Name: .....

Class: .....

Date: .....

PROGRESS TEST 1

LISTENING

(30 minutes)

PART 1 ***Questions 1-10***

Questions 1-6

Complete the notes below.

*Write **NO MORE THAN TWO WORDS AND/OR A NUMBER** for each answer.*

Customer's name: Igor Petrov

Length of holiday: **1** .....

will pay up to £ **2** .....

Told him about **3** ..... for advanced payments

Needs quote for **4** ..... during holiday

Requires **5** ..... on plane

Must check if he needs a **6** .....

LIVEWORKSHEETS

Questions 7-10

Complete the table below.

*Write **ONE OR TWO WORDS** for each answer.*

Eco-holidays

	type of holiday	**accommodation**	**advantage**
Dumbarton Tablelands	*watching animals*	*house in a* **7**	*close to nature*
Bago Nature Reserve	*live with a* **8**	*village house*	*learn about way of life*
San Luis Island	*working in a* **9**	*hostel*	*holiday location without* **10** .....

LIVEWORKSHEETS

PART 2 ***Questions 11-20***

Questions 11—17

Complete the sentences below.

*Write **NO MORE THAN TWO WORDS** for each answer.*

Marathon - tips for spectators

11. To enjoy the day, make sure you ..... it first.

12. Travel ..... within the city centre.

13. Wear ..... on the day.

14. Check the ..... the night before the marathon.

15. Let the ..... give drinks to runners.

16. Stay on one side of the road to avoid ..... .

17. Don't arrange to meet runners near the ..... .

Questions 18-20

What does the speaker say about the following forms of transport?

*Write the correct letter, **A**, **B**, **C** or **E**, next to Questions 18-20.*

A	will take more passengers than usual
B	will suit people who want to see the start of the race
C	waiting times will be longer than usual
D	will have fewer staff than usual
E	some works schedules will change

18. taxis .....

19. trams .....

20. buses .....

LIVEWORKSHEETS

PART 3 *Questions 21-30*

Questions 21-26

Choose the correct letter, ***A, B*** *or* ***C****.*

21. What does Ahmed say about last week's seminar?

A He wasn't able to get there on time.

B He didn't know all the students.

C He couldn't understand everything.

22. What does the tutor say about Ahmed's preparation for the seminar?

A He was better prepared than some students.

B He completed some useful work.

C He read some useful articles.

23. What does Ahmed say about his participation in the seminar?

A He tended to speak to his neighbour only.

B He spoke when other students were talking.

C He felt embarrassed when students looked at him.

24. What does Ahmed worry about most in seminars?

A speaking at the right time

B taking enough notes

C staying focused

25. What does Ahmed say about his role in the group?

A He hasn't thought about it.

LIVEWORKSHEETS

B He'd like to change it.

C He feels he is acting a part.

26. At the next seminar, Ahmed's tutor suggests that he should

A give other students more help with their work.

B observe the behaviour of other students.

C ask other students for their views.

Questions 27 and 28

*Choose **TWO** letters, **A-E**.*

*Which **TWO** strategies does the tutor suggest for the next seminar?*

A speak more frequently

B behave in a confident manner

C sit next to someone helpful

D listen to what other people say

E think of questions to ask

Questions 29 and 30

*Choose **TWO** letters, **A-E**.*

*Which **TWO** suggestions does the tutor make about taking notes?*

A plan them before the seminar

B note down key words that people say

C note points to say later

D include self-analysis

E rewrite them after the seminar

LIVEWORKSHEETS

PART 4 *Questions 31-40*

Complete the table below.

