



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
NINETEENTH MEETING (APIRG/19)
(Dakar, Senegal, 28 to 31 October 2013)**

Agenda Item 3.7: Other Air Navigation matters

IMPLEMENTATION OF LANGUAGE PROFICIENCY IN ASECNA

Presented by ASECNA

SUMMARY	
In compliance with Resolution A37-10 of the 37 th ICAO Assembly on the skills of the English Language used for the radiotelephony, this information paper deals with the implementation of the Language Proficiency relating to air traffic controllers (ATCOs) in the seventeen ASECNA member countries.	
The action by the Meeting is at paragraph 4.	
REFERENCES: Annex 1 – Personnel Licensing ; Annex 10 – Telecommunications; Doc 9835, manual for the implementation of language Proficiency; General Policy statement on Safety Management, adopted by the Committee of ASECNA Member States Ministers.	
<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objectives A, B and D.

1. INTRODUCTION

1.1 ASECNA, the Agency for Air Navigation Safety in Africa and Madagascar, is an air navigation services provider for its 17 Member States.

1.2 This working paper gives an up-to-date report of the actions undertaken by ASECNA, through its two managed aviation training institutions: *Ecole Africaine de la Météorologie et de l'Aviation Civile (EAMAC)*, *Ecole Régionale de la Navigation Aérienne et de Management (ERNAM)*, the Technical Operation Management (DEX) and the Department of Human Resources (DGDR), in view of helping Air Traffic Control Officers comply with the Language Proficiency Requirements (LPRs). The paper shows the results achieved and the arrangements envisaged in the future.

2. SETTING UP OF LANGUAGE PROFICIENCY

2.1 Setting Up

2.1.1 A team of evaluators/raters made up of the English instructors of EAMAC and ERNAM was set up in 2007 with the aims of monitoring the English levels of the ATCOs, organizing and supervising the proficiency tests, designing and administering such tests. This team was reinforced by

the advent, last year, of some trained active ATCOs having at least level five (5). This has enhanced the capacity of the team in terms of Language Proficiency tests design and administration.

2.2 ASSESSMENT AND CORRECTIVE MEASURES

2.2.1 Following the evaluations carried out in compliance with the Language Proficiency requirements by the instructors of the two schools (ERNAM and EAMAC) from 2007 to 2013, the following has been recorded:

- Six hundred and twenty eight (628) active ATCOs have been either evaluated and or re-evaluated;
- Twenty four (**24**) ATS instructors of EAMAC have been either evaluated and or re-evaluated;
- Fifty eight (58) pilots of ASECNA member and or non-member have been evaluated;
- One hundred and forty (**140**) EAMAC ATC students have been evaluated before graduation.

2.2.2 After the different evaluations carried out in the ATS centres and in the Language training centres, out of four hundred and eight (408) controllers, three hundred and twenty two (322) have got level four (4) and or above, hence a compliance rate of 79%.

2.2.3 While, out of the eighty-six (86) controllers who have not yet achieved the operational level, the majority has nevertheless got level three (3).

2.2.4 To comply with the Language proficiency Requirements, the following measures have been taken in our ATC centres.

- a) All the control positions are properly staffed with controllers having the operational required level;
- b) No controller having less than level four (4) will work as an executive controller;
- c) A controller that has a level less than four (4) will work as an assistant controller; and
- d) All the controllers having a level less than four will undergo an intensive English language training with the aim of achieving level four within a period of twelve months.

2.3 ACTION PLAN

- An on-site programme of ATCOs' English training (P.F.A.S.) was designed, validated and is being implemented.
- An annual in-service training programme for the raters/evaluators has been set up.
- At EAMAC, the method of English teaching has become more interactive.
- Since March 2013, Niger Civil Aviation Authority (on behalf of all the Civil Aviation Authorities of the seventeen ASECNA Member countries) approved EAMAC as an Air Traffic Control Training Organization.
- The accreditation process of the English Language Proficiency Evaluators/Raters by the competent authorities is presently in progress.
- Several versions of English Language Proficiency tests are being designed and a sample test will be posted in ASECNA and EAMAC websites.

3. CONCLUSION

3.1 The implementation of the language proficiency by an ANSP is a major challenge in achieving ICAO strategic objective related to safety which heavily requires:

- great commitment from the ATS staff, at all levels;
- important human and financial resources

3.2 The setting up of the Language Proficiency may allow better efficiency and ensure a good safety performance in the air traffic management.

4. ACTION BY THE MEETING

4.1 The Meeting is invited to:

- a) Take note of the experience of ASECNA in the field of Language Proficiency implementation;
- b) Encourage ANSPs to cooperate and exchange experiences on Language Proficiency implementation; and
- c) Encourage ICAO to continue assisting the States and the Air Navigation Service Providers ANSPs to integrate this experience in global plan for the follow up of the qualifications of Air Traffic Control Officers.

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