

# Taller CAR/SAM sobre requisitos de competencia lingüística

**Lima, Perú 23-25 Abril 2024**





# LOCALIZACIÓN |

# CAMPUS AERONÁUTICO



# | Índice

- Marco Regulatorio
- Documentación básica CECL
- Personal involucrado en las evaluaciones
- Evaluación OACI sus fases y tipos de certificados
- Situaciones relevantes en las evaluaciones

## MARCO REGULATORIO

**Reglamento (UE) 2015/340  
Reglamento (UE) 1178/2011**

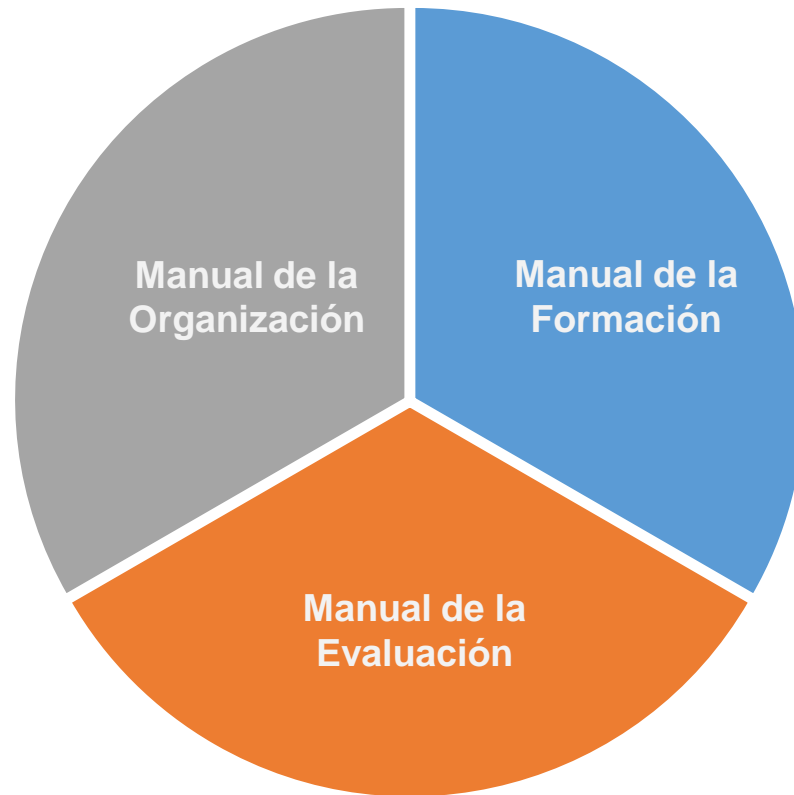
**Manual 9835 OACI**

**Reglamentos Nacionales**

**Aprobación Centro  
de Evaluación de  
Competencia  
Lingüística**

# Documentación

## Centro de Evaluación de Competencia Lingüística (CECL)



## PERSONAL INVOLUCRADO EN LAS EVALUACIONES DE PILOTOS Y CONTROLADORES AÉREOS

- **Experto Aeronáutico**
- **Evaluadores**
- **Interlocutores**



## REQUISITOS ACADÉMICOS DEL PERSONAL QUE REALIZA LAS EVALUACIONES

### **Evaluadores:**

- Título Universitario y/o C2 idioma aplicable+  
Curso de Comunicaciones Aeronáuticas
- Piloto o Controlador Aéreo

### **Interlocutores**

- Título Universitario y/o C1 idioma aplicable+  
Curso de Comunicaciones Aeronáuticas
- Piloto o Controlador Aéreo



## Formación

### **Inicial Evaluadores:**

- 40 horas (28 presencial+12 online)

### **Refresco Anual Evaluadores:**

- 24 horas (18 presencial+ 6 online)

