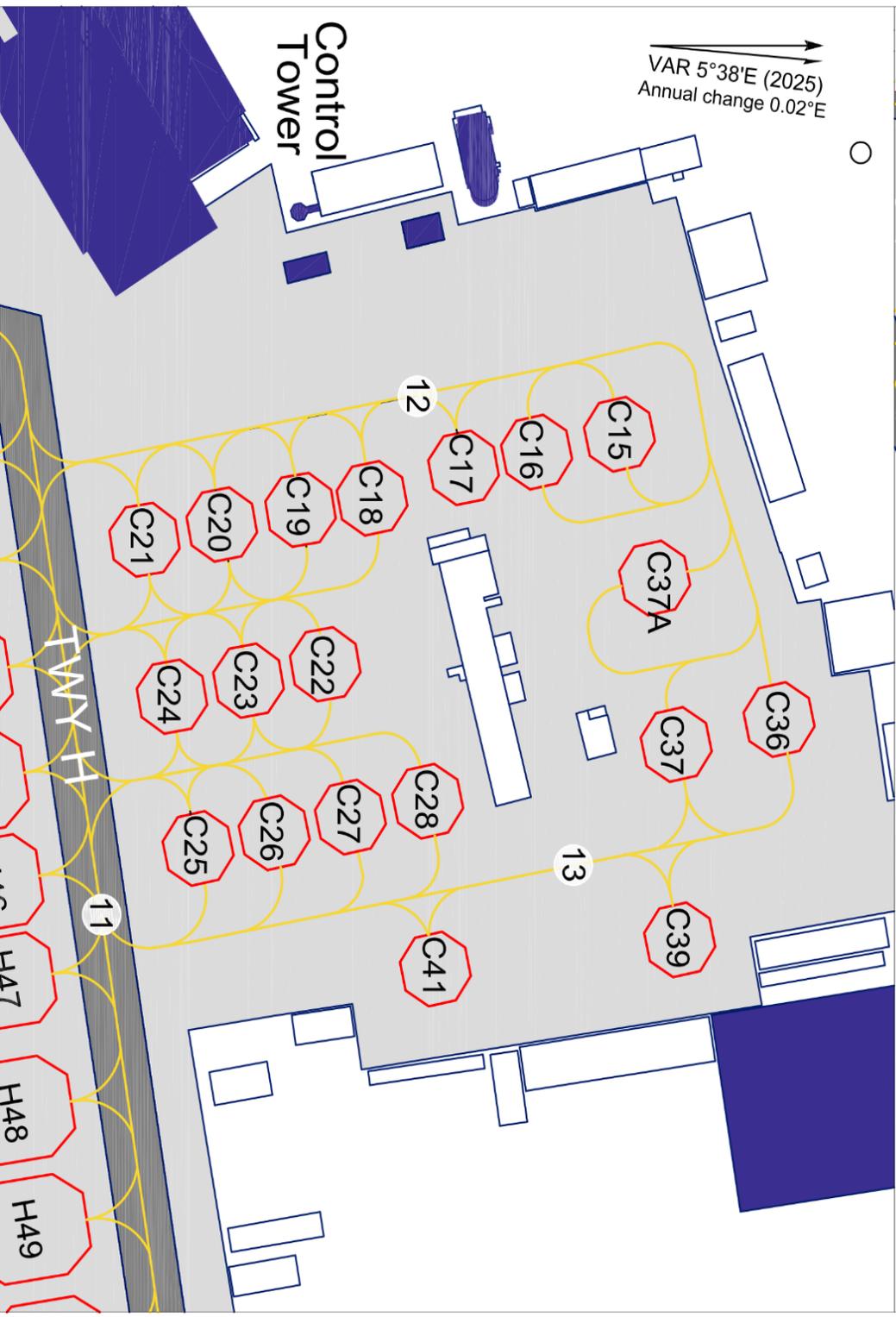
