

KINGDOM OF BAHRAIN
CIVIL AVIATION AFFAIRS

AIR TRANSPORT DIRECTORATE



مملكة البحرين
شئون الطيران المدني
إدارة النقل الجوي
GENERAL REGISTRAR
FILE NO: AN/12/44.6
SENT TO: FLS
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الرقم: AT/IR/ICAO/10/11-002/AN
التاريخ: 28 أبريل 2008

حضرة الفاضل الدكتور / الطيب شريف المحترم
الأمين العام لمنظمة الطيران المدني الدولي
منظمة الطيران المدني الدولي
مونتريال - كندا

تحية طيبة وبعد ،

الموضوع: الدورة السادسة والثلاثون للجمعية العمومية - القرار
11-36: الكفاءة في اللغة الانجليزية المستخدمة في الاتصالات
الهاتفية اللاسلكية

بالإشارة إلى الموضوع أعلاه، وعطفاً على خطابكم
رقم AN 12/44.6-07/68 المؤرخ في 26 أكتوبر 2007، يسرنا أن
نرفق لكم طيه، الاستبيان المطلوب بعد استيفائه من قبل المختصين لدينا.

وتفضلوا بقبول فائق التحية والاحترام ،،،

عبدالله حمد الكواري
مدير إدارة النقل الجوي بالوكالة

SENT DIRECT

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ORIGINAL

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3.4 The name, title and contact details of the focal point should be provided in the plan.

Table 1 – National Regulatory Framework

		Focal Point Information		
Name				
Title		CHIEF AVIATION PERMITS & LICENSING		
Organization		CIVIL AVIATION AFFAIRS, BAHRAIN		
Telephone		+ 973 1732 1903		
Fax		+ 973 1732 1061		
E-mail		Aerolicensing @ Caa.gov.bh		
		Compliance		
Standards and Recommended Practices (SARPs)		<input checked="" type="radio"/> Yes, the regulatory framework is in place. Indicate Reference ANTR - FCL 1.010 APPENDIX 1 & 2	The regulatory framework is partially in place. <i>Briefly describe what is in place, remaining work and expected date of completion</i>	<input type="radio"/> No, the national regulatory framework has not yet been established. <i>Indicate the type of provision envisaged and the expected date of introduction</i>
Annex 1	1.2.9.1	✓		
	1.2.9.2	✓		
	1.2.9.4, Appendix 1, Attachment A			
	1.2.9.6	✓		
	1.2.9.7 (Recommended Practice)			
	5.1.1.2 XIII	✓		
Annex 6	Part I - 3.1.8			
	Part III - 1.1.3			
Annex 10, Volume II	5.1.1.1			
	5.2.1.2.1			
	5.2.1.2.2			
	5.2.1.2.3			
Annex 11	2.2.9.1			
	2.2.9.2			

4. ESTIMATE OF NATIONAL LEVEL OF IMPLEMENTATION

4.1 In order to describe the degree of implementation of language proficiency requirements, the plan should provide an estimate, or snapshot, of the existing level of the proficiency of their pilots, controllers involved in international operations. This estimate should be revised at regular intervals and not less than once a year. The implementation plan should be updated with ICAO accordingly.

4.2 States, with the assistance of operators and service providers, should determine the number of pilots and controllers that are involved in international operations. Within these figures, the

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following information would be required: the number of pilots holding ATPL, MPL, CPL and PPL and the number of controllers working in aerodrome, approach and area control facilities. These numbers should be further broken down into levels of language proficiency in accordance with the ICAO rating scale and included in the implementation plan using the table below.

4.3 The language proficiency requirements will be implemented to varying degrees in those States that will not be compliant by 5 March 2008: from minimal implementation activities to nearly full compliance. Thus, some States may not have developed or acquired a capability to determine the level of language proficiency of their personnel using assessment best practices. Those States should provide estimates, to the best of their capability, and update their numbers as their capacity to assess language proficiency in accordance with the ICAO Rating Scale is developed or acquired. If training programmes have been established, estimates based on training assessments may be provided. Other States may have begun to conduct tests and assessments for licensing purposes and would be in a position to confirm a level of proficiency for some of their personnel. In all cases, the manner in which the level of proficiency was estimated should be described (e.g. diagnostic tests, interviews, sampling, personnel linguistic history, licensing tests, etc.).