### **Inicial Interlocutores:**

- 12 horas presenciales

### **Refresco Anual Interlocutores:**

- 6 horas presenciales



## Fases Evaluación

- Pronunciación
- Estructura
- Vocabulario
- Fluidez
- Comprensión
- Interacción

**Nivel 6**

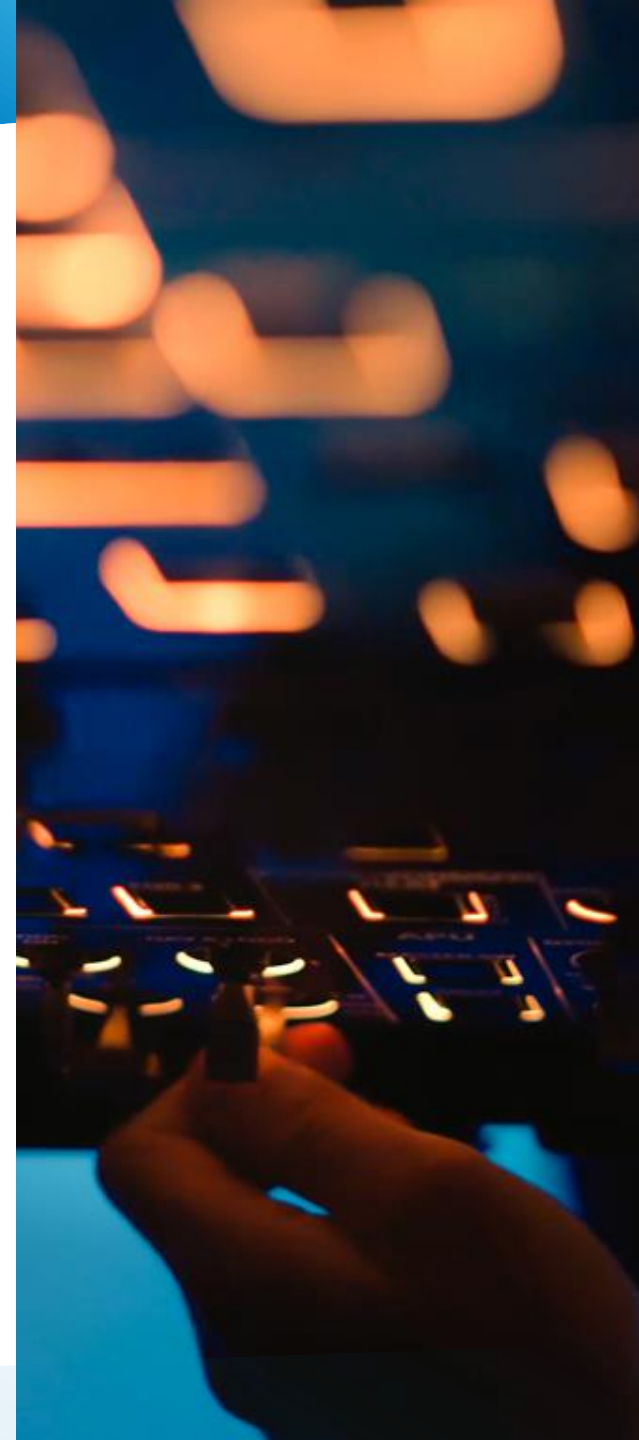
**Nivel 5**

**Nivel 4**

**Nivel 3**

**Nivel 2**

**Nivel 1**



## Validez nivel idiomas

Nivel 6

ATCO 9/PILOTO -

Nivel 5

ATCO 6/PILOTO 6

Nivel 4

ATCO 3/PILOTO 4

Nivel 3

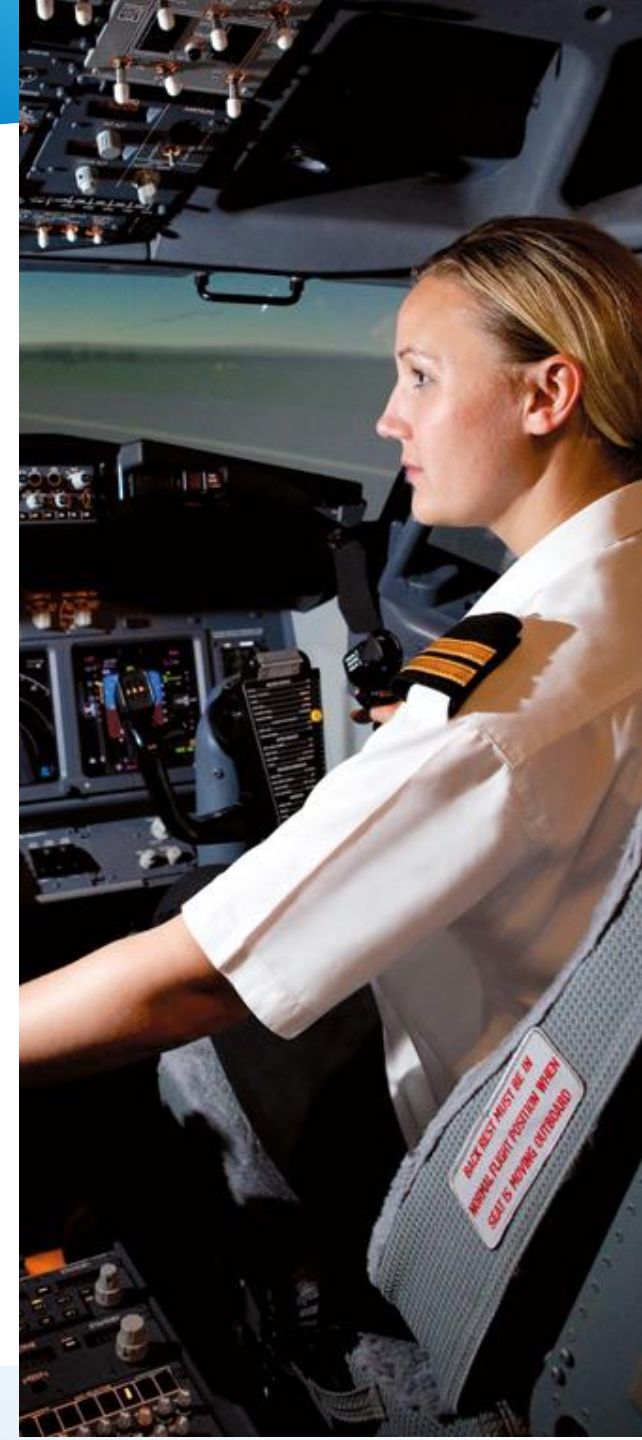
Sin Certificado

Nivel 2

Sin Certificado

Nivel 1

Sin Certificado



ICAO ELP Report 



Candidate Name	Daenerys Targary	Rater	Jon Snow
Date	09/02/XX		
Test Version	ATC 2		

Pronunciation	Structure	Vocabulary	Fluency	Comprehension	Interactions	ICAO Score
5	5	6	6	6	6	5

## Language analysis

### Pronunciation

The candidate has a L1 sounding accent, intonation and pronunciation when speaking English but he took care to enunciate carefully and that aided clear communication. Pronunciation, stress, intonation and rhythm, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding. It is considered that this candidate could be clearly understood via radio communications with an international community of pilots/ATC from a pronunciation stand point. There were several mispronunciations witnessed but he maintained an overall clarity to his utterances that made him easy to understand.