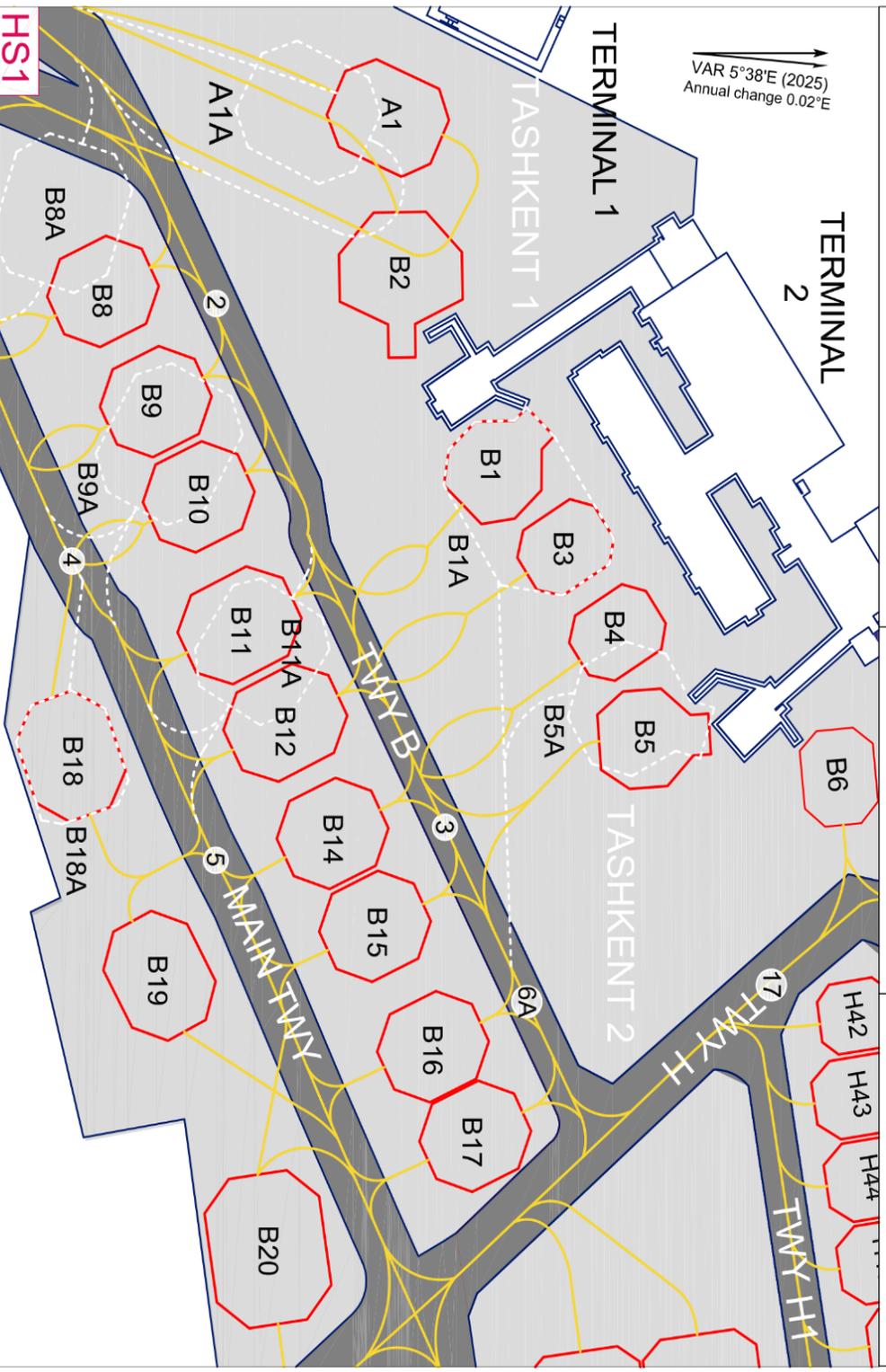
## TERMINAL 3



