



# LPRs IMPLEMENTATION - THE BRAZILIAN EXPERIENCE TESTING PILOTS



# ICAO LPRs in Brazil

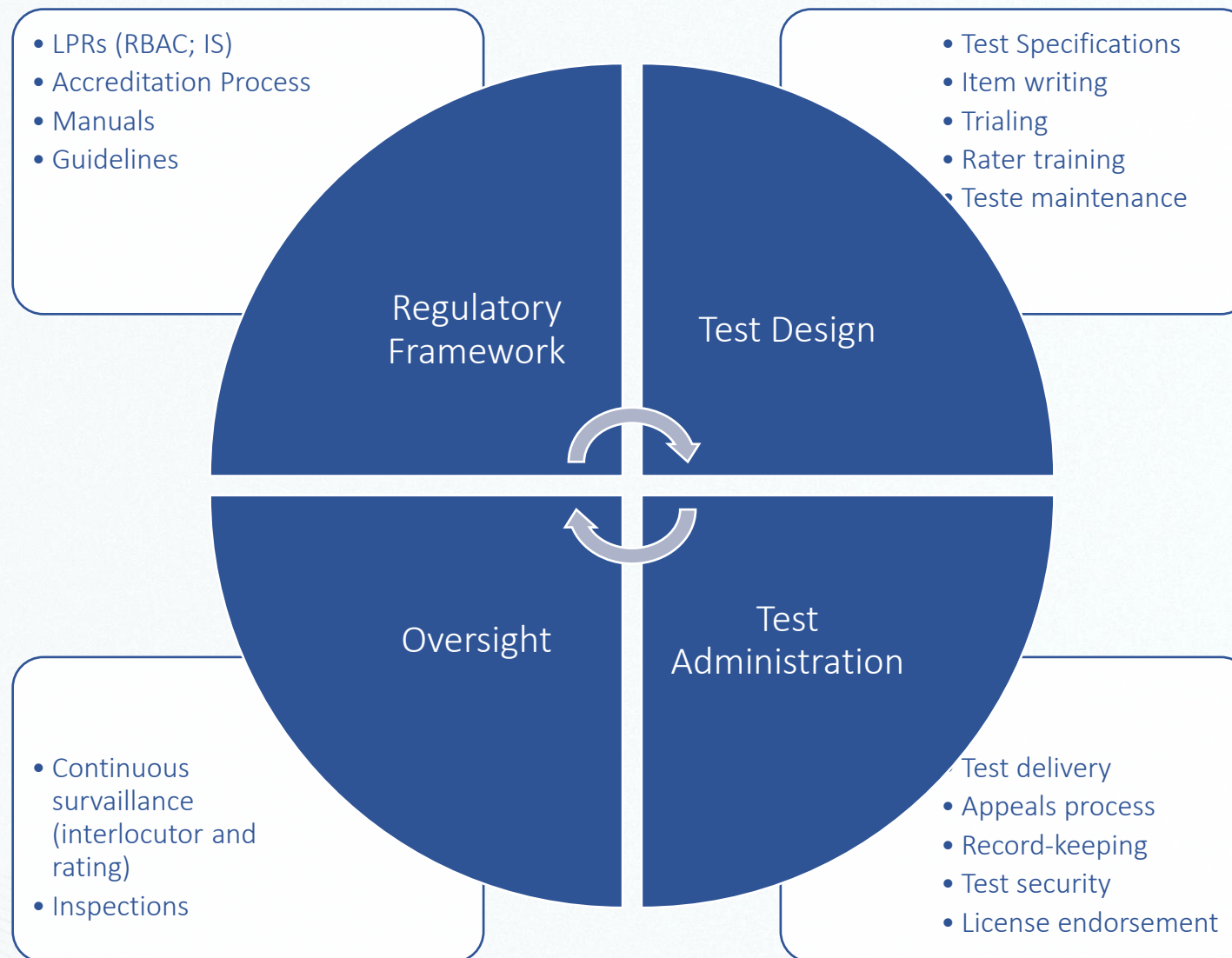


Pilots



Air Traffic Controllers

# ANAC's involvement in LPRI process



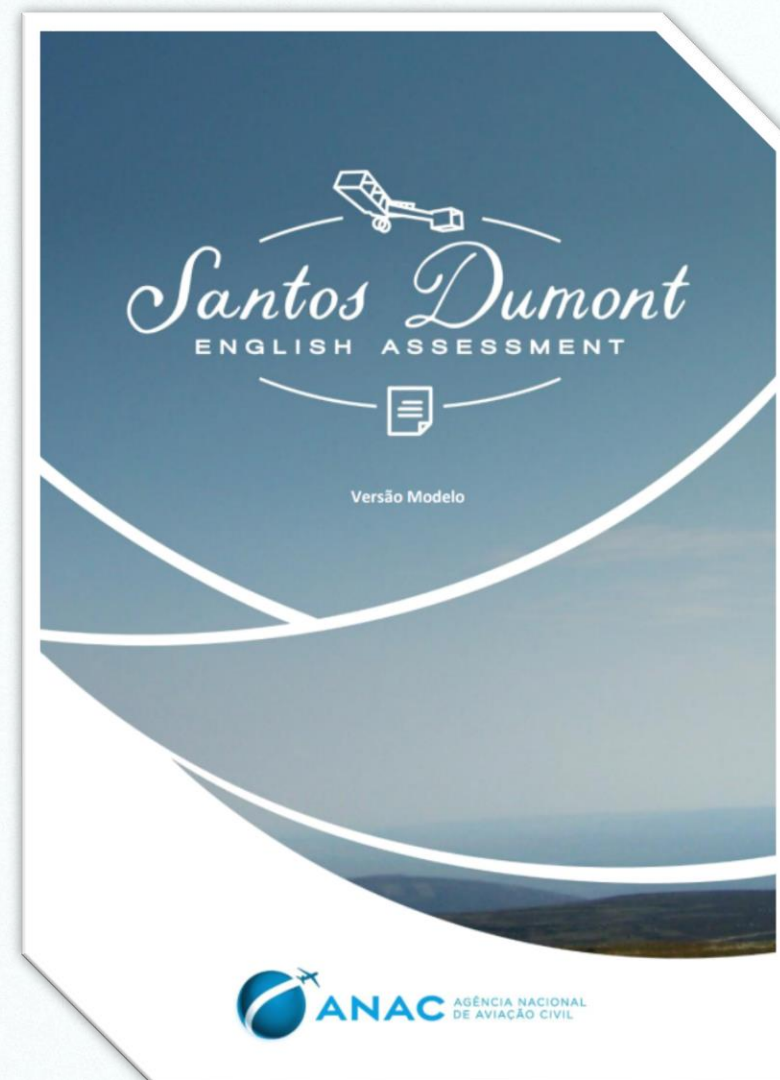
# Santos Dumont English Assessment - SDEA

- ANAC has developed its own language proficiency test for pilots
- The exam consists of two stages
  - First stage, applicable to all applicants
  - Second stage is exclusive for verification of ICAO Level 6 proficiency
- Oral interview composed of 4 parts (approximately 45 minutes):
  - Part 1: Aviation Topics
  - Part 2: Interacting as a Pilot
  - Part 3: Unexpected Situations
  - Part 4: Picture Description and Discussion



# Santos Dumont English Assessment - SDEA

- Semi-direct and direct testing features
  - Pre-recorded audios of situations
  - Live interlocutor
- 1 English Language Expert (interlocutor/rater) and 1 Subject Matter Expert (rater)
- 3rd rater in case of divergent scores (3 and 4)
- ANAC does not accept tests from other States
- For sake of standardization, all ANAC accredited institutions apply the same test
- The Language Proficiency Assessment is administered by: ANAC and Private Organizations (institutions accredited by ANAC)



# Accredited Private Organizations

- Civil Aviation Training Centers
- Air Operators
- English Language Teaching Institutions
  
- 10 Organizations
- 15 Exam rooms
- 10 cities from 6 states



# Accredited Private Organizations

- Must provide the equipment, human resources and facilities necessary for the test
- Should ensure that
  - people do not have access to specific test content or questions before the test event
  - test scores are kept confidential



# Language Proficiency Designated Examiners

- English Language Expert (interlocutor/rater)
- Subject Matter Expert (rater)
- Training
  - SDEA Phase 1
    - Initial Training – 50 h
    - Recurrent Training – 26 h
  - SDEA Phase 2 (ICAO Level 6)
    - Initial Training – 24 h
    - Recurrent Training – 18 h



# Language Proficiency Designated Examiners

- Confidentiality agreement
- The score-reporting process should be documented and filed in the ANAC system
  - Restricted access
- 4 Exams per day of work limit
- Probation period
- Monthly calibration activity participation



# Rater Calibration

- Annually
  - 2 Intra-Rater Reliability
  - 10 Inter-Rater Reliability

water//rear end//scape slides//cargo hold//coming from//fire alarm//final approach//full stop//emergency evacuation//airport authorities//find out//to be towed to//make sure//prior to//standup//carry on//belly landing//foam//challenge//

