The Implementation and Challenges of LPRs in China

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Director of PEPEC Experts Panel of CAAC
Outline

A. The Implementation of LPRs in China

B. The Challenges of LPRs in China
A.1. PEPEC Test Characteristics

- A.1. PEPEC Definition
  - Pilot English Proficiency Exam of CAAC
  - Conducted by CAAC
    - The government test for Pilots
    - Complies with ICAO DOC.9835
  - CAAC issued AC-61FS-2008-15 to manage the test centres and regulate the test procedures.
A.1. PEPEC Test Characteristics

A.1.2 PEPEC Characteristics

- PEPEC is a test developed in accordance with the new ICAO language requirements.
- It is also based on the general principles of current communicative language testing theories.
- They are direct and semi-direct language proficiency tests which focus specifically on testing the aviation-related communicative language capabilities of the test-takers.
- The tests highlights on: listening and speaking.
A.2. Test System Schemata

- PEPEC Centre in Beijing
- VLN
- Centre Server
- Internet
- VPN
- Question Bank
- Test Items Providers
- CAAC Network Monitor
- Test Centre 1
- Test Centre 2
- Test Centre 3
- Test Centre X
- Expert Committee

Internet

Switch
A.2. PEPEC Test System Design

2.2 Functional Module

1) Test Management Module
2) Examinees Module
3) OPI Examiners Module
4) Raters Module
5) Test Providers Module
6) Audit Test Items of Question Bank Module
A.2.2 Test System Design

- Test Place
- Network Monitor
- Internet
- Switch
- VLN
- Examinees’ Room
- OPI and Rater Room
- VPN
- Centre Server
- Test Centre Manager
- Inspector
- Test Centre 1 Server
A.3. Test Operation

3.1 Test Items Types
3.2 Test Items Providers
3.3 Expert Group
3.4 OPI Examiners and Raters
3.5 Test Centres
3.1 Test Items Type

- There are five parts in a test.
- Part I  Listening Comprehension
- Part II  Answering Questions
- Part III  Radio-telephony Communication
- Part IV  Retelling Story
- Part V  Oral Proficiency Interview

Detailed Test Items’ specification.
4.2 Test Items Providers

- Aviation University
  - CAFUC in Guanghan
  - CAUC in Tianjing
  - BUAA in Beijing
  - NUAA in Nanjing

- Language Training Organization
  - Dyned from USA
  - Edgewater College from Ireland

- Airlines
  - Air China
  - China Southern
  - China Eastern
3.3 PEPEC Expert Group

☐ Number of Experts: 13

☐ Personnel Ratios

  ■ Authority of CAAC: 2 Members

  ■ Aviation Academies Or English Language Training agencies: 6 Members

  ■ Airlines: 5 Members (including 2 pilots who have been flying at least over five years, with minimum of 1500 flight hours of international and area routes flight experience)
3.4 OPI Examiners and Raters

- Training for OPI Examiners and Raters
- Qualified OPI Examiners and Raters
  - Number of OPI Examiners: 76
  - Number of Raters: 54
- Assessment on OPI Examiners and Raters
  - OPI Examiners assessed by Raters
    - Experience
    - Effectiveness
  - Raters assessed by PEPEC System in accordance with the rating level
    - Experience
    - Degree of Satisfaction
3.5 Test Centres

- Nine approved Test Centres
  - CAFUC in Guanghan
  - CAUC in Tianjin
  - China Southern Airlines in Guangzhou
  - Shenzhen Airlines in Shenzhen
  - China Eastern Airlines in Shanghai
  - Air China in Beijing
  - Southwestern Regional Administration in Chengdu
  - Xiamen Airlines in Xiamen
  - Hainan Airlines in Haikou
B. The Challenges of LPRs in China

Part 1
PEPEC Test Statistics

Part 2
License Recognition

Part 3
The Method to Determine High Level LPRs

Part 4
The Challenges of LPRs in China
B. 1. PEPEC Test Statistics

The total testing number in 2012: 9595.

<table>
<thead>
<tr>
<th>LEVELS</th>
<th>TOTAL NUMBER</th>
<th>PASSED NUMBER</th>
<th>PASS RATIO PROPOTION</th>
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<tbody>
<tr>
<td>LEVEL 3</td>
<td>5847</td>
<td>2940</td>
<td>50%</td>
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<tr>
<td>LEVEL 4</td>
<td>1832</td>
<td>1832</td>
<td>31%</td>
</tr>
<tr>
<td>RE-TEST 4</td>
<td>3524</td>
<td>3081</td>
<td>87%</td>
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<tr>
<td>LEVEL 5</td>
<td>224</td>
<td>76</td>
<td>34%</td>
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Pilots License and Test Website: 
B. The Challenges of LPRs in China

2. License Recognition

- 1) License Endorsement number for LPRs:

<table>
<thead>
<tr>
<th>TYPE OF LICENSE</th>
<th>Operational and Above</th>
<th>Below Operational Level</th>
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<tbody>
<tr>
<td>CPL</td>
<td>10,831</td>
<td>2120</td>
</tr>
<tr>
<td>ATPL</td>
<td>6146</td>
<td>3424</td>
</tr>
<tr>
<td>TOTAL</td>
<td>16977</td>
<td>5544</td>
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</tbody>
</table>
B. The Challenges of LPRs in China

2. License Recognition

1) For Chinese Pilots:
2) For Foreigner pilots: 1254 (Number operating in Part.121: 500 people.)

According to AC61-FS-2012-05 R4, CAAC check their foreign pilots license, if their LPRs endorsement are Level 4 or above, then CAAC will endorse it on the new Chinese licenses for them when they apply for the new Chinese Licenses. The period of validity is at most three years.
3. The method to determine High Level LPRs

☐ PEPEC is divided into two types of test:
☐ 1) Operational Level (Level 4)
☐ Test construct including: Part I, Part II, Part III and Part V.

☐ 2) Advanced Level (Level 5 and Level 6)
☐ Test construct including: Part I, Part II, Part III, Part IV and Part V.
4. The Challenges of LPRs in China

At present:

☐ 1) The purpose of Training: Training is for passing Level 4.

☐ 2) Wash-back effect. (leading pilots in the wrong direction during training)

☐ 3) The contradiction between Level 4 pilots and their actual language proficiency.

☐ 4) Neglect safety concern.

☐ 5) Training mostly focus on short term effect.
4. The Challenges of LPRs in China

In the future:

☐ 1) Strengthen the training goals.
☐ 2) Require airlines and training agencies to set up a long-term pilots training system.
☐ 3) Make test system more reasonable.
☐ 4) Improve the proportion of higher level candidates.
Thank You!

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