### Structure

The candidate used the basic tenses well despite some minor word order anomalies that appeared to come from direct translation. The candidate frequently made use of advanced, complex grammatical structure and most of these sentences were error-free. Both basic and complex grammatical structures and sentence patterns are consistently well controlled although some minor local errors were detected. These mistakes were usually related to prepositions, articles or plural nouns (aircrafts) but they didn't negatively affect unambiguous communication to any great degree. It is considered that this candidate could communicate flexibly and effectively via radio communications in routine and in non-routine aviation related situations from a grammar and structure perspective. Accurate, flexible spoken English was evidenced throughout despite a small number of minor irregularities. ICAO 6 awarded in strict compliance with ICAO 9835.

### Vocabulary

The candidate used a wide ranging pool of vocabulary. The candidate was able communicate accurately, flexibly and appropriately due to competent use of a significant lexical resource. There were examples of industry related technical vocabulary. Vocabulary range and accuracy are sufficient to communicate effectively on a wide range of familiar and unfamiliar topics. The candidate used some vocabulary that was idiomatic and in the correct context, some set expressions used with relevant timelines

## ICAO ELP Report

and the occasional colloquial phase of spoken language. The candidate's vocabulary was nuanced, and sensitive to register. The candidate was able to describe and expand on topics due to good use of vocabulary. The candidate was able to paraphrase effectively which added to his descriptive abilities.