Table 2 – Estimate of National Level of Implementation

Date:				
Pilots involved in international operations	ATPL	CPL	MPL	Method of Assessment of Level of Proficiency
Level 3 and below				
Level 4	YES	YES	YES	VERBAL TESTING
Level 5				
Level 6				
PPL				
Date:				
Indicate number of PPLs involved in international operations		Briefly described the method of Assessment of Level of Proficiency		

Date:					
Controllers involved in international operations	Aerodrome	Approach	Area	Student	Method of Assessment of Level of Proficiency
N/A					
Level 3 and below					
Level 4					
Level 5					
Level 6					

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5. LANGUAGE PROFICIENCY TRAINING PROGRAMMES

5.1 Language proficiency training programmes are an essential component towards ensuring that personnel achieve and maintain ICAO Operational Level 4 in many States. States should ensure that training is appropriate, effective and efficient through oversight of training providers. Language training programmes can be developed within the resources of a State, air operator or air navigation service provider, or procured through private organizations. In any case, language training providers should ensure that the programmes address the holistic descriptors of Annex 1, Appendix 1, the ICAO rating scale and use language training best practices as described in ICAO *Manual on the Implementation of ICAO Language Proficiency Requirements* (Doc 9835).

5.2 States should use the table below to describe their existing and planned training programmes.

Table 3 – Language Proficiency Training Programmes

State oversight of aviation language training has been established. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	If no, expected date of establishment:
Language Training will be provided through: (Check all that apply)	
Air Navigation Service Provider	
Air Operator/Airline	
Educational Institutions – RMIT AUSTRALIA	
Private organizations	

6. LANGUAGE PROFICIENCY ASSESSMENT (OR TESTING) FOR LICENSING PURPOSES

6.1 The high stakes of language proficiency assessments (also referred to as tests) for licensing purposes are well recognized. Chapter 6 of Document 9835 provides more detailed information on the impact and requirements of these tests. These requirements apply whether all or part of the assessment process is established within the resources of a State, air operator or air navigation service provider, or procured through a private organization. States should therefore include information in their implementation plan concerning the process they have, or will be using for the initial and recurrent licensing assessments.

6.2 The following information concerning initial and recurrent proficiency assessments for licensing purposes for pilots and controllers should be provided in the implementation plan.

Table 4 – Language Proficiency Assessment (or Testing) for Licensing Purposes

State oversight of aviation language assessment has been established. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	If no, expected date of establishment:
Pilots	
The Language Proficiency Assessment was/is/will be developed by:	
✓ Civil Aviation Authority	YES
Air Operator	
Educational Institution	

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Private Organization <i>Optionally, indicate the private organization used</i>	
The Language Proficiency Assessment was/is/will be administered by:	
✓ Civil Aviation Authority	YES
Air Operator	
Educational Institution	
Private Organization <i>Optionally, indicate the private organization used</i>	

Controllers	
The Language Proficiency Assessment was/is/will be developed by:	
Civil Aviation Authority	
Air Navigation Service Provider	
Educational Institution	
Private Organization <i>Optionally, indicate the private organization used</i>	
The Language Proficiency Assessment was/is/will be administered by:	
Civil Aviation Authority	
Air Navigation Service Provider	
Educational Institution	
Private Organization <i>Optionally, indicate the private organization used</i>	

7. INTERIM MEASURES TO MITIGATE THE RISK

7.1 States that are not in a position to comply with the language proficiency requirement by the applicability date should provide information on the interim risk mitigating measures they will introduce until they achieve compliance in March 2011. All States will need this information to carry out a risk analysis to ensure that the lack of language proficiency is minimized as a potential cause of accidents and incidents.

7.2 States should develop interim measures based on the identification of hazards and risks associated with non- or partial compliance with the language proficiency requirements. A hazard is any situation or condition that has the potential to cause adverse consequences and a risk is the assessed potential for adverse consequences resulting from a hazard. Risk mitigating measures can then be identified.

7.3 Risk mitigating measures should be carefully evaluated to ensure that they do not introduce additional risks and that they are appropriate to organizational and national circumstances. Therefore the prescription of universally applicable risk mitigating measures for the progressive implementation of language proficiency requirements is impractical. States are encouraged to apply the procedures outlined in the ICAO Safety Management Systems training course (<http://www.icao.int/anb/safetymanagement>) and the *Safety Management Manual (SMM)* (Doc 9859) to determine mitigating measures that are the most suitable to them.