**AIRCRAFT PARKING AND GROUND MOVEMENT CHART - ICAO**

TASHKENT DELIVERY	129.4
ATIS	126.8
TASHKENT GROUND	121.7
TASHKENT TOWER	120.4

**TASHKENT/UZTT ISLAM KARIMOV**



# INSTRUMENT APPROACH CHART - ICAO

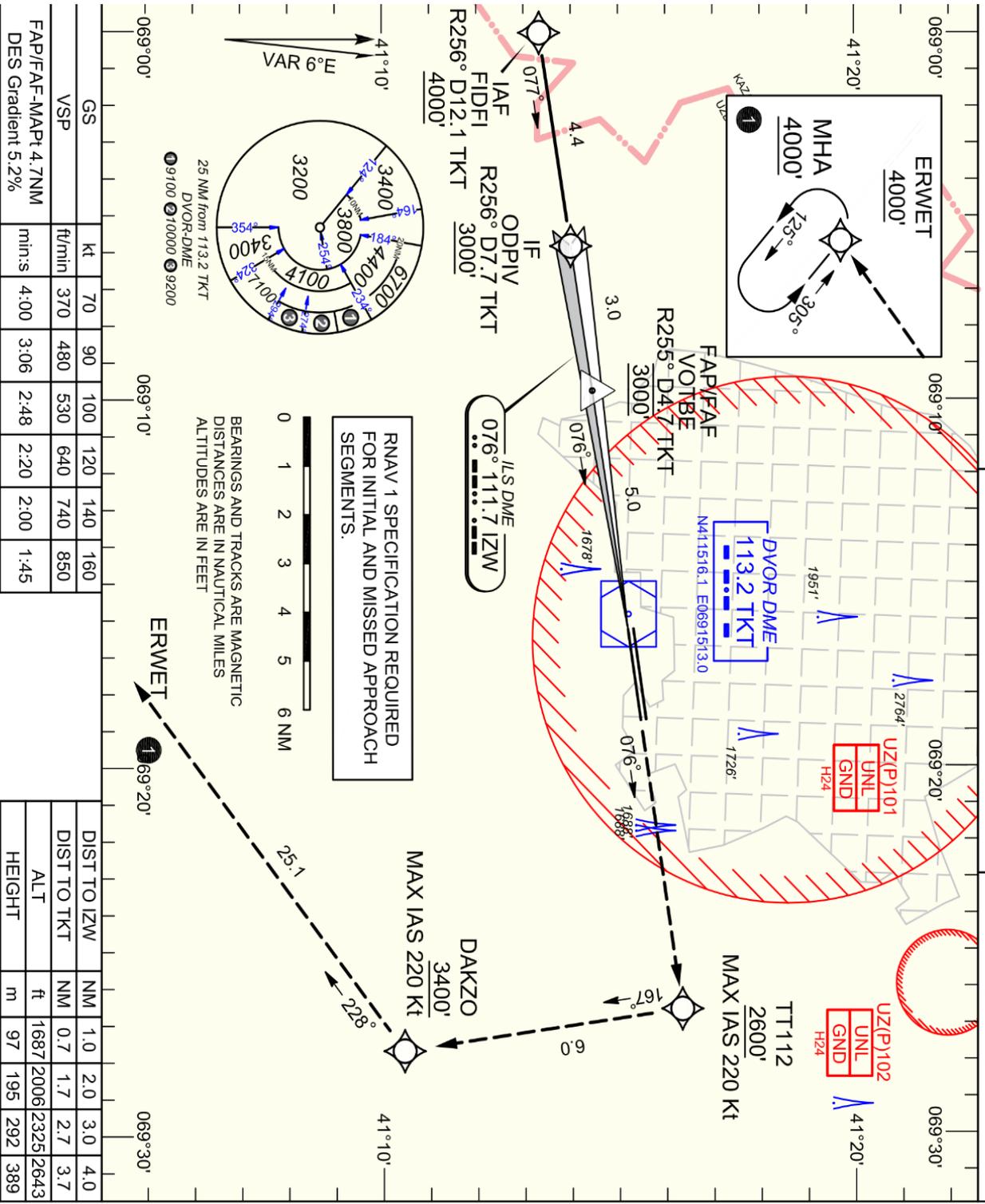
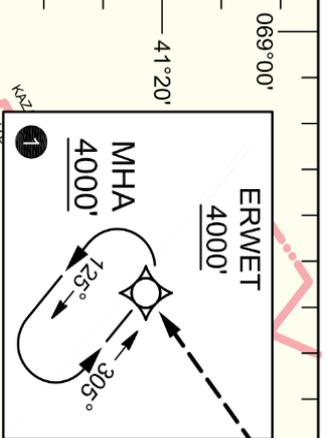
AD ELEV 1417'  
THR ELEV 1369'  
FL 150  
TRANSITION ALTITUDE 13000'