*Write **ONE WORD ONLY** for each answer.*

New Caledonian crows and the use of tools

Examples of animals using tools

- some chimpanzees use stones to break nuts
- Betty (New Caledonian crow) made a **31** ..... out of wire to move a bucket of food
- Barney (New Caledonian crow) used sticks to find food

New Zealand and Oxford experiment

- three stages: crows needed to move a **32** ..... in order to reach a short stick; then use the short stick to reach a long stick; then use the long stick to reach food

Oxford research

- crows used sticks to investigate whether there was any **33** ..... from an object
- research was inspired by seeing crows using tools on a piece of cloth to investigate a spider design
- Barney used a stick to investigate a snake made of **34** .....
- Pierre used a stick to investigate a **35** .....
- Corbeau used a stick to investigate a metal toad
- the crows only used sticks for the first contact

Conclusions of above research

- ability to plan provides interesting evidence of the birds' cognition
- unclear whether this is evidence of the birds' **36** .....

Exeter and Oxford research in New Caledonia

- scientists have attached very small cameras to birds' **37**.....

LIVEWORKSHEETS

- food in the form of beetle larvae provides plenty of **38** ..... for the birds
- larvae's specific **39** ..... composition can be identified in birds that feed on them
- scientists will analyse what the birds include in their **40** .....

LIVEWORKSHEETS

READING

(60 minutes)

READING PASSAGE 1

You should spend about 20 minutes on ***Questions 1-13***, which are based on Reading Passage 1 below.

The Dover Bronze-Age Boat

A beautifully preserved boat, made around 3,000 years ago and discovered by chance in a muddy hole, has had a profound impact on archaeological research.

It was 1992. In England, workmen were building a new road through the heart of Dover, to connect the ancient port and the Channel Tunnel, which, when it opened just two years later, was to be the first land link between Britain and Europe for over 10,000 years. A small team from the Canterbury Archaeological Trust (CAT) worked alongside the workmen, recording new discoveries brought to light by the machines.

At the base of a deep shaft six metres below the modern streets a wooden structure was revealed. Cleaning away the waterlogged site overlying the timbers, archaeologists realised its true nature. They had found a prehistoric boat, preserved by the type of sediment in which it was buried. It was then named the Dover Bronze-Age Boat.

About nine metres of the boat's length was recovered; one end lay beyond the excavation and had to be left. What survived consisted essentially of four intricately carved oak planks: two on the bottom, joined along a central seam by a complicated system of wedges and timbers, and two at the side, curved and stitched to the others. The seams had been made watertight by pads of moss, fixed by wedges and yew stitches.

The timbers that closed the recovered end of the boat had been removed in antiquity when it was abandoned, but much about its original shape could be deduced. There was also evidence for missing upper side planks. The boat was not a wreck, but had been deliberately discarded,

LIVEWORKSHEETS

dismantled and broken. Perhaps it had been 'ritually killed' at the end of its life, like other Bronze-Age objects.

With hindsight, it was significant that the boat was found and studied by mainstream archaeologists who naturally focused on its cultural context. At the time, ancient boats were often considered only from a narrower technological perspective, but news about the Dover boat reached a broad audience. In 2002, on the tenth anniversary of the discovery, the Dover Bronze-Age Boat Trust hosted a conference, where this meeting of different traditions became apparent. Alongside technical papers about the boat, other speakers explored its social and economic contexts, and the religious perceptions of boats in Bronze-Age societies. Many speakers came from overseas, and debate about cultural connections was renewed.

Within seven years of excavation, the Dover boat had been conserved and displayed, but it was apparent that there were issues that could not be resolved simply by studying the old wood. Experimental archaeology seemed to be the solution: a boat reconstruction, half-scale or full-sized, would permit assessment of the different hypotheses regarding its build and the missing end. The possibility of returning to Dover to search for the boat's unexcavated northern end was explored, but practical and financial difficulties were insurmountable - and there was no guarantee that the timbers had survived the previous decade in the changed environment.

Detailed proposals to reconstruct the boat were drawn up in 2004. Archaeological evidence was beginning to suggest a Bronze-Age community straddling the Channel, brought together by the sea, rather than separated by it. In a region today divided by languages and borders, archaeologists had a duty to inform the general public about their common cultural heritage.

