

Aviation English Implementation

- in the Republic of Korea

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Aviation English Policy in the ROK

- Related National regulations
 - Aviation Act
 - Presidential and Ministerial Decrees
 - New Public Notice
 - detailed methods and procedures to implement the requirements in an effective and efficient way

Aviation English Policy in the ROK

- Mandate by the regulations
 - Test providers which meet specific conditions described at the new notice are given mandate to conduct the English Proficiency Test of Aviation (EPTA) and to issue certification.
 - Two test providers were designated by Civil Aviation Safety Authority.

English Proficiency Test of Aviation (EPTA)

- Balance between aviation English and plain English
- Tape-mediated question and interview
 - sufficient to response to unexpected turns of event
- Questions are on internet and opened to the test takers
 - review and prepare for future test
 - randomly selected for a test
 - ➔ ability to response to an unplanned and non-routine situation

English Proficiency Test of Aviation (EPTA)

■ Question Bank

- Questions are on internet and opened to the public
- Applicants can review and prepare for his/her future test
- Questions are randomly selected from the question bank
 - ➡ responsible to an unplanned, non-routine situation

English Proficiency Test of Aviation (EPTA)

- Ensure to be fair and objective
 - Answers are reviewed by three different raters
 - Applicants expected to appeal if don't agree with level
 - Committee of Stakes holders
 - : government authority, airlines, test providers,
air traffic service providers

Support for Pilots and Controllers

■ Training Support

- Provide training programs focusing on lower scored fields such as structure, pronunciation and interaction

■ Financial Support

- Application fee is provided by airlines and air traffic service provider
- Job applicants expected to submit a certificate shows EPTA level 4 or higher

Challenges and Difficulties

- **Lack of applicants and Low passing rate**
 - 960 of 2,800 pilots applied to the EPTA for 6 months
 - : 77% of applicants achieved level 4 and higher
 - Most of controllers have applied
 - : only 40% of test-takers passed the EPTA
- **Pilot labor** is unfavorable with English policy
- **Media** focuses on passing rate
- **Training program** should be effective and efficient

Challenges and Difficulties

■ Responsibility of KCASA

- ensure 70% of pilots and 60% air traffic controllers to be qualified within next 10 months

■ Specialists with knowledge and skills

- At airlines, air traffic service providers and government authority
- Organize a team devoted to implementing the requirements in a time and money effective way.

Republic of Korea Future Plan

- Goal of 2007

- ☑ Ensure more than 90% of pilots and controllers certified level 4 and higher

- ➔ Monitor airlines and air traffic service provider to ensure quality training program satisfying ICAO requirements

Republic of Korea Future Plan

■ Goal of 2008

- ☑ Ensure 100% of pilots and controllers certified level 4 and higher by March 5th
- ☑ Organize a team to review and amend question bank
 - ➔ increase degree of customer's satisfaction
- ☑ Transform the EPTA into CBT
 - ➔ applicants knows his/her level immediately at the end of test

Suggestion to consider

■ Practical guideline by ICAO

- ideal model of the test and the training
- with the scope of responsibility of each stake holder,
: government authority, airlines, test provider
and training provider

■ ICAO's review on current status

- Confusion and hesitation caused by
different form of implementation among
contracting States

THANK YOU