### Fluency

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The candidate spoke at a slightly slower but natural, authentic and confident pace which aided comprehension significantly. The candidate was able to communicate at length with a carefully delivered flow that was sometimes used for stylistic effect, e.g to emphasize a point. Fluency was maintained by use of appropriate discourse markers and connectors that were executed spontaneously and competently. No real hesitation or inappropriate pauses and/or filler noises were noted which is indicative of a high level of spoken English. His answers to questions in Part 4 were noticeably weaker than any other section from a fluency stand point but this didn't have any major negative effect on his overall test performance.

### Comprehension

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The candidate didn't appear to have any serious or major problems understanding the test content or instructions. He was prepared to ask for clarity when deemed necessary. Readback 1: completed successfully. Readback 2: completed successfully. Readback 3: completed successfully. Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties. Miscommunication 1: identified correctly. Miscommunication 2: identified correctly. ARI: retold with accurate detail, sequencing and recall. Overall, a very strong listening comprehension test performance was witnessed despite misunderstanding the objective of a question in Part 4 about consequences for a person caught aiming laser at an airport. His responses in Part 4 were the weakest section of the test for this candidate from a fluency and grammar perspective.

### Interaction

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The candidate interacted confidently throughout the test and could demonstrate communicational initiatives. It is considered that this candidate could operate efficiently in international ATC/Pilot radio communications without any interaction issues. Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal clues and responds to them appropriately. Responses are immediate, appropriate and informative. Manages the speaker / listener relationship effectively. A strong and natural sounding test performance from an 'interaction' point of view. The candidate could engage when necessary but also knew when to hold back to attain full comprehension. The questions in Part 4 were slightly problematic for the candidate but he maintained his composure.

### Additional Comments

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A very carefully delivered and ultimately strong and confident test performance was witnessed.



## Otros elementos relevantes

- Evaluadores bien entrenados (ideal cursos iniciales y de refresco todos juntos)
- Mismo estandard empleado por los evaluadores.
- Suficientes exámenes disponibles.
- Experto Aeronáutico resuelve dudas entre evaluadores.
- Experto Aeronáutico puede ser interlocutor y/o evaluador.
- Evaluador no puede haber impartido formación a candidatos a examen OACI.

## Otros elementos relevantes

- Evaluador e interlocutor siempre personas diferentes cuando se evalúa.
- Hablantes nativos que son alumnos controladores en ocasiones no obtienen el nivel 6 en Español.
- Ningún candidato reclama un nivel 6.

## Retos

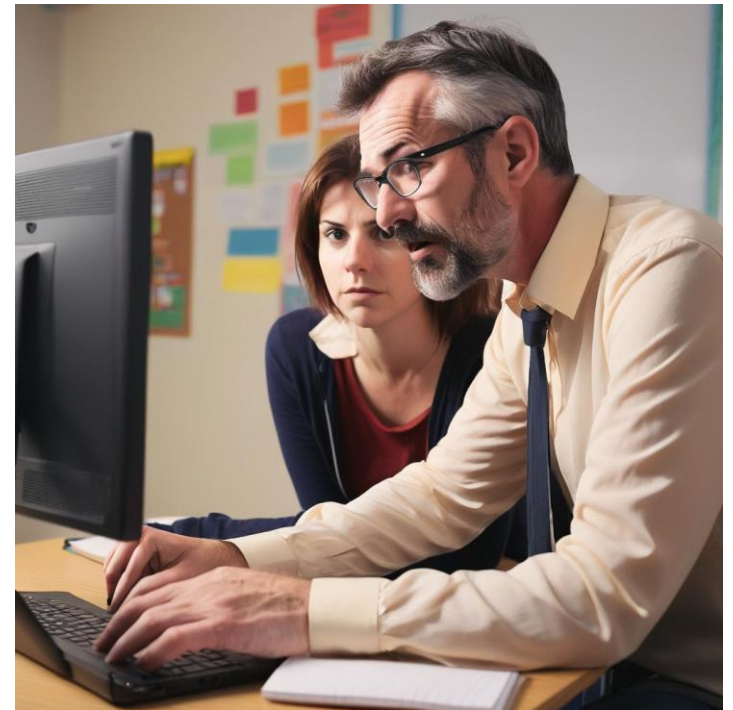
Evaluación online, ciertos países en Europa lo permiten, pero algunos reguladores son reticentes.

Armonización de las evaluaciones entre todos los Centros Evaluadores.

No existe registro de las evaluaciones en otros CECL.  
Caso FEAST selección Controladores Aéreos.



# Preguntas



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