



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other issues to be considered by the Technical Commission

**PROPOSAL FOR EXPERT GROUP TO RESUME WORK ON DETERMINING
WRITTEN AND SPOKEN ENGLISH PROFICIENCY REQUIREMENTS FOR
FLIGHT CREWS AND TECHNICAL PERSONNEL**

(Presented by the Russian Federation)

EXECUTIVE SUMMARY

This working paper contains a brief description of the problem that non-English speaking States face due to an insufficient level of proficiency with written and spoken English on the part of flight crews and technical personnel who service aircraft. In this connection, the paper proposes we assess the risk for aviation safety in connection with the lack of ICAO Standards and Recommended Practices pertaining to the necessary level of written and spoken English for aviation personnel and make a decision on the need to include this matter in the ICAO work programme.

Action: The Assembly is invited to:

- a) make a decision about the need to develop additional requirements for proficiency in written English for aircraft pilots and technical personnel;
- b) resume the work of the Proficiency Requirements in Common English Study Group (PRICESG) to determine the written English proficiency requirements for flight crews and technical personnel, including drafting an amendment to the Convention on International Civil Aviation, Annex 1: *Personnel Licensing* with respect to SARPs establishing requirements for the necessary written English proficiency level is for aircraft pilots and technical personnel.

<i>Strategic Objectives:</i>	This working paper is linked with the Safety Strategic Objective.
<i>Financial implications:</i>	N/A
<i>References:</i>	Annex 1 — <i>Personnel Licensing</i> Annex 8 — <i>Airworthiness of Aircraft</i> Annex 19 — <i>Safety Management Systems</i>

¹ Russian version provided by the Russian Federation.

1. INTRODUCTION

1.1. After 2003, ICAO took several measures to assist States to implement language requirements. *Manual on the Implementation of ICAO Language Proficiency Requirements* (Doc 9835) and a training booklet called *Requirements for Language Proficiency. Classified speech examples compliant with ICAO language proficiency requirements*. The ICAO Secretariat held many regional seminars and symposia on language used in aviation.

1.2. At one of the seminars held in the ICAO European region, representatives of States from the Eastern area of the region raised a question about the need for technicians who service Western-made aircraft to be proficient in technical and written English to avoid confusion with some technical requirements and nuances of technical servicing, which could lead to undesirable and hazardous consequences related to the operation of aircraft.

1.3. Several States supported the question, but it did not progress further. At that moment States had a more important problem of implementing language requirements pursuant to ICAO documents listed in para. 1.1, which required significant mobilization of human and financial resources.

2. DISCUSSION

2.1. Despite the fact that this problem has not garnered proper development in the past there is acknowledgement that proficiency with written English for taking notes by crewmembers in aircraft log books and for technical personnel to make repair notes, may play a key role in ensuring the proper level of aviation safety.

2.2. Right now, there is no international requirements for the written English proficiency level of flight crews and technical personnel. However, the need for such requirements is apparent in order to assist States to generate the appropriate national rules and regulatory documents.

3. CONCLUSION

3.1. Despite the fact that right now, there are no international requirements for the level of written English proficiency for flight crews and technical personnel, there are sometimes problems associated with aircraft status logs (and notes to make repairs) written in English that require specific actions on the part of States. One of the causes of this situation is that there is no single written English proficiency assessment agreed upon by all States.

3.2. Considering the fact that ICAO provisions about language proficiency do not currently capture issues of written English proficiency for crews and technical personnel, we propose that to assist States in resolving problems that emerge, a group of experts within ICAO should be formed to define requirements for written English proficiency for crews and technical personnel.