



Charkhi Dadri Mid-Air Collision (1996)



- November 12, 1996, Aviation History's worst mid-air collision.
- Kazakhstan Airlines Flight 1907 collided with Saudi Arabian Airlines Flight 763
- killing all 349 people on board both planes.
- **Root cause of the disaster was communications difficulties** in the Kazakhstani plane.
- **None of the Kazakhstani flight crew, except the radio operator, understood English.**

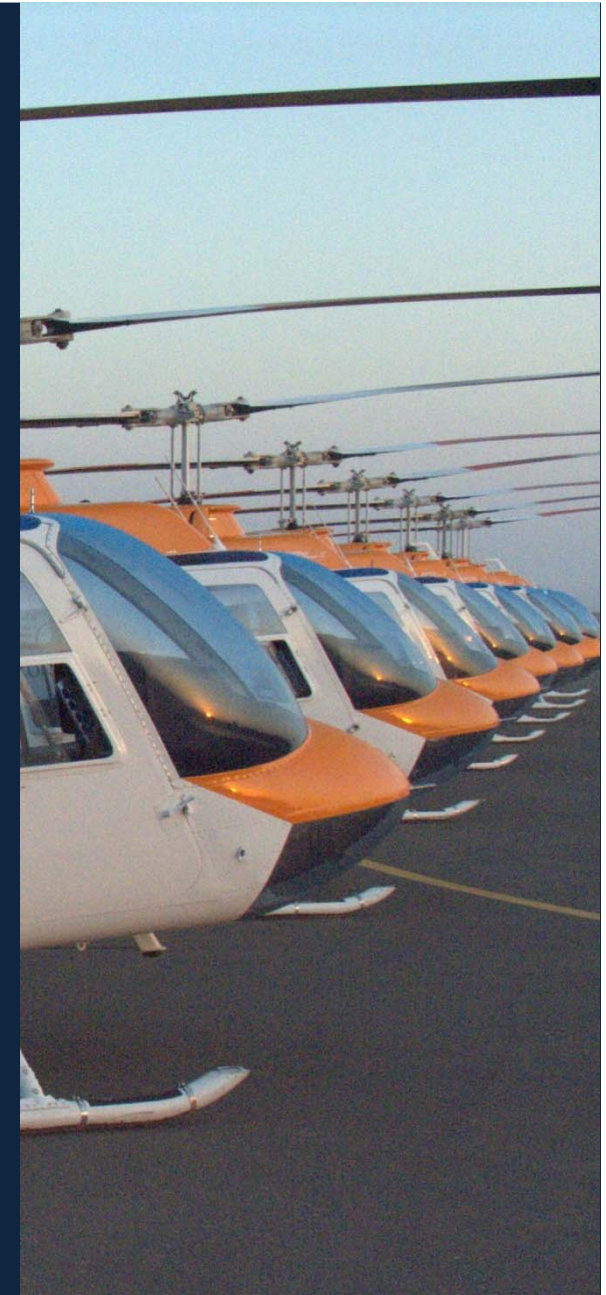


Sustaining Language Proficiency

Pilot's Perspective

By

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OVERVIEW



- **Brief History of Horizon**
- **English Language Proficiency**
- **Horizon's strategies**
- **Conclusion**





HORIZON AT A GLANCE

- **Owned by Mubadala**
- **Inception in 2002 as a GCAA approved Rotary Wing Training Organization**
- **First batch of RW students graduated in 2003**
- **Fixed Wing Training started in 2007**
- **Total Students (to date) : more than 1500 (RW & FW)**
- **JAR Approval in 2010**
- **EASA Approval June 2015**
- **Approved ISO 9001 : 2008**
- **Aviation English Training and ELP Testing since 2010**
- **ELPAC approval by Euro Control in 2015.**



