ARE WE MAKING PROGRESS?

ICAO Language Proficiency Requirements Technical Seminar
Montreal, Canada
25-27 March 2013

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Presentation Outline

• IFALPA, our role and policy
• ICAO Language Requirements are about…
• Trail of blood and tears
• Where are we today?
• Who is responsible?
• Recommendations
International Federation of Air Line Pilots’ Associations

• IFALPA represents over 100,000 pilots in over 104 countries.

• Recognized by ICAO as the global voice of pilots.
Ifalpa’s Policy on Language Proficiency

It is essential that pilots are, at all times, fully aware of the situation in the ATC environment. This is, obviously, impossible if communications are being conducted between other aircraft and the ground station in an incomprehensible language.
IFALPA’S Policy

IFALPA has no national, ethnic or linguistic bias, but recognizes that if there is to be a single aviation language, this must, from a practical point of view, be English.
WHAT ARE THE ICAO LANGUAGE REQUIREMENTS ABOUT?

Flight SAFETY!
The trail of blood and tears

- Trident/DC-9 mid-air collision, Zagreb -1976
- Double B747 runway collision, Tenerife - 1977
- B707 fuel exhaustion, JFK - 1990
- B757 CFIT, Cali - 1995
- **IL-76/B747 mid-air collision, India - 1996**
- MD83/Shorts 330 runway collision, Paris/CDG - 2000
- MD80/Citation runway collision, Milan - 2001

The common element: **English language proficiency**

Source: ADREP
Where are we today?

Are we making progress?

YES, NO, AND MAYBE.
Who is responsible?

- Civil Aviation Authorities
- AE training and testing providers
- Airlines
Civil Aviation Authority Responsibilities

• What criteria does the CAA use to certify the AE training or testing providers?
  – Does the CAA have qualified in-house expertise to evaluate adherence to Best Practice as outlined in Document 9835?

• What quality controls does the CAA exert on the AE testing and training providers?
Recommendations to CAA

• Insist that **all AE instructors or testers** have “Best” qualifications per ICAO Doc. 9835.

• Ensure that the AE providers use “content-based” materials, per ICAO Doc. 9835.

• If no in-house qualified expertise, employ independent “best” qualified AE consultants to screen, supervise, and monitor providers.

  – CAA should not rely solely on input of commercial provider but should have independent advice.
AE Training and Testing Providers

Adhere to “Best Practices” as outlined in ICAO Document 9835.
Aviation English Instructors

- English language proficiency
  - (ICAO Extended Level 5 or Expert Level 6)
- Academic qualifications specifically in Language Teaching
- Aviation familiarity or expertise

Just hiring native speakers does not qualify them to be an English instructors.
What are High Standards?

Document 9835

• **BEST**: Master degree in
  – Teaching English as a Second Language (TESL)
  – Applied Linguistics
  – Foreign language education (not literature)

– **Good**
  • Bachelor degree in above fields
  • Graduate diploma in Teaching English to Speakers of Other Languages (TESOL)

– **Minimum**
  • Certificate or non-related degree
IFALPA supports and participates in the ICAO Aviation English Language Test Service.
Airline Responsibilities

• Employ “best qualified” independent AE consultants to screen, supervise, and monitor providers.

• **Insist that all AE instructors or testers** have “Best” qualifications per ICAO Doc. 9835.

• Ensure that the AE provider uses “content-based” materials, per ICAO Doc. 9835.
Best Practices

- **SAFETY** is why the ICAO requirements were created.

- Hold your training providers to high standards.

Pilots/controllers deserve Best Practice!
WHAT ARE THE ICAO LANGUAGE REQUIREMENTS ABOUT?

Flight SAFETY!

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