ATIS  
TASHKENT APPROACH  
TASHKENT TOWER

126.8  
119.4  
122.9  
120.4

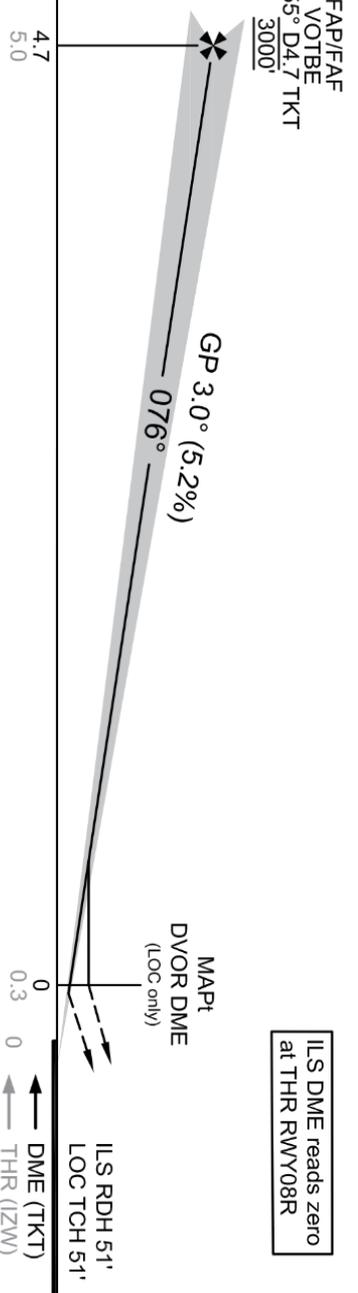
TASHKENT/UTT  
ISLAM KARIMOV

ILS or LOC RWY08R



GS	kt	70	90	100	120	140	160
VSP	ft/min	370	480	530	640	740	850
FAP/FAF-MAPt 4.7NM	min:s	4:00	3:06	2:48	2:20	2:00	1:45
DES Gradient 5.2%							

	NM	1.0	2.0	3.0	4.0
DIST TO IZW	NM	1.0	2.0	3.0	4.0
DIST TO TKT	NM	0.7	1.7	2.7	3.7
ALT	ft	1687	2006	2325	2643
HEIGHT	m	97	195	292	389



MISSED APPROACH: Climb to 4000' via route TT112 - DAKZO - ERWET. Hold over ERWET or follow ATC instruction.

