



**SISTEMA REGIONAL DE COOPERACIÓN PARA LA VIGILANCIA DE LA
SEGURIDAD OPERACIONAL**

REPORT

LANGUAGE PROFICIENCY WORKSHOP

ROBERTO SOSA

On site, April 23 to 25 2024

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Part 1. INTRODUCTION

The Language Proficiency Requirement workshop was developed in Lima, Peru, at the Sonesta hotel from April 23 to 25. More than 80 experts from the Caribbean and South American States, including experts from the Civil Aviation Authorities (CAA), services providers, airlines, linguistic experts, and other key stakeholders, attended.

This workshop was organized by ICAO with the support of the European Union Aviation Safety Agency (EASA) through the EU-LAC project, the Regional Safety Oversight Cooperation System (SRVSOP) to highlight the importance for the safety of the operation of the compliance of the ICAO Language Proficiency Requirements of air traffic controllers and pilots.

The LPR workshop was the most important event related to Language Proficiency developed during the last decade in the Caribbean and South America regions.

The ICAO SAM Office Regional Director, Mr. Fabio Rabanni, opened and welcomed the workshop participants, highlighting the importance of the cooperation of the different stakeholders to improve the compliance of the language proficiency in aeronautical communication.

Mr. Catalin Popa from ICAO HQ and Mr. Roberto Sosa from the ICAO SAM Office served as the workshop's secretariat.

Part 2. OBJECTIVES

2.1 To foster the compliance with the Proficiency requirements of ICAO Annex I, the objectives defined for the workshop were the following:

- a) Foster Implementation of LPR requirements:
 - Ensuring that air traffic controllers and pilots in the Caribbean (CAR) and South American (SAM) regions meet the Language Proficiency Requirements of Annex 1.
 - Enhance the understanding and application of LPR among aviation professionals.
- b) Strengthen Regional Strategies
 - Develop and consolidate regional strategies to improve LPR compliance.
 - Encourage cooperation among different aviation stakeholders.
- c) Promote Exchange of Good Practices
 - Facilitate the sharing of best practices and experiences among participants, including other ICAO regions
 - Address common challenges and develop collective solutions.
- d) Identified next steps
 - Identified future steps to move forward in the compliance of LPR requirements in the CAR/SAM
 - To analyze if the strategies implemented in other ICAO regions could help to improve compliance in the CAR/SAM regions.

2.2 Key Topics Addressed

The workshop's agenda (Appendix II of this report) was divided into three sections,, each aimed at addressing specific topics related to Language Proficiency in aeronautical communications.

The workshop agenda included presentations from ICAO, Civil Aviation Authorities, service providers, the academy sector, and industry representatives. The presentations aligned with the workshop's objectives, addressing different topics from the different perspectives of the participants. Among the topics addressed during the workshop are:

- a) Information about the Updating Documentation
 - Inform the guidance on LPR testing procedures and standards.
- b) Sharing Experiences and Challenges
 - Discuss the experiences of various States in complying with LPR requirements.
 - Identify and address challenges faced by States in achieving LPR compliance.
 - Sharing of experiences of the organization participating in the workshop regarding testing and training.
- c) Sharing of good practices in the instruction of language proficiency in aeronautic communications
 - Identification of best practices implemented by States and providers in the enhancement of the language proficiency of air traffic controllers and pilots

2.3 Group discussions

The agenda included two group discussion activities, with the objective of collecting data and information from the participants' perspectives about the challenges and best practices and the recommended future steps to improve Language Proficiency compliance in the CAR/SAM region.

Mr. Catalin Popa from ICAO HQ and Mrs Inna Abdullayeva, the rapporteur of the ICAO EURONAT LP Taskforce, chaired the group discussion.

Each group discussion allowed the participant to discuss and deeply analyze different aspects of language proficiency in CAR/SAM regions.

The meeting was divided into various groups to analyze three specific questions:

- a) What is, from your perspective, the biggest challenge?
- b) What is the solution to that challenge?
- c) Do you see useful to have a LP taskforce in SAM

The main aspects highlighted by the groups for each question were the following:

- a) What is from your perspective the biggest challenge?

- To motivate ATCOs and Pilots to get involved into a continuous improvement program
- Lack of experts for the development of language proficiency programs
- Lack of resources and guidance for CAAs regarding the compliance with LPR requirements
- Lack of the use of standardized phraseology
- Lack of vocabulary and bad pronunciation during pilots and ATCOs communication
- Lack of workshops and seminar in the region to address LP in aviation

b) What is the solution for that challenge?

- Include English as part of the training of ATCOs since the initial training.
- To involve of all stakeholder including the Authorities, providers. Etc.
- Standardized training and assessment of English proficiency
- To raise awareness in ATSP and airlines
- To foster the use of English as a mandatory language in international airports
- Standardization and harmonization of the test
- To foster standardization in the training process of language in Pilots and controllers
- To promote in aviation schools the need of training in the use of language in aviation communication
- To foster training for LP raters
- To enhance the use of language during refreshment training in ATCOs
- To promote the report of safety events related with language
- To promote LP centralized evaluation through the CAA

c) Do you see useful to have a LP task force in SAM

- SAM task force will help to foster the improvement of English in aviation in the region
- Implementing a task force will allow having expertise to make better decision regarding language proficiency.
- The implementation of a task force will foster compliance and effectiveness in regard LP
- The task force could help to share better practices regarding LP
- A task force would improve the reporting process from States and other stakeholders
- A task force could facilitate compliance of the LP requirements
- A task force could help to improve standardization in the use of language
- A task force is an excellent mechanism for data sharing; likewise, and excellent scenario for standardization
- A task force promotes brainstorming, the exchange of best practices, and the cooperation among stakeholders.

