



Language Proficiency

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Operational Safety Section, ANB, ICAO

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Overall objective of LPRs

Resolve a safety issue by ensuring that pilots and air traffic controllers meet a minimum requirement of English Language Proficiency (Operational Level 4)





The Case for LPRs

Accidents	Fatalities
Trident/DC-9 mid-air collision, Zagreb -1976	175
Double B747 runway collision, Tenerife – 1977	583
B707 fuel exhaustion, JFK – 1990	73
B757 CFIT, Cali – 1995	160
IL-76/B747 mid-air collision, India – 1996	349
MD83/Shorts 330 runway collision, Paris/CDG -2000	1
MD80/Citation runway collision, Milan – 2001	118



Assembly Resolutions

Year	Assembly Resolution No.	Purpose	ICAO Document No.
1998	A32-16	Development of Provision	9700
2007	A36-11	Implementation plans if not compliant by March 2008	9902
2010	A37-10	Implementation plans if not compliant by March 2011	9958
2013	A38-8	Discontinue Implementation Plans and encourage States to use AELTS	10022



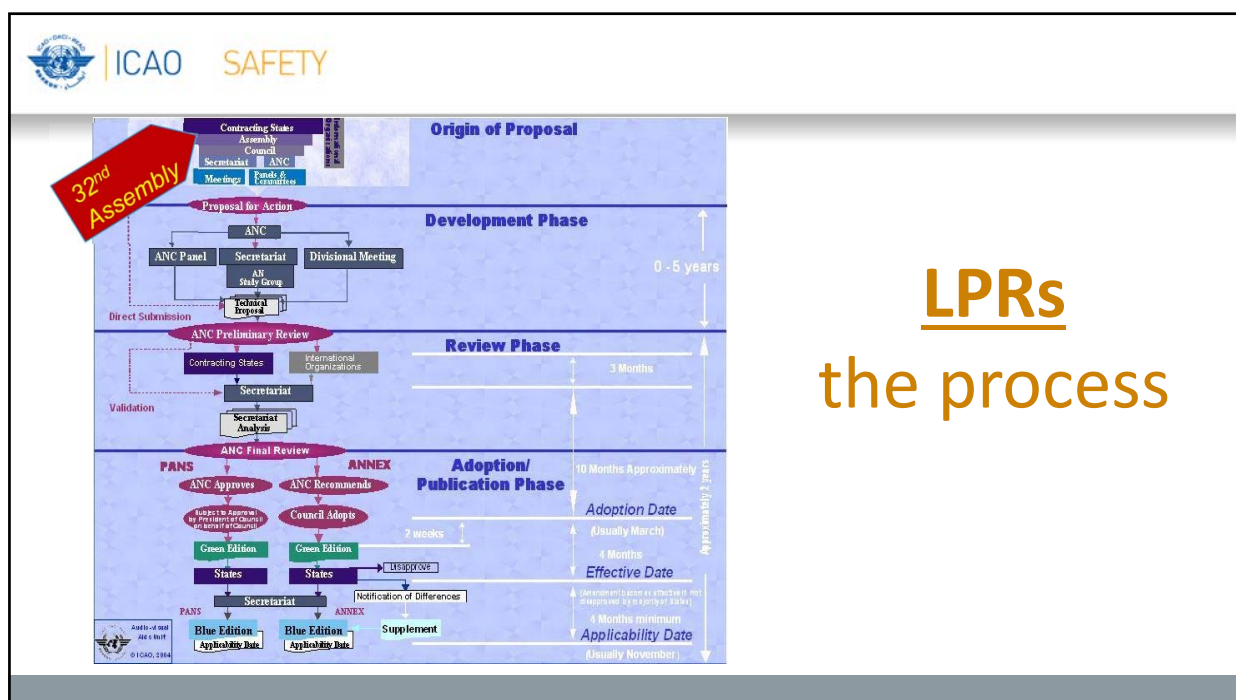
ICAO – SARPs

- [Annex 1 – Personnel Licensing](#)
 - Chapter 1, section 1.2.9 Language Proficiency Attachment A and Appendix 1
- [Annex 6 – Operation of Aircraft](#)
 - Part I - Chapter 3.1, section 3.1.8
 - Part II – Chapter 2.1, section 2.1.1.6, 3.3.1.5
 - Part III – Chapter 1, section 1.1.8
- [Annex 10 – Aeronautical Communications](#)
 - Chapter 2, section 2.31
 - Chapter 5, section 5.1.1.1, 5.2.1.2
- [Annex 11 – Air Traffic Services](#)
- [PANS-ATM Doc 4444](#), chapter 12, 12.2



ICAO documents

- ICAO resolution A38-8
- ICAO Doc 9835, Manual on the Implementation of ICAO Language Proficiency Requirements, 2nd ed.
- ICAO Circular 318, Language Testing Criteria for Global Harmonization, 2009
- ICAO Circular 323, Guidelines for Aviation English Training Programmes, 2009
- ICAO Doc. 10045 MET/14



ICAO's work is done....

- National regulations include LPRs
- Licences are endorsed
- Audit results are good

....but has the overall objective been met?

What we want:

- Help States ensures quality of aviation language assessment
- Make effective use of States' resources.
- Implement best practices in aviation language testing
- Listening the States for proposals
- Seeking solutions

What we think / plan:

- Main objective is to improve safety
- States might find the oversight of language proficiency assessment challenging, because:
 - Dependable aviation language testing expertise is scarce
 - The aviation language testing industry is unregulated
- We need to help States with their oversight...
 - ... without overburdening their limited resources
- ICAO – how to help CAA deal with day-to-day activities ?!?

