



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 38: Other issues to be considered by the Technical Commission

IMPLEMENTATION OF LANGUAGE PROFICIENCY IN ASECNA

(Presented by the Agency for Air Navigation Safety in Africa and Madagascar)

EXECUTIVE SUMMARY	
In compliance with the Resolution A37-10 of the 37th 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 ASECNA ATCOs in the seventeen member countries.	
<i>Strategic Objectives:</i>	This working paper relates to Safety Strategic Objective.
<i>Financial implications:</i>	N/A
<i>References:</i>	Annex 1 — <i>Personnel Licensing</i> Annex 10 — <i>Aeronautical Telecommunications</i> Doc 9835, <i>Manual on the Implementation of ICAO Language Proficiency Requirements</i> General Policy Statement on Safety Management, adopted by the Board of Ministries of ASECNA

1. INTRODUCTION

1.1 The Agency for Air Navigation Safety in Africa and Madagascar (ASECNA) is an air navigation services provider for its 18 member States.

1.2 This working paper gives an up-to-date report of the actions undertaken by l'Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar (ASECNA), through its two schools: École Africaine de la Météorologie et de l'Aviation Civile (EAMAC), École 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.

¹ French version provided by ASECNA.

2. **SETTING UP OF LANGUAGE PROFICIENCY**

2.1 **Setting up**

2.1.1 A team of evaluators/raters made up of English instructors of EAMAC and ERNAM was set up in 2007 with the aim 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:

- a) six hundred and twenty-eight (628) active ATCOs have been either evaluated and or re-evaluated;
- b) twenty-four (24) ATS instructors of EAMAC have been either evaluated and or
- c) re-evaluated;
- d) fifty-eight (58) pilots of ASECNA member and or non-member have been evaluated; and
- e) one hundred and forty (140) EAMAC students controllers have been evaluated before graduation.

2.2.2 After the different evaluations carried out in the ATS centre and in the language 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 per cent.

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;
- d) all the controllers having a level less than four have planned for an intensive English language training with the aim of achieving level four within a period of twelve months.

2.3 **Action plan**

- a) An on-site programme of ATCOs' English training (P.F.A.S.) was designed, validated and is being implemented.
- b) An annual in-service training programme for the raters/evaluators has been set up.
- c) At EAMAC, the method of English teaching has become more interactive.
- d) 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.
- e) The accreditation process of the English language proficiency evaluators/raters by the competent authorities is presently in progress.
- f) 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:

- a) great commitments from the ATS staff, at all levels; and
- b) 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.

3.3 The Assembly 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 the global plan for the follow-up of the qualifications of air traffic control officers.

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