CAT OF ACFT	A				B				C				D			
	OCA (H)		CAT I		OCA (H)		CAT I		OCA (H)		CAT I		OCA (H)		CAT I	
STRAIGHT-IN	1569 (200)		1573 (204)		1581 (212)		1591 (222)		-		-		-		-	
CIRCLING	-		-		-		-		-		-		-		-	

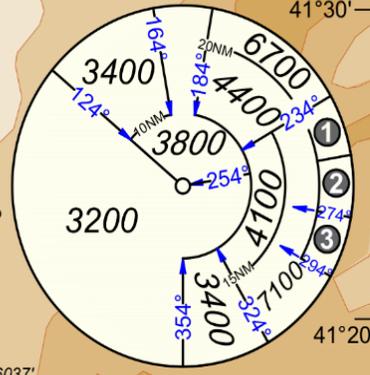
NOTE: STATE MINIMAS ARE INDICATED ON THE PAGE AD2.24-6.X.1

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

AD ELEV 1417'  
THR ELEV 08L/08R 1369'  
TRANSITION LEVEL FL 150  
TRANSITION ALTITUDE 13000'

ATIS 126.8  
TASHKENT APPROACH 119.4  
TASHKENT TOWER 122.9  
VOLMET 120.4  
113.2

**TASHKENT/UZTT  
ISLAM KARIMOV  
RNAV(GNSS) RWY08L/08R**



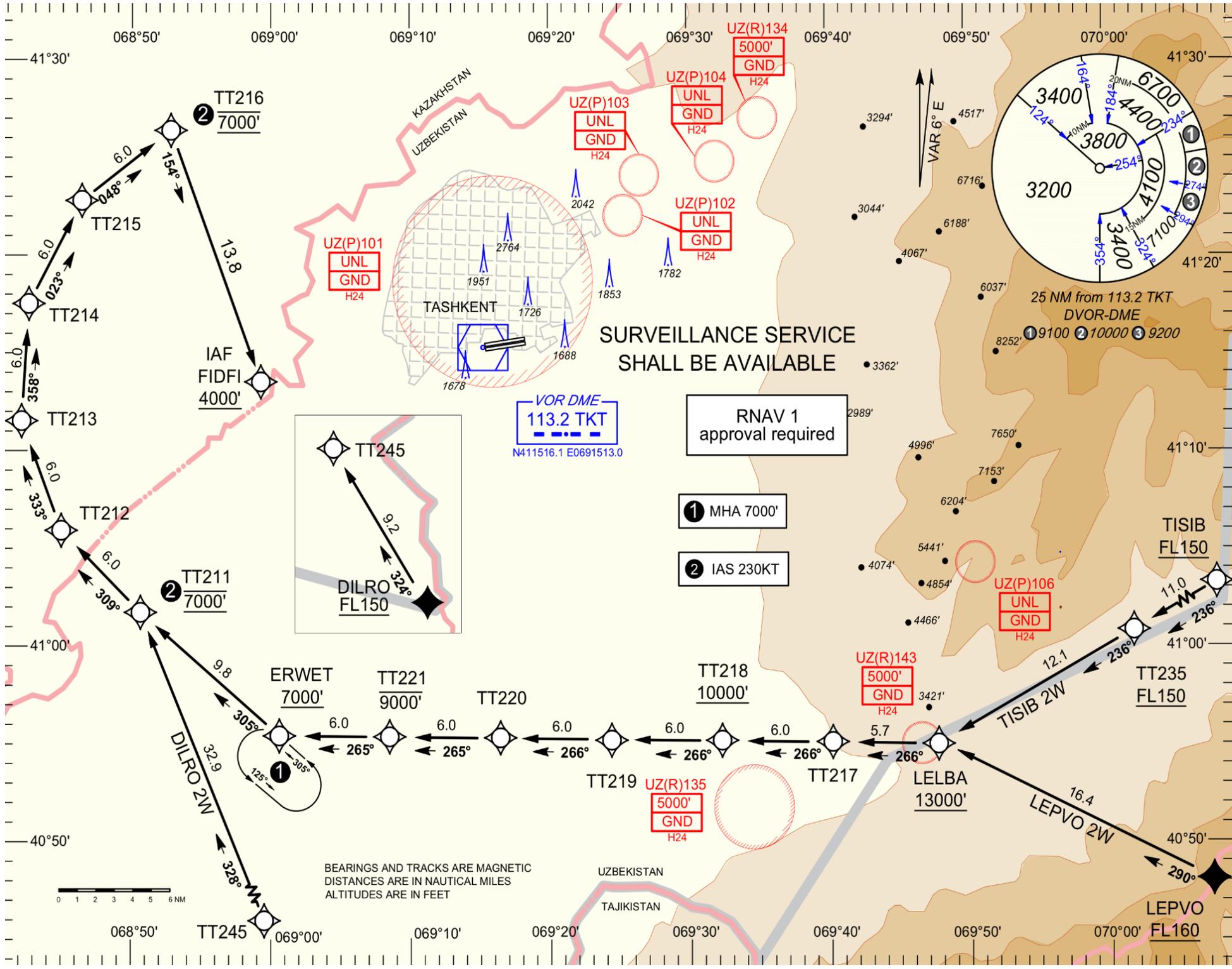
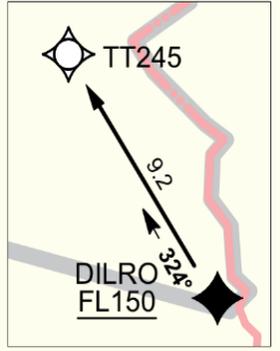
25 NM from 113.2 TKT  
DVOR-DME  
① 9100 ② 10000 ③ 9200