The boat project began in England but it was conceived from the start as a European collaboration. Reconstruction was only part of a scheme that would include a major exhibition and an extensive educational and outreach programme. Discussions began early in 2005 with archaeological bodies, universities and heritage organisations either side of the Channel. There was much enthusiasm and support, and an official launch of the project was held at an international seminar in France in 2007.

LIVEWORKSHEETS

Financial support was confirmed in 2008 and the project then named BOAT 1550BC got under way in June 2011. A small team began to make the boat at the start of 2012 on the Roman Lawn outside Dover museum. A full-scale reconstruction of a mid-section had been made in 1996, primarily to see how Bronze-Age replica tools performed. In 2012, however, the hull shape was at the centre of the work, so modern power tools were used to carve the oak planks, before turning to prehistoric tools for finishing. It was decided to make the replica half-scale for reasons of cost and time, and synthetic materials were used for the stitching, owing to doubts about the seeding and tight timetable.

Meanwhile, the exhibition was being prepared ready for opening in July 2012 at the Castle Museum in Boulogne-sur-Mer. Entitled 'Beyond the Horizon: Societies of the Channel & North Sea 3,500 years ago', it brought together for the first time a remarkable collection of Bronze-Age objects, including many new discoveries for commercial archaeology and some of the great treasure of the past. The reconstructed boat, as a symbol of the maritime connections that bound together the communities either side of the Channel, was the centrepiece.

LIVEWORKSHEETS

Questions 1-5

Complete the flow-chart below.

*Choose **ONE WORD ONLY** from the text for each answer.*

Write your answers in boxes 1-5 on your answer sheet.

Key events

1992 - the boat was discovered during the construction of a **1** .....

↓

2002 - an international **2** ..... was held to gather information

↓

2004 - **3** ..... for the reconstruction were produced

↓

2007 - the **4** ..... of BOAT 1550BC took place

↓

2012 - the Bronze-Age **5** ..... featured the boat and other objects

LIVEWORKSHEETS

Questions 6-9

Do the following statements agree with the information given in the text?

In boxes 6-9 on your answer sheet, write

TRUE *if the statement agrees with the information*

FALSE *if the statement contradicts the information*

NOT GIVEN *if there is no information on this*

6. Archaeologists realised that the boat had been damaged on purpose.

7. Initially, only the technological aspects of the boat were examined.

8. Archaeologists went back to the site to try and find the missing northern end of the boat.

9. Evidence found in 2004 suggested that the Bronze-Age Boat had been used for trade.

Questions 10-13

Answer the questions below.

Choose ***NO MORE THAN THREE WORDS AND/OR A NUMBER*** *from the text for each answer.*

Write your answers in boxes 10-13 on your answer sheet.

10. How far under the ground was the boat found?

11. What natural material had been secured to the boat to prevent water entering?

12. What aspect of the boat was the focus of the 2012 reconstruction?

13. Which two factors influenced the decision not to make a full-scale reconstruction of the boat?

LIVEWORKSHEETS

READING PASSAGE 2

*You should spend about 20 minutes on **Questions 14-26**. which are based on Reading Passage 2 below.*

The changing role of airports

Airports continue to diversify their role in an effort to generate income.

Are business meeting facilities the next step? Nigel Halpern, Anne Graham and Rob Davidson investigate.

A In recent times developing commercial revenues has become more challenging for airports due to a combination of factors, such as increased competition from Internet shopping, restrictions on certain sales, such as tobacco, and new security procedures that have had an impact on the dwell time of passengers. Moreover, the global economic downturn has caused a reduction in passenger numbers while those that are travelling generally have less money to spend. This has meant that the share of revenue from non-aeronautical revenues actually peaked at 54% at the turn of the century and has subsequently declined slightly. Meanwhile, the pressures to control the level of aeronautical revenues are as strong as ever due to the poor financial health of many airlines and the rapid rise of the low-cost carrier sector.

