The background features a large, light blue watermark of the ICAO logo. The logo consists of a globe with latitude and longitude lines, surrounded by a laurel wreath. The acronym 'ICAO' is written in English at the top and in Chinese characters '国际民航组织' at the bottom. The text 'OACI' and 'ИКАО' are also visible in the upper part of the logo.

# **Module 1**

# **Language Proficiency Requirements**

## **– Update**

**Language Proficiency  
Implementation Plan Workshop  
(Dubai, UAE, 28 to 31 January 2008)**

# The Case for LPRs

<b>Accidents</b>	<b>Fatalities</b>
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

# LPR Chronology

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<b>1998:</b>	<b>A32-16</b>
<b>2000-2001:</b>	<b>PRICE SG</b>
<b>2001-2003:</b>	<b>Review and Expand (A33)</b>
<b>March 2003:</b>	<b>Adopted</b>
<b>July 2003:</b>	<b>Effective</b>
<b>June 2006:</b>	<b>Mid-point review</b>
<b>April 2007:</b>	<b>Second survey review</b>
<b>October 2007:</b>	<b>36<sup>th</sup> Assembly</b>
<b>March 2008:</b>	<b>Applicable</b>

# A32-16

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**“...steps to ensure that air traffic controllers and flight crews involved in flight operations in airspace where the use of the English language is required, are proficient in conducting and comprehending radiotelephony communications in the English language”**

# PRICESG

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- **Review all aspects of air-ground and ground-ground voice communication**
- **Develop requirements concerning English language testing**
- **Develop language proficiency requirements**

# Annex 10 – Volume II

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## Language(s) to be used

- **Para 5.2.1.2.1: The air-ground radiotelephony communications shall be conducted in the language normally used by the station on the ground or in the English language**
- **Para 5.2.1.2.2 The English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services**
- **Amendment 78 deleted provisions related to interpreters for radiotelephony communications**

# Annex 1 - General Principles

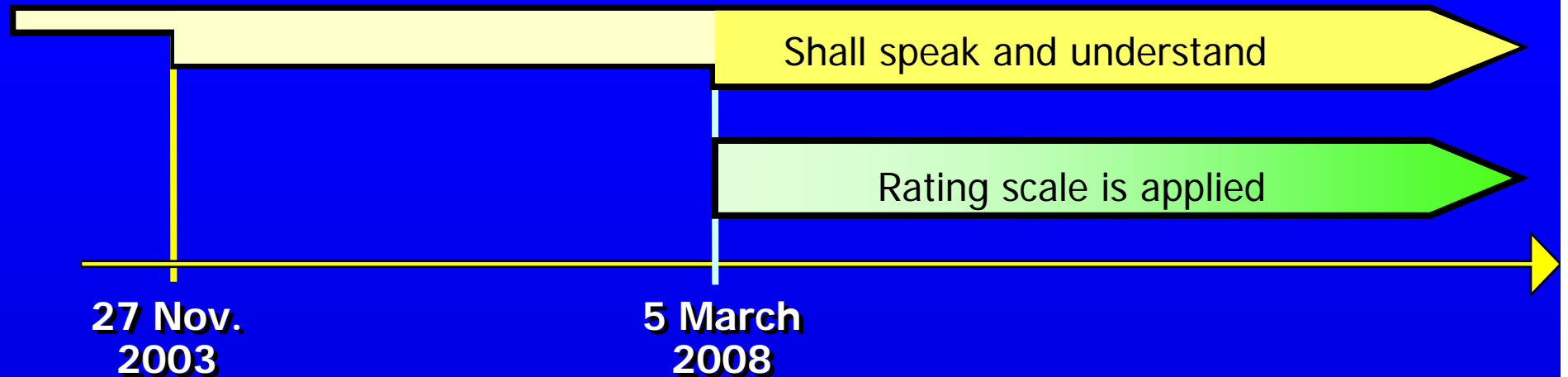
Limited to radiotelephony communication

The "Speak and Understand" Standard

Cover all languages used in radio communication

Assessment using a rating scale (level 4)

Progressive implementation



- **Aeroplane & helicopter pilots (PPL, CPL and ATPL)**
  - **Air traffic controllers and aeronautical station operators**
- 