**SURVEILLANCE SERVICE  
SHALL BE AVAILABLE**

RNAV 1 approval required

- ① MHA 7000'
- ② IAS 230KT

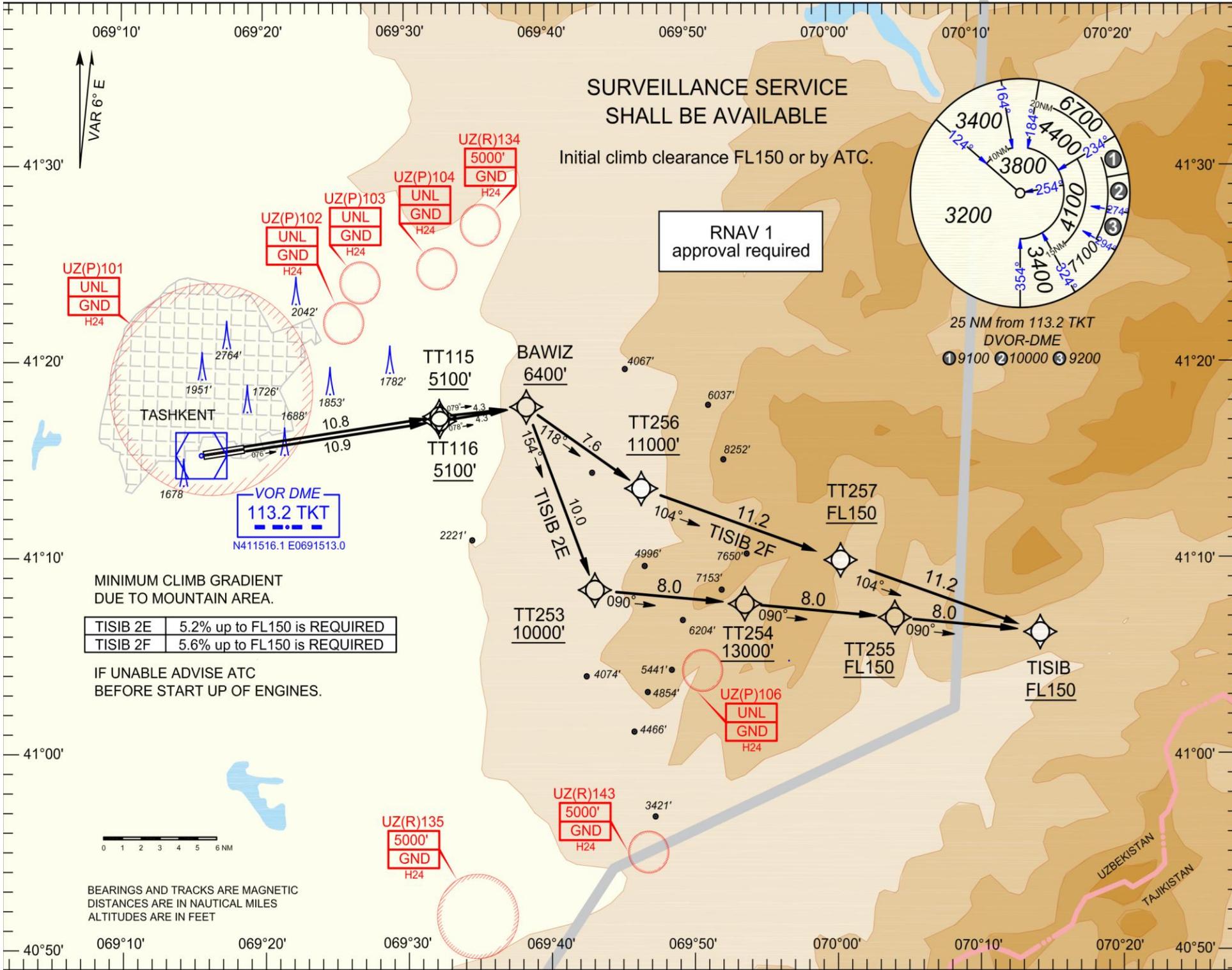
VOR DME  
113.2 TKT  
N411516.1 E0691513.0



