

Second ICAO Aviation Language Symposium

Montreal – 7 to 9 May 2007

Language Proficiency: Implementing the Requirements

Secretary – ICAO

ICAO

- **Preamble of the Chicago Convention:**
 - **Promote safety and cooperation**
- **International Standards...**
 - **...worldwide consensus**
 - **...National Regulations**

ICAO Focus

- **Shift from Standards development to Standards implementation**
- **Priority to initiatives with highest safety benefits**

The Case for LPRs

Accidents	Fatalities
Trident / DC-9 mid-air collision, Zagreb - 1976	175
Double B747 runway collision, Tenerife – 1977	583
B707 fuel exhaustion, JFK - 1990	73
B757 CFIT, Cali – 1995	160
IL-76 / B747 mid-air collision, India – 1996	349
MD83 / Shorts 330 runway collision, Paris / CDG - 2000	1
MD80 / Citation runway collision, Milan – 2001	118

Standardized Phraseology

... is insufficient to deal with the full range of situations requiring R/T exchange.



... but how to complement standardized phraseologies?

Radiotelephony Communications

PHRASEOLOGY + NATURAL LANGUAGE

Routine events

Predictable emergencies

Predictable non-routine
events

Unpredictable non-
routine events

Unpredictable
emergencies

A32-16

“...steps to ensure that air traffic controllers and flight crews involved in flight operations in airspace where the use of the English language is required, are proficient in conducting and comprehending radiotelephony communications in the English language”

LPR Chronology

1998:	A32-16
2000-2006:	PRICE SG
2001-2003:	Review and Expand (A33)
March 2003:	LPR Adopted
July 2003:	LPR Effective
IALS/1:	September 2004
IALS/2:	May 2007
March 2008:	LPR Applicable

Language Proficiency Requirements

Annex 1 – Personnel Licensing

Annex 6 – Operation of Aircraft

Annex 11 – Air Traffic Services

**Annex 10 – Aeronautical
Communications**

PANS-ATM

Annex 1 - General Principles

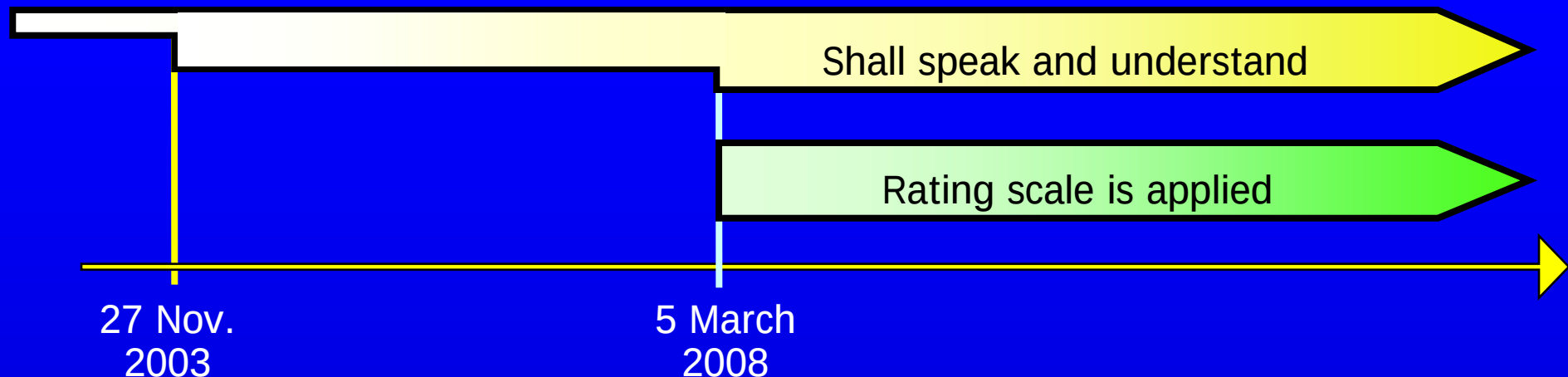
Limited to radiotelephony communication

The “Speak and Understand” Standard

Cover all languages used in radio communication

Assessment using a rating scale (level 4)

Progressive implementation



Aeroplane & Helicopter Pilots

(PPL, CPL and ATPL)

- **Five year rule**
- **Means of demonstration acceptable to licensing authority**
- **Recurrent evaluation**
- **Role of Operators and Authorities**

Air Traffic Controllers & Aeronautical Station Operators

- **Building on existing specifications**
- **Means of demonstration acceptable to licensing authority**
- **Recurrent evaluation**
- **Role of Air Navigation Service Providers and Authorities**

Annex 10 - Volume II

“The air-ground R/T communications shall be conducted in the language normally used by the station on the ground or in the English language.” (5.2.1.2.1)

“The English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services” (5.2.1.2.2)

Annex 11

**“Except when communications between air traffic control units are conducted in a mutually agreed language, the English language shall be used for such communications.”
(2.28.2)**

Deliberations of the ANC - June 2006

Survey conducted through ICAO Regional Offices – November 2005

SL AN 12/44-06/90 – 27 October 2006

- **Advising States & Encouraging Timely Action to meet 5 March 2008**
- **Status report in March 2007**
- **IALS/2**
- **ANC Ad Hoc Working Group – Focus on implementation**

ICAO Deliberations - March 2007

- **Survey – October 2006**
- **Proposal to amend A32-16**

Implementation Support Activities

- **Document 9835 – September 2004**
To be revised – End 2007
- **PRICESG Linguistic Sub-group – September 2005**
- **Speech Samples CD – February 2006**
- **PRICE SG/05 – April 2006**
- **IALS/2 – May 2007**
- **Regional Seminars**

On Time Compliance

- **Implementation Checklist**
- **Regulatory Framework**
- **Endorsement of licenses procedures**