7.4 States should document in their implementation plan the mitigating measures that will be introduced until compliance is achieved in March 2011 using the table below.

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Table 5 – Interim Measures to Mitigate the Risk

N/A

	2008	2009	2010
Pilots (international operations)			
Commercial multi-pilot operations			
General aviation multi-pilot operations			
Commercial single-pilot operations			
General aviation single-pilot operations			
Controllers			
Aeronautical Station Operators			

7.5 In developing potential risk mitigating measures, States can prioritize the steps of their implementation plan considering the most urgent need in terms of safety for commercial operations involved in international operations and those involving general aviation operating under VFR in low density airspace. Implementation plans should examine the risks involved and could prioritize using a phased in compliance until March 2011.

8. POSTING THE PLAN AND NOTIFYING ICAO

8.1 Instructions on how States can post their implementation plan can be found on the ICAO Flight Safety Information Exchange (FSIX) Website at <http://www.icao.int/fsix/>. States may chose to provide a link to a national website where the implementation plan is located or provide ICAO with a PDF file. To facilitate the development of an implementation plan, all of the tables in this document have been compiled and can be found on the FSIX website.

8.2 Implementation plans will be posted in the language in which they are provided. When the implementation plan is provided in a language other than English, States are strongly encouraged to provide an English translation. Please note that implementation plans posted on the FSIX website have not been reviewed or approved by ICAO.

9. NOTIFICATION OF DIFFERENCE

9.1 The implementation plan should also include the required filing of differences pursuant to Article 38 of the Convention. A form of notification of differences to language provisions can be found in Attachment C and should be forwarded to ICAO as part of the implementation plan unless the State has already notified ICAO of such difference. A note on the notification of differences can be found on the FSIX website (<http://www.icao.int/fsix/>). States are reminded that they should document in the AIP any significant difference on language proficiency.

ATTACHMENT C to State letter AN 12/44.6-07/68

**NOTIFICATION OF COMPLIANCE WITH OR
DIFFERENCES FROM LANGUAGE PROVISIONS IN
ANNEXES 1, 6, 10 AND 11**

(Reference to Table 1, paragraph 3, Attachment B)

To: The Secretary General
International Civil Aviation Organization
999 University Street
Montreal, Quebec
Canada H3C 5H7

- PROFICIENCY IN ENGLISH LANGUAGE USED
FOR RADIOTELEPHONY COMMUNICATION**
1. No differences will exist on FOR RADIOTELEPHONY COMMUNICATION between the national regulations and/or practices of (State) AIR NAVIGATION TECHNICAL REGULATIONS (ANTR) and the language provisions as detailed in Table 1, paragraph 3 of Attachment B of this State letter.
 2. The following differences will exist on _____ between the regulations and/or practices of (State) _____ and the provisions the language provisions as detailed in Table 1, paragraph 3 of Attachment B of this State letter. (Please see Note 3) below.)

a) Annex Provision (Please give exact paragraph reference)	b) Difference Category (Please indicate A, B, or C)	c) Details of Difference (Please describe the difference clearly and concisely)	d) Remarks (Please indicate reasons for the difference)
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NOTE: BAHRAIN CAA HAS GIVEN AN EXTENSION OF LANGUAGE PROFICIENCY LEVEL 4 TO ALL HOLDERS OF LICENSES ISSUED OR CONVERTED FROM FOREIGN LICENSE TO BAHRAIN PILOT LICENSE BEFORE 5 MARCH 2008 WITH 3 YEARS VALIDATION SUBJECT TO RE-TESTING AFTER THE 3 YEAR PERIOD.

(Please use extra sheets as required)

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3. By the dates indicated below,

(State) _____ will have complied with the language provisions as detailed in Table 1, paragraph 3 of Attachment B of this State letter for which differences have been notified in 2 above.

a)	Annex Provision (Please give exact paragraph reference)	b)	Date	c)	Comments
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(Please use extra sheets as required)

Signature _____

Date _____

28 APR 2007

NOTES

- 1) If paragraph 1 above is applicable to you, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) Please dispatch the form to reach ICAO Headquarters as soon as possible but prior to 5 March 2008.
- 3) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 4) Guidance on the notification of differences from language provisions is provided in the Note on the Notification of Differences at <http://www.icao.int/fsix/>.
- 5) Please send a copy of this notification to the ICAO Regional Director accredited to your Government.

— END —