Horizon Family



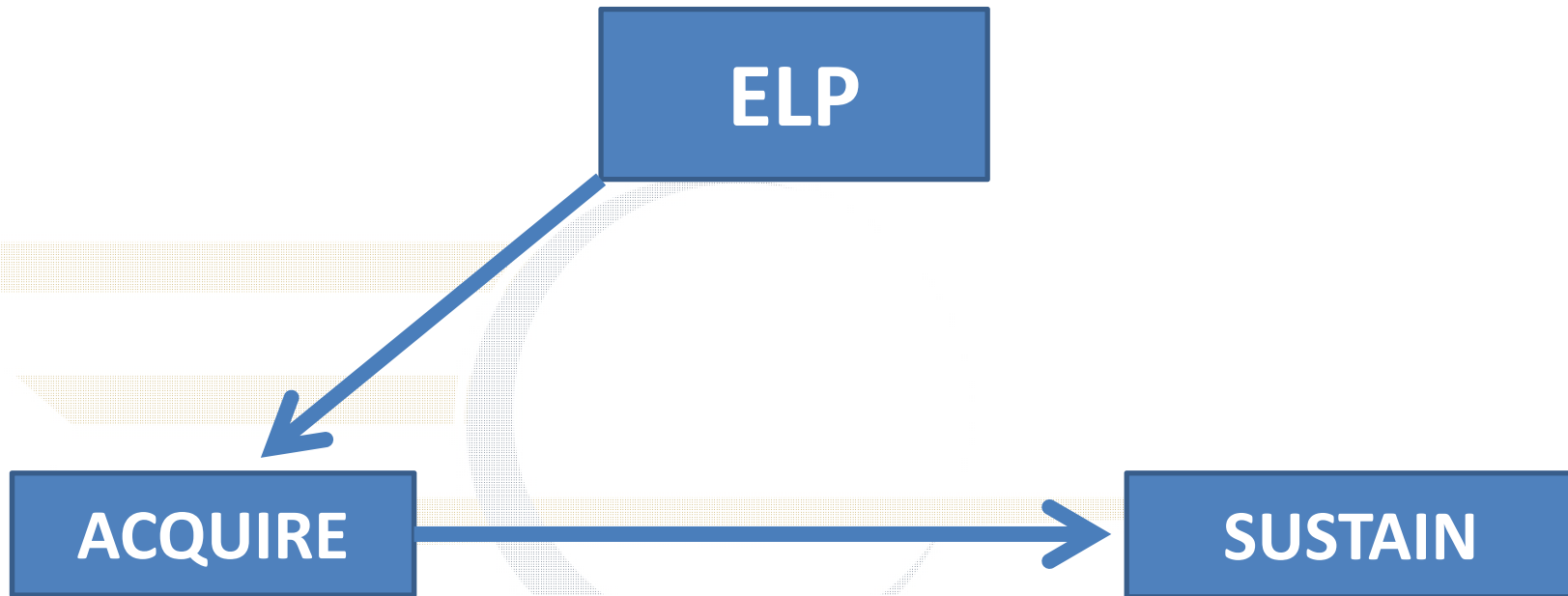


ELT & ELP TESTING AT HORIZON

- Horizon identified a great demand for ELT in the aviation industry
- Started ELT and ELP testing in 2010
- Evolved into a very important element of Horizon Training.
- Offers Basic English Language Training (ELT) and English for Specific Purposes (ESP) i.e. Aviation English
- Provides ELP testing.