Appendix II of the report have a list all the aspect identified by the different groups in response to the three questions.

Part III. CONCLUSIONS

- a) Collaboration between all stakeholders, including the Civil Aviation Authorities, services providers, training centers, industry representatives, and ICAO, is necessary to improve language proficiency in aeronautical communication in the CAR/SAM regions.
- b) It is recommended to implement a CAR/SAM task force group to help organize and harmonize the various efforts and strategies of the different stakeholders involved in language proficiency
- c) Develop a strategy to foster the use of ICAO-standardized phraseology; this is an essential aspect to address to improve aeronautical communication in the CAR/SAM regions.
- d) It is important to develop an awareness strategy among air traffic controllers and pilots regarding the importance of language use and standardize phraseology as a safety barrier in aeronautical communications.
- e) Including the Aviation Instruction Centers from the regions in the Language Proficiency Strategy is essential. The use of English should be compulsory in the air traffic training courses.

Appendix I

1) What is from your perspective the biggest challenge?

- a) To involve of stakeholders in LP; likewise, to raise awareness in ATCO and Pilots of importance of a good language proficiency.
- b) To promote that a good language proficiency is part of aviation safety
- c) To motivate ATCOs and Pilots to get involved into a continuous improvement program
- d) Lack of experts for the development of language proficiency programs
- e) Lack of resources and guidance for CAAs regarding the compliance with LPR requirements
- f) Lack of situational awareness
- g) The convalidation of licenses including the LP level
- h) Lack of the use of standardized phraseology
- i) Lack of vocabulary and bad pronunciation during pilots and ATCOs communication
- j) Lack of workshops and seminar in the region to address LP in aviation
- k)

2) What is the solution for that challenge?

- a) To find strategies to enhance English exposure/practical on everyday
- b) Include English as part of the training of ATCOs since the initial training.
- c) To involve of all stakeholder including the Authorities, providers. Etc.
- d) Standardized training and assessment of English proficiency
- e) To involve CAAs could help to enhance regulation and compliance matters
- f) To raise awareness in ATSP and airlines
- g) To foster the use of English as a mandatory language in international airports
- h) Standardization and harmonization of the test
- i) To develop a diagnosis of the situation of each State
- j) To foster standardization in the training process of language in Pilots and controllers
- k) Development of a guide to reinforce the use of aviation English in Pilots and controllers.
- l) Development of language self-learning material for Pilots and air traffic controllers
- m) To promote in aviation schools the need of training in the use of language in aviation communication
- n) To foster training for LP raters
- o) To enhance the use of language during refreshment training in ATCOs
- p) To promote the report of safety events related with language
- q) To promote LP centralized evaluation through the CAA

3) Do you see useful to have a LP taskforce in SAM

- a) A SAM taskforce will help to foster the improvement of English in aviation in the region
- b) The implementation of a task force will allow having expertise to make better decision in regards language proficiency.
- c) The implementation of a taskforce will foster compliance and effectiveness in regard LP
- d) The taskforce could help to share better practices regarding LP
- e) A task force would improve the reporting process from States and other stakeholders
- f) A task force could facilitate compliance of the LP requirements
- g) A taskforce could help to improve standardization in the use of language
- h) A task force is an excellent mechanism for data sharing; likewise, and excellent scenario for standardization
- i) A taskforce promotes brainstorming, the exchange of best practices and the cooperation among stakeholders.

Appendix II

Time	Tuesday 23	Wednesday 24	Thursday 25
0900 0930	<ul style="list-style-type: none"> • Registering/Opening 	<ul style="list-style-type: none"> • ANAC Brazil – Language Proficiency Compliance from the Regulator Perspective 	<ul style="list-style-type: none"> • DECEA Brazil – Challenges and experience of Brazil in LPR compliance - Online
0930 1030	<ul style="list-style-type: none"> • ICAO HQ Perspective Development • CAR/SAM LP Regional Perspective 	<ul style="list-style-type: none"> • ICAEA – Testing and Test Design Guidelines • Embry Riddle - Language Proficiency Training Program 	<ul style="list-style-type: none"> • IFATCA - Speak English Program • IFALPA experience in LP in Pilots
1030 1100	Coffee Break		
1100 1200	<ul style="list-style-type: none"> • Photograph • EASA LPRI Implementation. Safety Risk Portfolio item, Best Intervention Strategy on LPRI for further regulatory amendment 	<ul style="list-style-type: none"> • CANSO Experience in LPR • Language Proficiency Evaluation challenges 	<ul style="list-style-type: none"> • The various types of communication in aviation <p>Round table - Challenges in the regions - Q&A</p>
1200 1330	Lunch		
1330 1430	<ul style="list-style-type: none"> • ICAO EASPG LPRI TF – achievements and plans • MIRLO Team - ICAO Innovations Competition Winner Team Presentation 	<ul style="list-style-type: none"> • ICAO EASPG LPRI TF - Guidance on the harmonized Implementation of Language Proficiency Requirements and its oversight – ICAO EUR Doc 46. 	<ul style="list-style-type: none"> • Group Discussion Impact of LPRI on aviation safety II Suggestions of the improvement of ICAO LPRI
1430 1500	Coffee Break		
1500 1530	<ul style="list-style-type: none"> • SRVSOP AS regional cooperation mechanism 	<ul style="list-style-type: none"> • Panel Discussion – Major challenges in implementation of LPRI 	<ul style="list-style-type: none"> • Workshop summary and wrap-ups
1530 1545	<ul style="list-style-type: none"> • Summary of day I - 15 min 		

Appendix III

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