

# Language Proficiency Requirements (LPRs)

## Technical Seminar

### Results and Challenges in Implementing the LPRs in Ukraine



# **Results and Challenges in Implementing the LPRs in Ukraine**

It is well-known that language training in aviation has specific objectives, content, criteria of proficiency, condition of professional and personal states. Having in mind that aviation language is used for pilot-controller communication and this communication impacts the aviation safety, the system of the LPRs implementation in Ukraine has been developed on the basis of Doc 9835 and ICAO Circulars 318 and 323.

# Results

Language requirements were introduced into the National regulatory system:

- ✓ Action plan has been developed.
- ✓ The expert group has been organized to work out language test format and certification requirements.
- ✓ Participation in international conferences and meetings, organization of national workshops and discussions helped to determine ways and methods to achieve the goal.



# Results

- ✓ The regulations for Aviation English training and testing centers have been developed and approved.
- ✓ Training programs, curricular, training courses have been tailored and adopted at the national level for harmonization of language requirements.
- ✓ The format of test has been approved by the State Aviation Administration of Ukraine.

# Results

- ✓ Seven training organizations have been certified and validated in compliance with the approved requirements for Aviation English training and testing functions. Among them one international center (MLS, England) and six national centers. Two of those centers have been given the right to train trainers and raters/examiners.

The aviation training centers are located in different regions of the country to meet requirements of aviation personnel training. The training process in these centers is provided by teachers and instructors certified by the SAA of Ukraine.

# Results

## RECORD

of the Examination Board session on the English language proficiency rating

Name	
License type and №	
Record №	
Date	
Institution	The ICAO Institute (Kyiv)

Name of audio file	
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### Test assessment:

Pronunciation	
Structures	
Vocabulary	
Fluency	
Comprehension	
Interaction	

**Conclusion:** According to the results of the testing shown by by (Name) the ( ) level is established in compliance with the ICAO Language Proficiency Rating Scale.

Examiner

Raters

## DO NOT LOSE THIS RECORD

This record is issued by the institution that is empowered by and acts on behalf of the State Aviation Administration of Ukraine to test and confirm language proficiency for international flights in compliance with the ICAO Language Proficiency Standard (Doc 7300 Annex 1).

# The achieved 4-th (Operational) Level

	Number	% of the total number
Flight crew members	2396	87 %
Air traffic controllers	1166	98 %

As it is seen from the table the overwhelming majority of pilots and air traffic controllers meet the requirements of the operational level.



# Results

- ✓ Aviation English Proficiency tests are being conducted by 24 raters and examiners. These specialists are also licensed by the SAA of Ukraine and they mandatory go through annual recurrent training which is documented in the evaluation form.

# Results

## SUPPLEMENT TO EXAMINERS/RATERS CERTIFICATE

This is issued to certify that \_\_\_\_\_, the holder of the Certificate \_\_\_\_\_

(Full Name)

(Certificate Number, Date of Issuance)

has successfully completed the annual Examiners/Raters Upgrading Course and has been granted the right to assess aviation personnel language proficiency **up to the 4<sup>th</sup> level** in accordance with the ICAO Language Proficiency Requirements contained in the Doc 9835 and Cir 318 for the one year period.

1	<i>Issuance Authority</i> <hr/> <hr/>	The right to assess up to the 4 <sup>th</sup> level is (approved/not approved).	is valid until (m/y)	<i>Name of the grantor</i> <hr/> <hr/>	<i>Position of the grantor</i> <hr/> <hr/>	<i>Signature</i> <hr/>	(Seal)
2	<i>Issuance Authority</i> <hr/> <hr/>	The right to assess up to the 4 <sup>th</sup> level is (approved/not approved).	is valid until (m/y)	<i>Name of the grantor</i> <hr/> <hr/>	<i>Position of the grantor</i> <hr/> <hr/>	<i>Signature</i> <hr/>	(Seal)
3	<i>Issuance Authority</i> <hr/> <hr/>	The right to assess up to the 4 <sup>th</sup> level is (approved/not approved).	is valid until (m/y)	<i>Name of the grantor</i> <hr/> <hr/>	<i>Position of the grantor</i> <hr/> <hr/>	<i>Signature</i> <hr/>	(Seal)

# What are the challenges?



# Challenges

- Lack of resources and cost effectiveness of training. Learning language is a long and costing business because so many factors are involved (age, culture, past experience, motivation, methods of teaching and the like).
- Lack of resources does not allow to invite native speaking teachers and instructors to train aviation personnel, to purchase necessary equipment for CBT training, to organize recurrent training of teachers, instructors, raters and examiners abroad.

# Challenges

- There exists a problem of harmonization of aviation universities and colleges curricula and educational programs. The Ministry of Education and Science of Ukraine does not take into account new Aviation English requirements.

As a result the time which is planned for Aviation English is negligible and students cannot get enough knowledge. If they are pilots or air traffic controllers they cannot pass the Aviation English proficiency test after graduation from the aviation educational institution.

# Challenges

- The system of maintaining level of knowledge obtained by pilots and air traffic controllers is in the process of implementation. Special programs have been developed but officially they have not been included into the national regulations.
- The efforts shall be taken to harmonize Aviation English training and testing systems for air traffic controllers and pilots (format of documents, programs for maintaining level of knowledge, etc).

In March 2003 the ICAO Council adopted a comprehensive set of SARPs that strengthened LPRs for pilots and air traffic controllers involved in international operations. Ten years have passed from that date. It was a difficult, interesting, progressive and useful way to contribute to aviation safety, to mitigate the risk of misunderstanding and wrong actions of pilots and air traffic controllers.





Thanks to great efforts of ICAO staff, members of PRICE study group, developments of International Civil Aviation English Association we have been all the time during these ten years together trying to do our best for the proper implementation of ICAO requirements.

Mitchell Fox and Nicole Barrette-Sabourin have been all the time real locomotives of the process.



Thank you all Colleagues for  
cooperation!