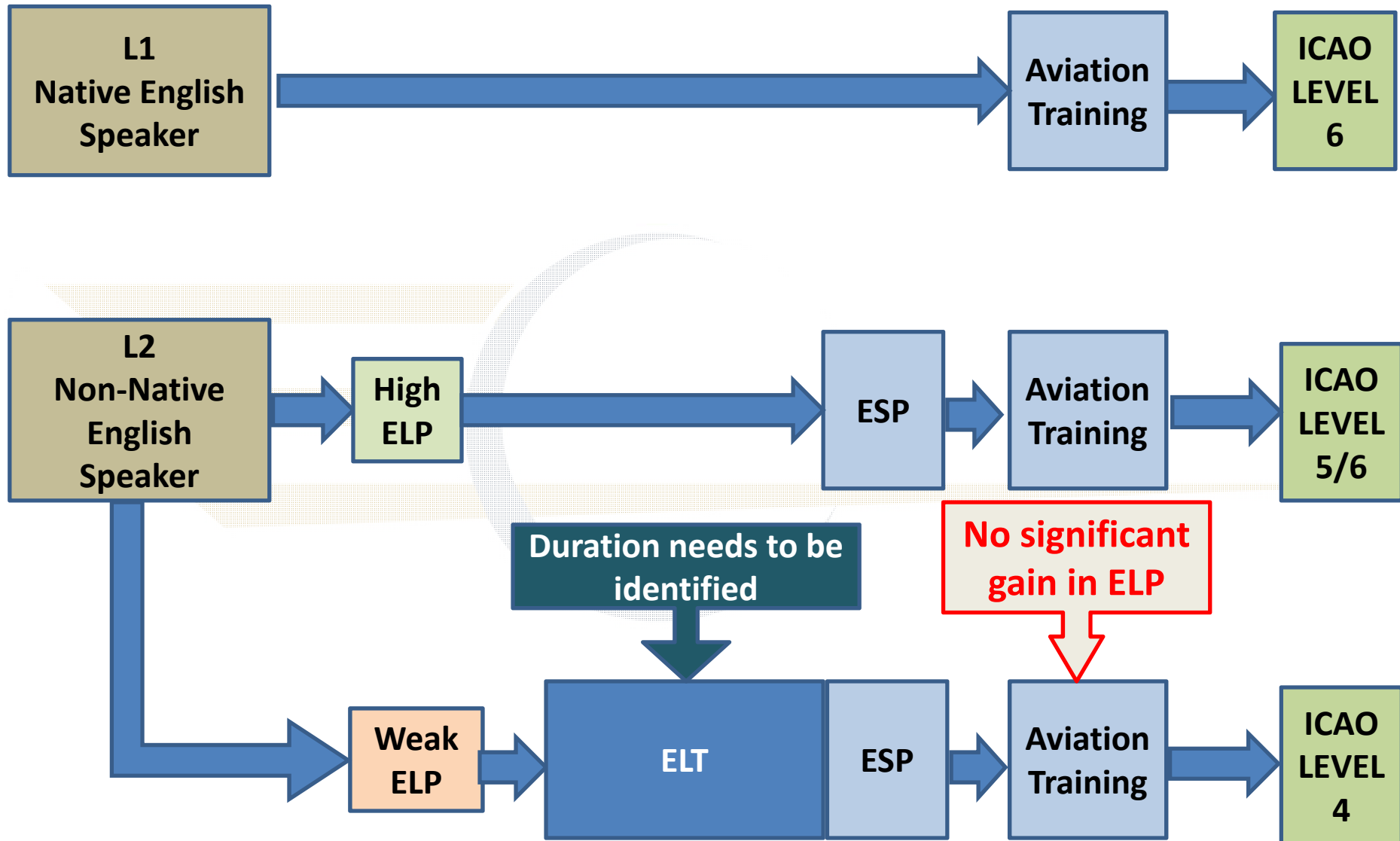


ENGLISH LANGUAGE PROFICIENCY



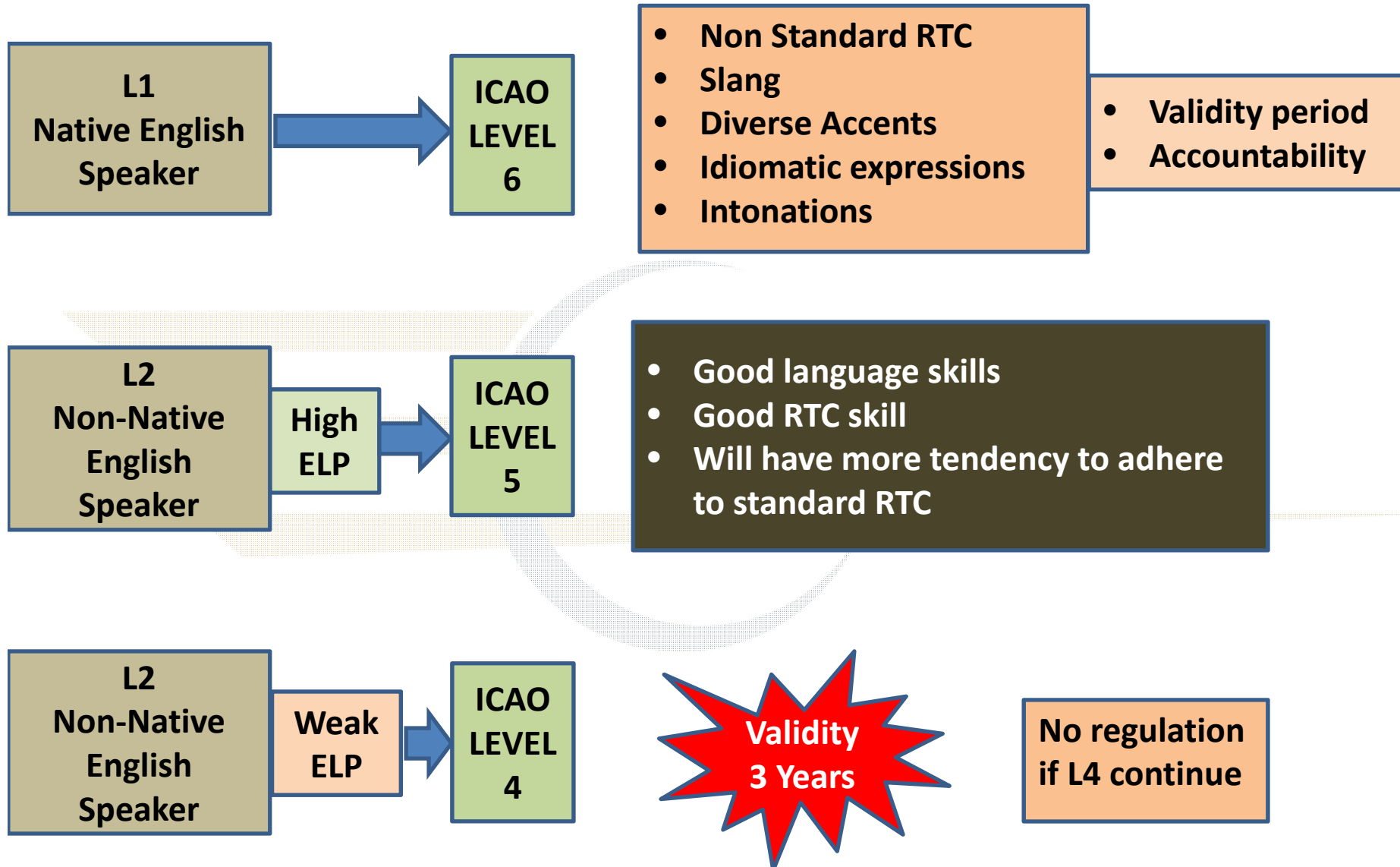


AQUIRING ELP



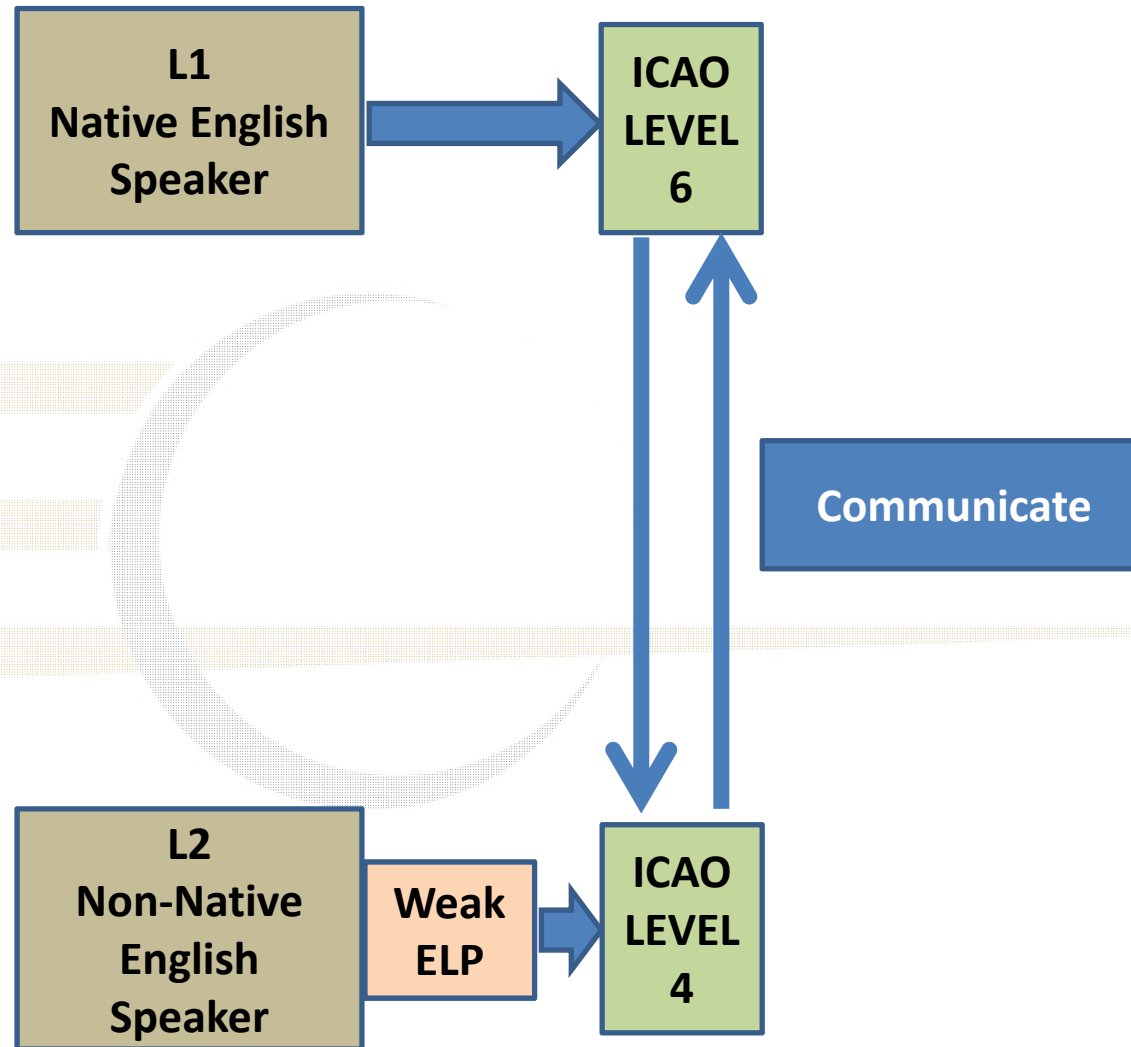


SUSTAINING ELP





POTENTIAL PROBLEM





Ground: Air china 981 make a right turn here
at Juliette, join Alpha, hold short of
Mike Alpha



IMPLICATIONS OF LOW ELP

Low ELP poses a potential hazard for safety in terms of:

- **RTC**
- **Professional Aviation training**
 - **Flight crew**
 - **ATC**
 - **Engineers and Technicians**
 - **Ground handling staff**



ELP Vs TRAINING & SAFETY

FLIGHT TRAINING

**THEORETICAL KNOWLEDGE
TRAINING**

E L P



Holistic Perspective

**Design and
Development**

Training

Testing



Limitations resulting from mass produced curriculums:

- One size fits all concept
- Aviation English designed to address candidates with higher ELP levels (generally CEFR B1)
- Most programmes do not cater for target demographics and cultural sensitivity.
- Important pre-requisite for ESP: “Needs Analysis” is missing
- Scenario based designs that may not be applicable.
- Most focus on fixed wing



ICAO Doc 9835

Chapter 4

Page 4-9

Memorization of ICAO phraseologies alone does not constitute language proficiency and aviation English training should not be limited to phraseologies.