Shall demonstrate the ability to speak and understand the language used for radiotelephony communications  
(Standard 1.2.9.1)

After 5 March 2008,

- The “speak and understand” ability shall be demonstrated to level 4 of the ICAO rating scale (Standard 1.2.9.4 and Appendix)
- “Formal evaluation” will be required for those below level 6 (recommendation: every 3 years for level 4 and every 6 years for level 5)

Previous Standard on the use of radiotelephony procedures and phraseology still applies



# Other Annexes

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- **Annex 6: (Parts I and III) Role of operators**
- **Annex 11: Role of Air traffic service providers**
  - **ATCOs speak and understand in accordance with Annex 1**
  - **English used between air traffic control units except when another language is mutually agreed**
- **PANS-ATM: ATS and other ground personnel will be expected to use plain language to the level specified in the ICAO language proficiency requirements contained in Annex 1**

## **ICAO Deliberations - June 2006**

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- **Survey conducted through ICAO Regional Offices – November 2005**
- **Responses from 36 States and 2 International Organizations**
- **E1 = 10 of 36 responses...inconclusive data**
- **Insufficient justification to change applicability date**
- **ANC Ad Hoc Working Group formed – focus on implementation**

# ICAO Deliberations - April 2007

- **Survey – October 2006**
- **59 States responded**
- **Amend A32-16**

	No. of States who have replied indicating:		
	Full implementation	Partial implementation	N/A
Will all pilots with air transport pilot's licence (ATPL) and commercial pilot's licence (CPL) be at least at Level 4?	48	18	
Will air traffic controllers be at least at Level 4?	41	21	
Will aeronautical station operators be at least at Level 4?	22	5	30
Will pilots with private pilot's licence (PPL) be at least at Level 4?	42	12	

# Implementation Support Activities

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- **Manual on the Implementation of ICAO LPRs**
- **Rated Speech Samples**
- **11 Regional Seminars**
- **PRICE SG/05 – April 06**
- **ICAO Aviation Language Symposia (2004 and 2007)**
- **Implementation Planning Workshops in all ICAO Regions by February 08**
- **Amended 9835 – First Quarter 08**

# Non-compliance:

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## Article 33 (Recognition)

- Gives multilateral recognition of States' exportables (licenses and airworthiness certificates) provided that the requirements under which they were issued, or rendered valid, are equal to or above the minimum Standards (i.e. Annex 1 and 8)
- Non-compliance with the LPRs can invalidate recognition

# Non-Compliance

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## Article 38 (Departures from international standards and procedures):

- Notify Council within 30 days of applicability date
- Council immediately notifies all other States

## Update Aeronautical Information Packages (AIPs)

# Non-compliance

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## Article 39 (Endorsement of certificates and licenses):

- Licenses shall be endorsed when not meeting an international Standard

Annex 1, Chapter 5, gives the specific endorsement requirements for LPRs

# Non-compliance

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## Article 40 (Validity of endorsed certificates and licenses)

- No pilot with an “endorsed” license shall participate in international navigation, except with the permission of the State or States whose territory is entered
- i.e. multiple bilaterals to fly internationally



# English applies to all international operations?

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- Short answer...NO
- For instance: Russian language proficiency for operations when operating in areas in which ATS are provided in Russian
- Article 40 permission is not required in this example when operating in areas in which ATS is available in Russian
- Lack of compliance with English language proficiency requirements will limit operational area
- Air navigation services will still need to provide English language for international operations





# Example 1

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- **Pilots operational Level 4 in Russian?**
- **Yes...endorse license under Annex 1**
- **Does not constitute an Article 39 Endorsement**
- **No requirement for permission of the States that provide Russian language ATS**

# Question?

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**In the previous example, an aircraft from Belarus is flying to Turkmenistan. Would English language air traffic services need to be available to that flight?**

# Answer

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**“English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services.” (Annex 10)**









## Example 2:

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- **Pilots operational level 4 in Russian?**
- **Yes...endorse license under Annex 1**
- **Pilots operational level 4 in English?**
- **Yes...endorse license under Annex 1**
- **No requirement for permission of the States that provide Russian and/or English language ATS (i.e. Article 40)**

**(English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services)**

# Question?

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**Give another example of an operation that would require more than one language that meets the ICAO language proficiency requirements?**