CANTO DUMONT ENGLISH ASSESSMENT

Rater number	EXAMINADOR	Pronunciation	Structure	Vocabulary	Fluency	Comprehension	Interactions	Final level
1		Harsh	Harsh	Calibrated	Calibrated	Calibrated	Calibrated	Harsh
2		Harsh	Harsh	Calibrated	Calibrated	Calibrated	Calibrated	Harsh
3		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
4		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
5		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
6		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
7		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
8		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
10		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
12		Calibrated	Harsh	Calibrated	Harsh	Calibrated	Harsh	Harsh
14		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
16		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
19		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
21		Harsh	Harsh	Harsh	Calibrated	Calibrated	Calibrated	Harsh
22		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
25		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
26		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
29		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
30		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
31		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
33		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
34		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
35		Harsh	Harsh	Harsh	Calibrated	Calibrated	Calibrated	Harsh
38		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
39		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
43		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
45		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
50		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
51		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
53		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
55		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated
58		Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated	Calibrated

wind direction//aware of//shattered//broken windshield//spotted//

- Exams booking
- Random draw of questions (Pool of situations)
- Application environment
- Time control
- Score database
- Selection of exams for oversight
- Direct communication with the candidate

Part 1 Part 2 Part 3 Part 4

## Interacting as a pilot - Mock test

Part Two: "Interacting as a Pilot". In this part, you will interact with the Air Traffic Control in five different situations. You may ask the controller to say again once. After listening to the controller, you should interact as the pilot. All information is important. You may take notes if you wish. You are the pilot of a twin-engine aircraft. Your call sign is ANAC 123. (Wait 3 seconds for test taker to take notes if desired). Are the instructions clear?

- 5 - Sound Check >
- 6 - Situation >
- 7 - Situation >
- 8 - Situation >
- 9 - Situation ▾

You are going to take off from Santos Dumont Airport. Listen to Santos Dumont Clearance and read back.


*Wait for 3 seconds for test taker to take notes if desired.*

▶ 0:00 / 0:19 — 🔊 ⋮

ANAC 123, expect start up at three five and runway two zero left. [You are cleared to Confins Airport] [via Upper Zulu Four], [flight level three six zero], PUMSO One Charlie Departure ISRIN transition. [Squawk four seven five one]. Read back. [4]

*Minimum interaction: "Rio Approach, cleared to Confins Airport, via UZ4, FL360, (PUMSO 1C/the) Departure, (ISRIN) transition. Squawk 4751."*

Now, after takeoff, this happens to you (show the picture to the candidate). Because of this situation, you have decided to divert to Galeao Airport. Call Rio Approach, explain the situation and say your intentions.



# Test Washbacks

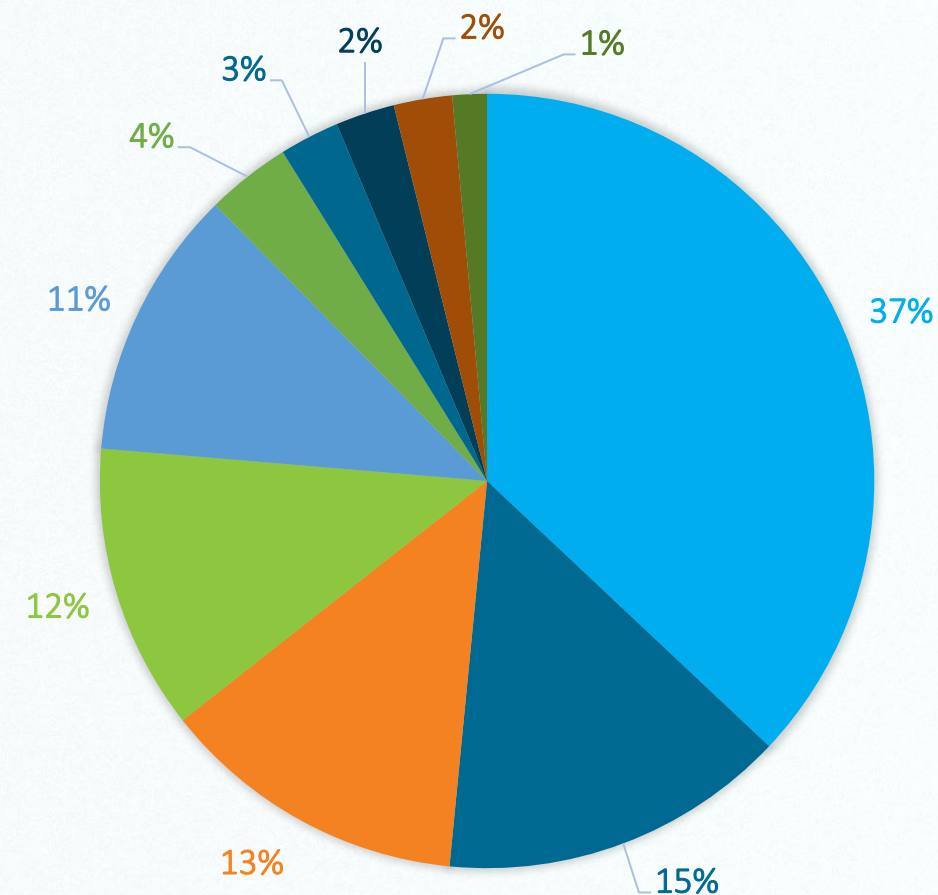
- Concerning LPRs, ANAC's primary focus is on testing for licensing purposes
- ANAC does not provide training for pilots, but since the adoption of LPRs the number of private institutions carrying on Aviation English courses has grown considerably in Brazil
- Fostering positive washback effect will enable candidates to concentrate on building the skills addressed in the test