B Some of the more obvious solutions to growing commercial revenues, such as extending the merchandising space or expanding the variety of shopping opportunities, have already been tried to their limit at many airports. A more radical solution is to find new sources of commercial revenue within the terminal, and this has been explored by many airports over the last decade or so. As a result, many terminals are now much more than just shopping malls and offer an array of entertainment, leisure, and beauty and wellness facilities. At this stage of facilities provision, the airport also has the possibility of taking on the role of the final destination rather than merely a facilitator of access.

C At the same time, airports have been developing and expanding the range of services that they provide specifically for the business traveller in the terminal. This includes offering business

LIVEWORKSHEETS

centres that supply support services, meeting or conference rooms and other space for special events. Within this context, Jarach (2001) discusses how dedicated meetings facilities located within the terminal and managed directly by the airport operator may be regarded as an expansion of the concept of airline lounges or as a way to reconvert abandoned or underused areas of terminal buildings. Previously it was primarily airport hotels and other facilities offered in the surrounding area of the airport that had the potential to take on this role and become active as a business space (McNeill, 2009).

When an airport location can be promoted as a business venue, this may increase the overall appeal of the airport and help it become more competitive in both attracting and retaining airlines and their passengers. In particular, the presence of meeting facilities could become one of the determining factors taken into consideration when business people are choosing airlines and where they change their planes. This enhanced attractiveness itself may help to improve the airport operator's financial position and future prospects, but clearly this will be dependent on the competitive advantage that the airport is able to achieve in comparison with other venues.

E In 2011, an online airport survey was conducted and some of the areas investigated included the provision and use of meeting facilities at airports and the perceived role and importance of these facilities in generating income and raising passenger numbers. In total, there were responses from staff at 154 airports and 68% of these answered 'yes' to the question: Does your airport own and have meetings facilities available for hire? The existence of meeting facilities therefore seems high at airports. In addition, 28% of respondents that did not have meeting facilities stated that they were likely to invest in them during the next five years. The survey also asked to what extent respondents agreed or disagreed with a number of statements about the meeting facilities at their airport. 49% of respondents agreed that they have put more investment into them during recent years; 41% agreed that they would invest more in the immediate future. These are fairly high proportions considering the recent economic climate.

F The survey also asked airports with meeting facilities to estimate what proportion of users are from the local area, i.e. within a 90-minute drive from the airport, or from abroad. Their findings show that meeting facilities provided by the majority of respondents tend to serve local

LIVEWORKSHEETS

versus non-local or foreign needs. 63% of respondents estimated that over 60% of users are from the local area. Only 3% estimated that over 80% of users are from abroad. It is therefore not surprising that the facilities are of limited importance when it comes to increasing use of flights at the airport: 16% of respondents estimated that none of the users of their meeting facilities use flights when travelling to or from them, while 56% estimated that 20% or fewer of the users of their facilities use flights.

G The survey asked respondents with meeting facilities to estimate how much revenue their airport earned from its meeting facilities during the last financial year. Average revenue per airport was just $12,959. Meeting facilities are effectively a non-aeronautical source of airport revenue. Only 1% of respondents generated more than 20% non-aeronautical revenue from their meetings facilities; none generated more than 40%. Given the focus on local demand, it is not surprising that less than a third of respondents agreed that their meeting facilities support business and tourism development in their home region or country.

H The findings of this study suggest that few airports provide meetings facilities as a serious commercial venture. It may be that, as owners of large property, space is available for meeting facilities at airports and could play an important role in serving the needs of the airport, its partners, and stakeholders such as government and the local community. Thus, while the local orientation means that competition with other airports is likely to be minimal, competition with local providers of meetings facilities is likely to be much greater.

Questions 14-18

The text has eight paragraphs, A-H.

Which paragraph contains the following information?

Write the correct letter, A-H, in boxes 14-18 on your answer sheet.

N.B. You may use any letter more than once.

14. evidence that a significant number of airports provide meeting facilities

LIVEWORKSHEETS