

**GENERAL DIRECTION OF CIVIL AERONAUTICS  
REPUBLIC OF BOLIVIA**



**IMPLEMENTATION PLAN FOR THE  
COMPLYING OF THE  
PROFICIENCY LANGUAGE REQUIREMENTS**

**2008**

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## 1. BACKGROUND

In March 2003, the Council adopted amendments to Annex 1, Annex 6 – Operation of Aircraft, Annex 10, Annex 11 – Air Traffic Services, and the Procedures for Air Navigation Services – Air Traffic Management (PANS – ATM, Doc 4444) related to language proficiency in international civil aviation, so pilots, air traffic controllers and aeronautical station operators are required to demonstrate Operational Level 4 language proficiency ICAO to the CAA of their country.

Due the ICAO, according to the document AN 12/14.6-07/68, urged to Contracting Status that are not in a position to comply with the language proficiency requirements by the applicability date to post their language proficiency implementation plans on the ICAO website, including an explanation of the risk mitigation measures as necessary, that to apply for pilots, air traffic controllers and aeronautical station operators who participate in international operations. For this reason, the realization of this plan has followed the recommends steps for the ICAO.

## 2. SCOPE

The development of this implementation plan has the following objectives: to communicate the steps that the Bolivian State will follow to comply with the language proficiency requirements and to mitigate risks during the transition period from the applicability date of 5 March 2008 to 5 March 2011.

This implementation plan includes the following points:

- a) Regulatory framework to support the implementation of the requirements;
- b) Estimate of national level of implementation;
- c) Language proficiency training programmes;
- d) Language proficiency assessment plan for licensing purposes; and
- e) Interim measures to mitigate risks.

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### 3. CONTENT OF THE REGULATORY FRAMEWORK

**Table 1**  
**National Regulatory Framework**

| <b>Focal Point Information</b>                     |  |   |  |
|--|--|---|--|
| <b>Name</b>  |  | Fernando J. Alba Urquizo  |  |
| <b>Title</b>                                       |  | JEFE DE UNIDAD DE INSTRUCCIÓN AERONAUTICA   |  |
| <b>Organization</b>                                |  | Dirección General de Aeronáutica Civil  |  |
| <b>Telephone</b>                                   |  | 591-2-2379060   |  |
| <b>Fax</b>   |  | 591-2-2312452   |  |
| <b>E-mail</b>                                      |  | falba@dgac.gov.bo   |  |
|  |  | <b>Compliance</b>   |  |
| <b>Standards and Recommended Practices (SARPs)</b> |  | <b>Yes</b> , the regulatory framework is in place.<br><br><i>Indicate Reference</i>   | <b>No</b> , the national regulatory framework has not yet been established.<br><br><i>Indicate the type of provision envisaged and the expected date of introduction</i> |
| Annex 1  | 1.2.9.1                                | RAB 61.63 (a) (1)   |  |
|  | 1.2.9.2                                | RAB 65.63 (a) (1)   |  |
|  | 1.2.9.4<br>Appendix 1,<br>Attachment A | RAB 61.63 (a) (2)<br>RAB 61.63 (b), (c)<br>RAB 63.63 (a) (2)<br>RAB 63.63 (b), (c) y<br>RAB 65.63 (a) (2)<br>RAB 65.63 (b), (c) |  |
|  | 1.2.9.6                                | RAB 61.63 (e), (1)<br>RAB 63.63 (e), (1)<br>RAB 65.63 (e), (1)  |  |
|  | 1.2.9.7<br>(Recommended Practice)      | RAB 61.63 (e), (1),<br>i), ii), iii)  |  |
|  | 5.1.1.2 XIII                           | RAB 61 Appendix 1<br>( XIII)  |  |
| Annex 6  | Part I – 3.1.8                         | RAB 91,<br>Subpart R ,<br>RAB 91.517  |  |

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|                        |                  |  |  |  |
|------------------------|------------------|--|--|--|
|                        |                  | RAB 91.519<br>RAB 91.521<br>RAB 91.523   |  |  |
|                        | Part III – 1.1.3 | RAB 91,<br>Subpart R ,<br>RAB 91.517<br>RAB 91.519<br>RAB 91.521<br>RAB 91.523 |  |  |
| Annex 10,<br>Volume II | 5.1.1.1          | RAB 92.131   |  |  |
|                        | 5.2.1.2.1        | RAB 92.131   |  |  |
|                        | 5.2.1.2.2        | RAB 92.131   |  |  |
|                        | 5.2.1.2.3        | RAB 92.131   |  |  |
| Annex 11               | 2.29.1           | RAB 92.131   |  |  |
|                        | 2.29.2           | RAB 92.131   |  |  |

**4. ESTIMATE OF NATIONAL LEVEL OF IMPLEMENTATION**

In this point is described the degree of implementation of language proficiency ICAO requirements, of the personal involved in international operations of the provider operators of air transport and the personal to play in international operations of the air navigation service providers of the Bolivian state

Be has planed that personal who have the 3 level, up to year end (2008) pass to 4 level and personal who have the 1 level and 2 level pass to 3 level, in the year 2009, the persons who has 3 level pass to 4 level.