# Statistics

English Level	Number of pilots	Percentage
Level 6	573	5.7%
Level 5	2,920	29.0%
Level 4	6,568	65.3%
Total	10,061	100%

2023		
English Level	Number of pilots	Percentage
Level 6	12	0.3%
Level 5	695	18.1%
Level 4	2,202	57.3%
Level 3	839	21.8%
Level 2	35	0.9%
Level 1	58	1.5%
Total	3,841	100%

QTY SDEA X ORGANIZATION



# Oversight

- Inspection in all Accredited Private Organizations every year
  - Hybrid
  - Remote
- Current supervision of all Designated Examiner
- Rater Calibration
- Probation period

# Trialing

- Items writing
- Recording of audios in different accents
- Audio edition
- Trial of situations and related questions with volunteer pilots



# License Endorsement

- All licenses endorsed as follows:
  - ENGLISH LEVEL 6
  - ENGLISH LEVEL 5 UNTIL MM/YEAR
  - ENGLISH LEVEL 4 UNTIL MM/YEAR
  
- Pilots who have never taken the test to demonstrate their language proficiency and whenever a pilot fails the test, ANAC proceed with the following endorsement:

ENGLISH NOT COMPLIANT ANNEX 1

**Certificado de Habilitação Técnica - CHT / ANAC**  
 Dados compartilhados pelo aplicativo gov.br

CHT  
Certificado de Habilitação Técnica (ANAC)

I - REPÚBLICA FEDERATIVA DO BRASIL  
FEDERATIVE REPUBLIC OF BRAZIL

VIII - AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL  
NATIONAL CIVIL AVIATION AGENCY

LICENÇA  
LICENCE

Código ANAC  
[REDACTED]

IV - Nome / Name  
[REDACTED]

VI - Nacionalidade / Nationality  
BRA

XIV - Identidade / ID Number  
[REDACTED]

XIII - OBSERVAÇÕES / Remarks  
 ENGLISH NOT COMPLIANT ANNEX 1  
 PORTUGUESE LEVEL 6

HABILITAÇÃO / Rating	VALIDADE / Expire Date (mm/yyyy)	FUNÇÃO A BORDO / Position
HMNC	04/2026	PD

XIV - Certificado Médico Aeronáutico / Medical Certificate

CLASSE / Class	VALIDADE / Expire Date (dd/mm/yyyy)	ORGÃO EXPEDIDOR / Issuing Agency	OBSERVAÇÕES / Remarks
Segunda / Second	04/09/2025	MC237	2ª CLASSE - PILOTO PRIVADO VFR /

XIII - OBSERVAÇÕES / Remarks  
 ENGLISH NOT COMPLIANT ANNEX 1  
 PORTUGUESE LEVEL 6

DATA DE EMISSÃO / Date of Issue (dd/mm/yyyy)  
18/04/2024

X - ASSINATURA DO EMISSOR / Signature of Authority  
 Emitida Eletronicamente em 18/04/2024, conforme horário oficial de Brasília.  
 Marcus Vinícius Fernandes Ramos  
 Gerente de Certificação de Pessoal - GCEP/SPO/ANAC

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gov.br ANAC

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# Mutual Recognition of LP endorsement

- Validation of foreign license (higher than the Brazilian one)
- LP must be endorsed on the foreign license with expire date (Annex 1, 5.2.1(XIII) and 5.3)
- Language proficiency is only verified within the process of full license validation
- ANAC does not validate language proficiency test results alone



English Level 5	valid until 28.02.2020
<b>Remarks/Bemerkungen</b> Language Proficiency: English Level 5 valid until 28.02.2020	

# Challenges on implementing LPRs

- Huge country, great number of pilots with heterogenous backgrounds
- Not enough qualified personnel at ANAC to meet the country's needs
- Limitations of a public institution to timely handle all the drawbacks
- Maintain rater standardization
- Mutual recognition of LPR credentials



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