BEARINGS AND TRACKS ARE MAGNETIC  
DISTANCES ARE IN NAUTICAL MILES  
ALTITUDES ARE IN FEET



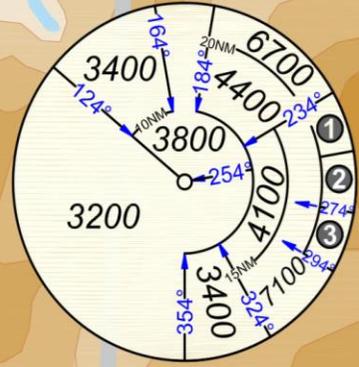
DILRO 2W, LEPVO 2W, TISIB 2W.



**SURVEILLANCE SERVICE SHALL BE AVAILABLE**

Initial climb clearance FL150 or by ATC.

RNAV 1 approval required



25 NM from 113.2 TKT DVOR-DME  
 ① 9100 ② 10000 ③ 9200

MINIMUM CLIMB GRADIENT DUE TO MOUNTAIN AREA.

TISIB 2E	5.2% up to FL150 is REQUIRED
TISIB 2F	5.6% up to FL150 is REQUIRED

IF UNABLE ADVISE ATC BEFORE START UP OF ENGINES.

BEARINGS AND TRACKS ARE MAGNETIC  
 DISTANCES ARE IN NAUTICAL MILES  
 ALTITUDES ARE IN FEET

**RNAV (GNSS) STANDARD DEPARTURE  
 CHART INSTRUMENT (SID) - ICAO**

AD ELEV 1417'  
 THR ELEV 08L/08R 1369'  
 TRANSITION LEVEL FL150  
 TRANSITION ALTITUDE 13000'

ATIS 126.8  
 TASHKENT APPROACH 119.4  
 TASHKENT TOWER 120.4  
 VOLMET 113.2

**TASHKENT/IZTT  
 ISLAM KARIMOV  
 RNAV(GNSS) RWY08L/08R**

TISIB 2E, TISIB 2F.



### Appeal application form

Full name \_\_\_\_\_

Email address \_\_\_\_\_

Phone number \_\_\_\_\_

Organization and position held \_\_\_\_\_

**Reason for appeal:**

-Rejection of application

-Appeal against assessment received

-Violation of testing procedures

-Violation of professional or ethical standards

-Other (please explain) \_\_\_\_\_

Please describe in detail the reasons for filing the appeal and the accompanying circumstances:

---

---

---

Signature \_\_\_\_\_