DESIGN AND DEVELOPMENT

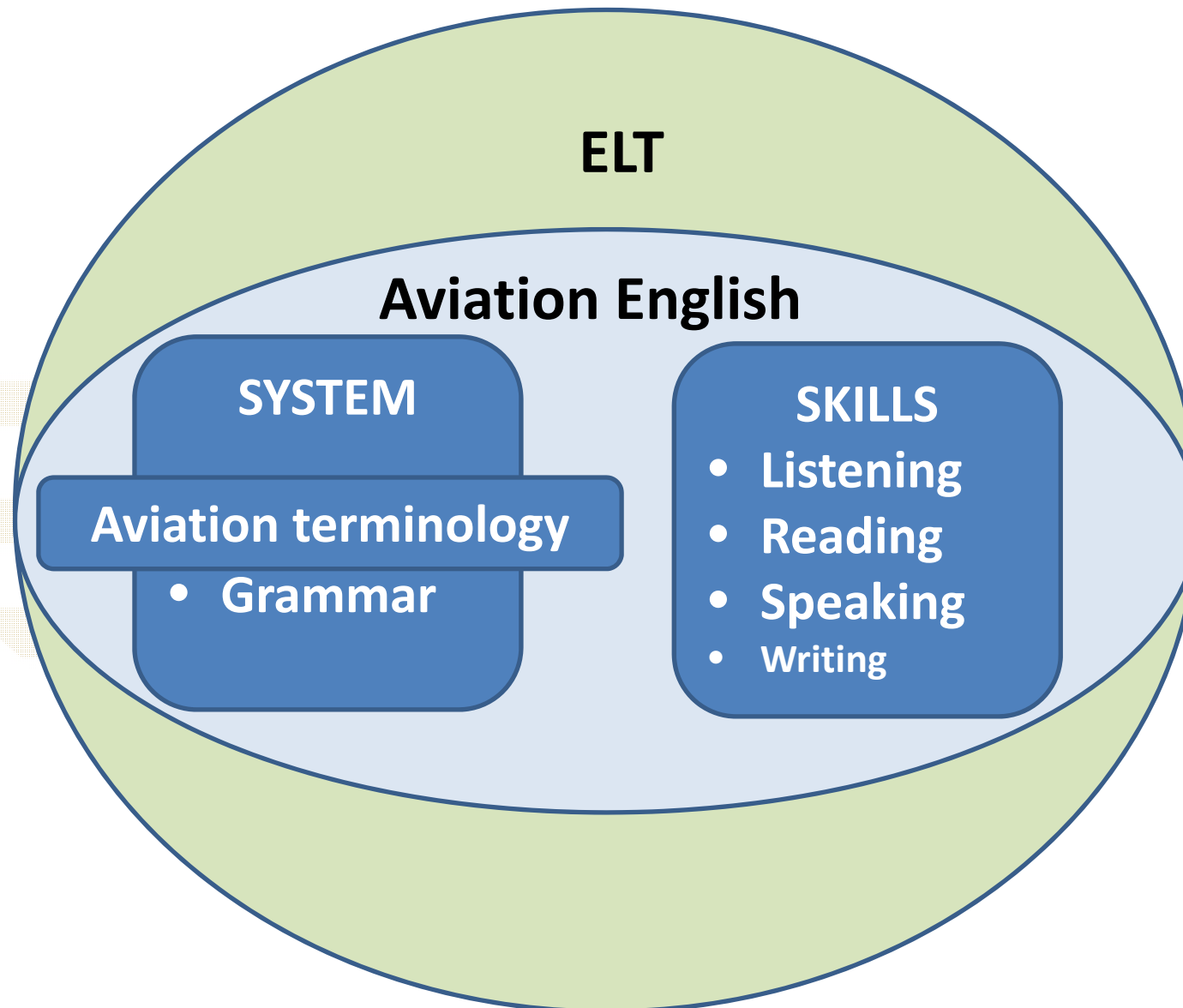
MODULES

ELT

ESP

Foundation

Advanced





Holistic Perspective

**Design and
Development**

Training

Testing



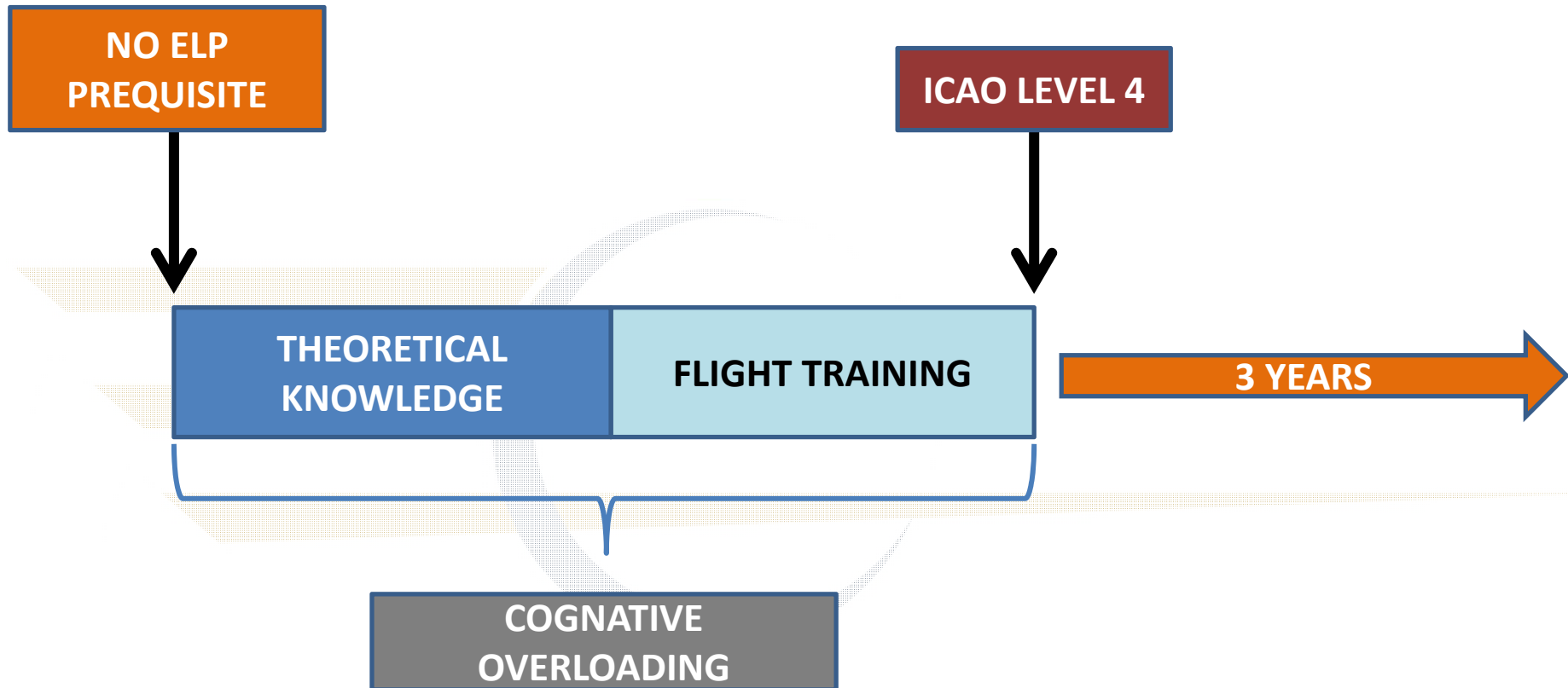
ENGLISH LANGUAGE TRAINING

Limitations and issues:

- **Lack of regulatory framework**
 - Pre-entry level
 - Training duration and requirements
 - ICAO Level 4 minimum at the time of issuance of aircrew license
- **Fossilized Errors**
- **ELT Instructors**
 - Native speaker???
 - Qualification
 - Experience
 - Lack of appreciation and sympathy (for/from)
- **Customer approach**
 - No regulations for Non-licensed flight crew training
 - “Language training providers encounter unrealistic expectations on the part of clients and sponsors who want short term language training solutions, a “magic bullet” for language learning.” ICAO Doc 9835 Page 4-11