# Example 3:

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- **Pilots operational level 4 in Russian?**
- **Yes...endorse license under Annex 1**
- **Pilots operational level 4 in English?**
- **No...endorse license - Article 39**
- **Permission of all States that do not provide Russian language ATS (i.e. Article 40)**

**(English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services)**

# Example 3's Consequences

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- Numerous bilaterals or States could ignore the Standard?
- Council decided that further actions were needed to mitigate the impact of the LPRs
- Measures to strengthen the implementation of the LPR Standards in a manner that they could not be ignored
- Resolution A36-11

# Questions?

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- 1. What percentage of air operations from your State would be impacted by the English language proficiency requirements?**
- 2. What percentage of air traffic controllers in your State will need to meet the English language proficiency requirements?**



# Questions?

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- 1. What percentage of air operations from your State would be impacted by the English language proficiency requirements?**
- 2. What percentage of air traffic controllers in your State will need to meet the English language proficiency requirements?**

# A36-11, Basic Elements

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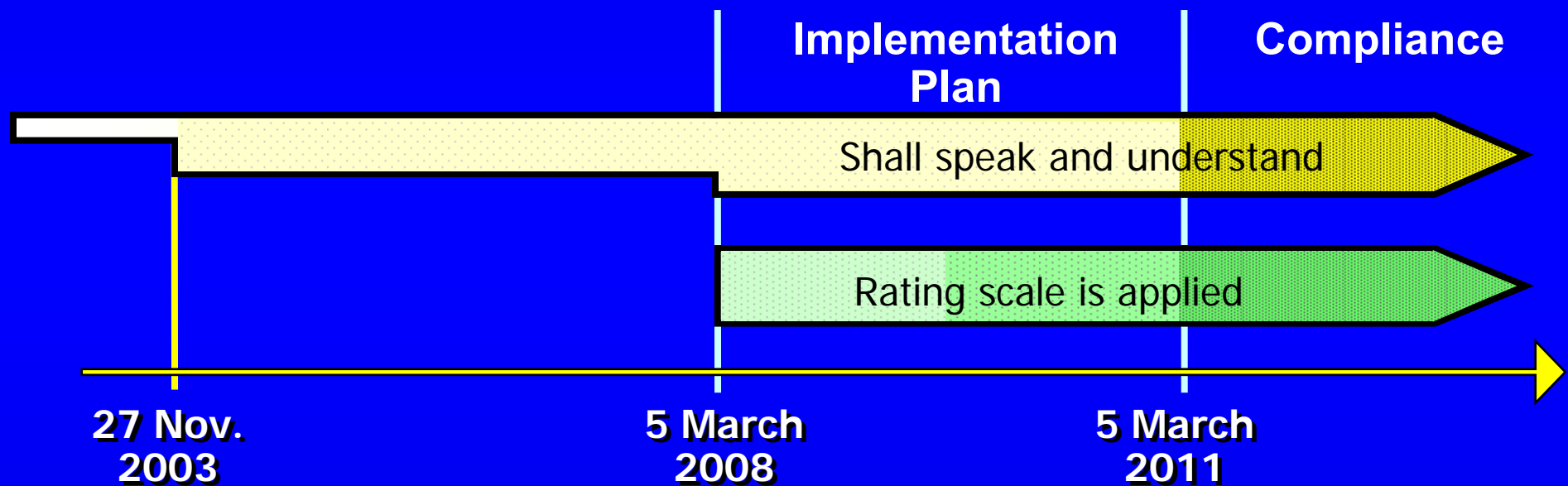
- **Additional three years to comply (5 March 2011), provided:**
  - **States that do not comply post implementation plans on the ICAO website as soon as practicable, but no later than 5 March 2008**
  - **Implementation plans include risk mitigating measures**

# **A36-11, Basic Elements**

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- **Urges States to waive the permission requirements under Article 40 for pilots from another State...if the implementation plan is acceptable**
- **Urges States not to restrict their operations into other States...if their implementation plan for air traffic controllers and radio station operators is acceptable**

# From 5 March 2008 to 5 March 2011



# Continuing Responsibilities

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- **Endorsement of licenses**
- **Notification of Differences**
- **AIP**

