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WORKING PAPER

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ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 34: Proficiency in the English language used for radiotelephony communications

TEACHING ENGLISH TO RUSSIAN AVIATION PERSONNEL FOR RADIOTELEPHONY COMMUNICATIONS

(Presented by the Russian Federation)

EXECUTIVE SUMMARY

This document contains information about how Russian civil aviation is implementing ICAO English proficiency requirements for flight crew members and flight controllers.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A.
<i>Financial implications:</i>	N/A
<i>References:</i>	Doc 9902, <i>Assembly Resolutions in Force</i> (as of 28 September 2007)

¹ Russian version provided by the Russian Federation.

1. INTRODUCTION

1.1 Like many other Contracting States, the Russian Federation has encountered certain difficulties in meeting the requirements for language proficiency set forth in Chicago Convention Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft*, Annex 10 — *Aeronautical Telecommunications* and Annex 11 — *Air Traffic Services*. As of 5 March 2008, not all members of flight crews who fly internationally and not all flight controllers cleared for conducting radio communications in English achieved Level 4 or above on the ICAO language scale. In connection with this, in accordance with Resolution A36-11 of the Assembly, an Action Plan for a three-year transition period has been developed for Russian civil aviation to implement ICAO requirements on English proficiency among flight crews and flight controllers in the Russian Federation.

2. NATIONAL LEGAL BASIS

2.1 In the Russian Federation, a legal basis has been created to meet the ICAO language requirements. In the period from 2007-2009, federal aviation rules called "Requirements for Russian Federation civil aviation flight crew member training for international flights" and federal aviation rules, "Requirements for air traffic controllers and parachute instructors", were introduced. These rules define, among other things, the State requirements for aviation personnel who engage in radio communications in English, the structure and content of professional English language training, and the frequency of English language assessments for members of the flight crews and air traffic controllers.

2.2 The Federal Transportation Oversight Service (Rostransnadzor) has approved methodological recommendations on procedures to determine the language proficiency level on the ICAO scale, a list of tests allowed for use in qualification testing for aviation personnel, and a list of rater-examiners cleared for qualification testing. A working group has been chartered to improve language training; it is entrusted with analyzing and summarizing Russian and international experience in the realm of language training for aviation personnel, expert assessment of programmes and educational materials, testing methods, test structures, content of test questions, and the development of legal documents concerning language training improvement.

3. LANGUAGE TRAINING FOR FLIGHT CREW MEMBERS' TRAINING

3.1 New language training programmes have been developed for flight crews. Thirty certified aviation training centres provide courses under these programmes. The courses are offered by 150 aviation English language instructors who have completed special training and internships in Russian and foreign training centres. The English level of the flight crew members is determined by qualifying tests in accordance with the ICAO language proficiency scale, using test systems approved by civil aviation authorities. Certified aviation training centres are cleared to conduct qualifying tests.

3.2 The qualifying testing right is granted to individuals included in the official list of rater-examiners. The official list is approved and updated by a protocol of the Higher Qualification Commission and is published on the Federal Air Transportation Agency site. A person is eligible to become a rater-examiner after having taught aviation English for at least three years and completing special training as a rater-examiner as confirmed by the appropriate certificate. Rater-examiners complete periodic training under programmes approved by civil aviation authorities.

3.3 The table below shows the change in test results for flight crewmembers who fly internationally:

<i>As of:</i>	<i>1 January 2009</i>	<i>1 September 2009</i>	<i>1 January 2010</i>	<i>30 June 2010</i>
Level III	2 457 people	2 222 people	1 326 people	1 108 people
Level IV and above	2 336 people	2 571 people	2 861 people	3 614 people

4. LANGUAGE TRAINING FOR AIR TRAFFIC CONTROLLERS

4.1 The national provider of aero navigation services, The State Corporation on Air Traffic Management in the Russian Federation (FGUP "Goskorporatsiya po OrVD"), which organizes language training for air traffic management personnel, including: holding refresher courses at civil aviation training centres and at the corporate training centre, maintaining the system of ongoing language training in Air Traffic Management centres, and training air traffic controllers, language training specialists and instructors at language courses held at foreign training centres.

4.2 Civil aviation training centres and the corporate training centre have initial language training for the servicing of international flights, refresher courses in aviation English in accordance with ICAO scale levels, refresher courses to improve knowledge of English phraseology, and refresher courses for language training specialists. Air traffic control personnel are given qualifying tests to determine the level of English proficiency on the ICAO scale using two qualification tests, ELPET and RELTA, endorsed by the State civil aviation authority. Of those air traffic controllers cleared for air traffic servicing in English, eighty-eight percent (88%) have been tested.

4.3 An ongoing language training course has been introduced for air traffic controllers. The course consists of lessons and debriefs, refresher courses, quizzes for the spring/summer and fall/winter navigation seasons, additional classes and additional courses. The ongoing language training course takes place at the air traffic control centres and is staffed by 206 language training specialists, 89 of whom are certified rater-examiners.

4.4 There is close coordination with United Kingdom training centres that educate aviation personnel. From 2007-2010, 507 air traffic control specialists were trained at those centres.

4.5 Based on the results of the classes and EALTS qualifying testing, air traffic controllers are issued certificates indicating their level of English proficiency on the ICAO language proficiency scale.

4.6 While the ICAO language standards were being implemented, several objective difficulties were identified that complicate setting up language training. These include the circumstance of having air traffic control centres located throughout the vast Russian Federation, the high average age of the air traffic controllers, and the need to arrange for additional retraining for language training specialists in the industry.

4.7 Currently, of the 5 453 air traffic controllers cleared for air traffic servicing in English, 88% have been tested and 1967 (41%) of them demonstrated Level 4 in aviation English proficiency on the ICAO scale.

4.8 In the transition period given the States to implement the ICAO language standard, the number of air traffic controllers who reached Level 4 and above increased more than three-fold: from 620 people in 2008 to 1967 people based on data from the end of the first half of 2010. This number is rising steadily.

4.9 Work has been done to identify a reserve of specialists capable of achieving Level 4; there are 2 161 people (45%) who demonstrated ICAO English proficiency Level 3 and who are willing in the near term to achieve the necessary minimum working level in aviation English.

5. CONCLUSION

5.1 Currently Russian civil aviation supports work to implement ICAO English language requirements for flight crew members who fly for international airlines and air traffic controllers who participate in servicing international flights.

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