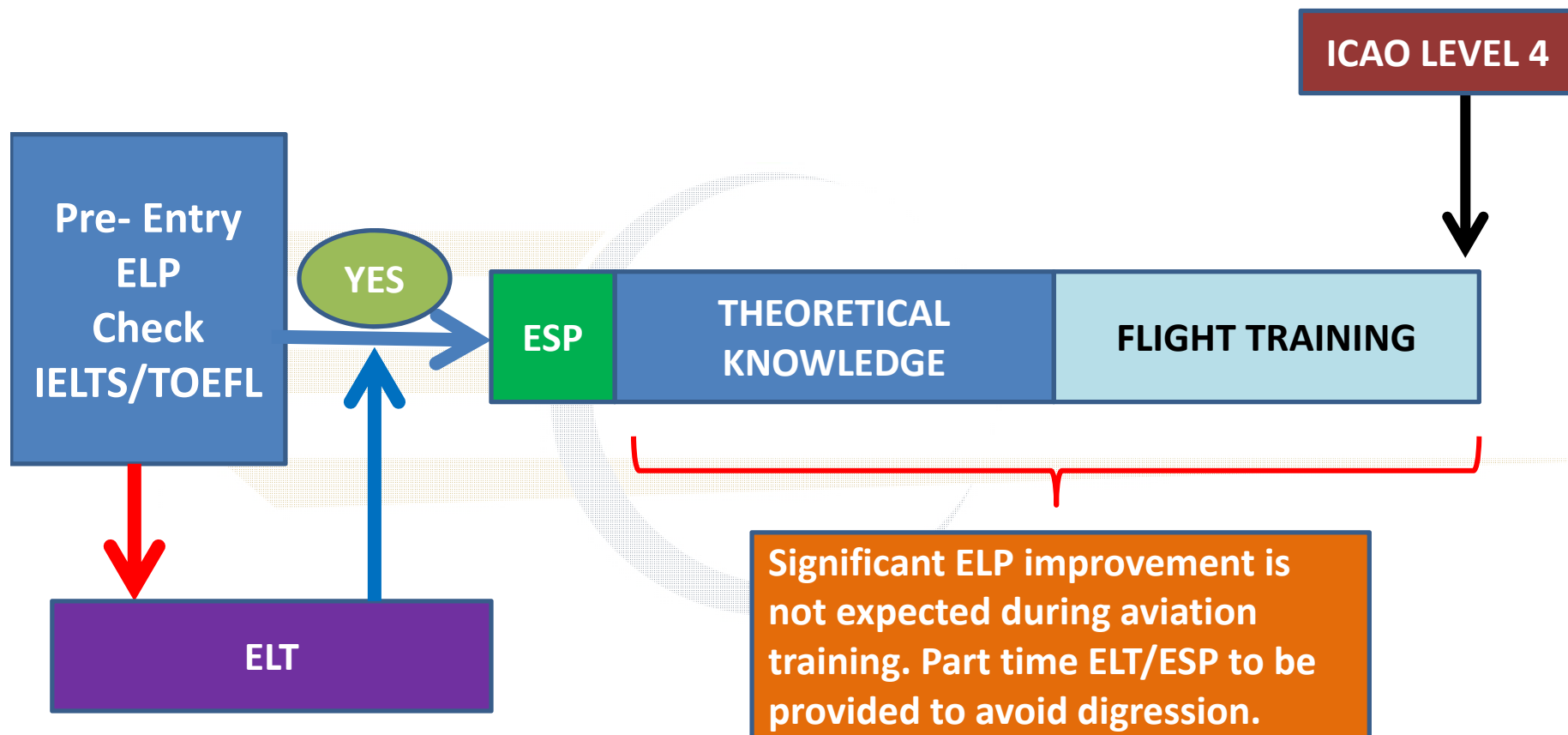


EXISTING MODEL





HORIZON MODEL





Holistic Perspective

**Design and
Development**

Training

Testing



Limitations and Issues:

- **Most of the tests being used are:**
 - Not ICAO approved
 - Not all tests require the evaluators to be formally trained and approved.
- **Regulatory authorities accept test even if its not approved by ICAO**
- **ICAO Level 4 validity period needs to be revised**
- **ICAO Testing scales leave a room for margin**
- **ICAO Level 6 criteria; a potential risk for RTC?**



POTENTIAL CONFLICT

ICAO RATING	CHAPTER 3 LINGUISTIC AWARENESS
LEVEL	Pilots and Controllers should:
VOCABULARY	<ul style="list-style-type: none">• <u>Avoid</u> jargon, slang, and <u>idiomatic expressions</u>• Be clear, concise, and direct• Speak slowly and clearly
Vocabulary is <u>idiomatic</u> , nuanced and sensitive register.	
ICAO Doc 9835 Para 3.6.1	ICAO Doc 9835 Page 3-1

ICAO Doc 9835 Appendix E Page E-13 Para 3.6.1
Gives an account of RTC between two native English speakers using non-standard language and causing stress on non-native listeners on the same frequency



OUR STRENGTHS IN ELT

- **Qualified and Experienced Instructors**
- **Aviation Background**
- **Indigenously designed and developed unique Aviation English program, tailor made for our customers, based on “Needs Analysis”**
- **Ability to customize and design ESP program to customer requirements**
- **Feedback system to continuously monitor training effectiveness and identifying areas for improvement**
- **Work in close harmony with flying department to cater for student needs.**
- **Measurable improvements in our students.**



VALUE ADDED FEATURE

ELPAC

- In March 2015 Horizon achieved approval by EURO CONTROL as a English Language Proficiency Test center.
- In October 2015 Horizon got GCAA approval for ELPAC



Horizon Trained and Approved
Instructors conducting ELPAC test



Blended Learning



CLASS ROOM LEARNING



TECHNOLOGY



ACTIVITIES





HORIZON ELT TEAM





EXTERNALLY VERIFIED STUDENT PROGRESS

Group of 20 Students

English Comprehension Test (ECT) Score Average = 39



Horizon ELT + ESP training = 1100 hours (average)



After HIFA ELT/ESP programme ECT Score Average = 70



CONCLUSION

- Global Harmonization for ELT and testing systems
- More regulatory oversight of ELT and ELP Testing
- Level 4 validity needs to be revised
- Mandatory to enhance Level 4 to 5 after 3 re-validations
- Level 6 training to be ensured for effective communicative interaction with low ELP (Pilot-ATC)
- Minimum Level 4 requirement for all aviation personnel involved with RTC of any sort, e.g. Fire fighters, Mechanical Sweepers, airport security personnel etc
- Refresher RTC course before re-validation of ELP test, including Level 6
- All other aviation personnel to acquire a minimum basic ELP