All pilots in december 2010: ATP (Air Transport Pilots), CP (Commercial Pilots), PP (Private Pilots) and Air Traffic Controllers whose operated in an international airport must be to comply with the proficiency language requirements.

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**Table 2**

**Estimate of National Level of Implementation**

**PILOTS:**

| <b>Date: Feb 29, 2008</b>                   |      |       |       |   |
|---|------|-------|-------|---|
| Pilots involved in international operations | ATPL | CPL   | MPL   | Method of Assessment of Level of Proficiency  |
| Level 3 and below                           | 31%  | 31%   | ----- | <i>Diagnostic Evaluation from February to December 2006 and official evaluations from april 200</i> |
| Level 4                                     | 23%  | 35%   | ----- |   |
| Level 5                                     | 23%  | 19%   | ----- |   |
| Level 6                                     | 23%  | 15%   | ----- |   |
| Not evaluated                               | ---  | ----- | ----- | <i>Will be evaluated from January to February 2008 by the authorised center.</i>                    |

| <b>PPL</b>  |   |  |   |
|---|---|--|---|
| <b>Date: Feb. 29, 2008</b>                                  |   |  |   |
| Indicate number of PPL involved in international operations | 3 Private Pilots Licence (to be evaluate) |  | <i>The evaluation of the proficiency language will be realized from March 2008.</i> |

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**AIR TRAFFIC CONTROLLERS:**

| <b>Date: Feb. 28, 2008</b>                       |           |          |      |         |  |
|--|-----------|----------|------|---------|--|
| Controllers involved in international operations | Aerodrome | Approach | Area | Student | Method of Assessment of Level of Proficiency                               |
| Level 3 and below                                | 85%       | 62%      | 64%  | ----    | <i>By means of Diagnostic Evaluations in May 2007, for an ICAO expert.</i> |
| Level 4  | 6%        | 24%      | 18%  | ----    |  |
| Level 5  | 3%        | 9%       | 6%   | ----    |  |
| Level 6  | 6%        | 5%       | 12%  | ----    |  |
| Not evaluated                                    | ---       | ---      | ---  | ----    |  |

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**5. LANGUAGE PROFICIENCY TRAINING PROGRAMMES**

**Table 3**

**Language Proficiency Training Programmes**

| <p><b>State oversight of aviation language training has been established</b><br/>Si <input checked="" type="checkbox"/> No <input type="checkbox"/></p> | <p><b>If no, expected date of establishment</b></p> |
|---|---|
| <p>Language training will be provided through:<br/>(Check all that apply)</p>   |   |
| <p>Air Navigation Service Provider</p>  | <p>✓</p>  |
| <p>Air Operador/Airline</p>   | <p>✓</p>  |
| <p>Educational Institutions</p>   |   |
| <p>Private organizations</p>  | <p>✓</p>  |

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**6. LANGUAGE PROFICIENCY ASSESSMENT (OR TESTING) FOR LICENSING PURPOSES**

**Table 4  
Language Proficiency Assessment (or Testing)  
for Licensing Purposes**

|   |  |  |
|---|--|--|
| State oversight fo aviation language assessment has been established. | <b>Si</b> <input type="checkbox"/> <b>No</b> <input checked="" type="checkbox"/> | If no, expected date of establishment: |
|---|--|--|

| <b>Pilots</b>   |   |
|---|---|
| The Language Proficiency Assessment was/is/will be Developer by:                  |   |
| Civil Aviation Authority  |   |
| Air Operator  |   |
| Educational Institution   |   |
| Private Organization<br><i>Optionally, indicate the private organization used</i> | ✓ |
| The Language Proficiency Assessment was/is/will be administered by:               |   |
| Civil Aviation Authority  |   |
| Air Operator  |   |
| Educational Institution   |   |
| Private Organization<br><i>Optionally, indicate the private organization used</i> | ✓ |
| <b>Air Traffic Controllers</b>  |   |
| The Language Proficiency Assessment was/is/will be Developer by:                  |   |
| Civil Aviation Authority  |   |
| Air Operator  |   |
| Educational Institution   |   |
| Private Organization<br><i>Optionally, indicate the private organization used</i> | ✓ |
| The Language Proficiency Assessment was/is/will be administered by:               |   |
| Civil Aviation Authority  |   |
| Air Operator  |   |
| Educational Institution   |   |
| Private Organization<br><i>Optionally, indicate the private organization used</i> | ✓ |

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## 7. INTERIM MEASURES TO MITIGATE THE RISK

With the intention of to mitigate the risks in the radiotelephony communications, will be issued a regulation bulletin in what is specified the follow: “in all international airports, the air traffic control service providers must forecast the presence of one person with the 6 level and other person with the 4 level at least in all work shifts to be established for the air navigation service provider.

In case of the air transport operators that to carry out international operations, the DGAC will issue a regulation bulletin in what is specified the follow: “for case of international operations, the operator must forecast the presence of one person with the 6 level and other person with the 4 level at least in all international operations”.

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**Table 5**  
**Interim Measures to Mitigate the Risk**

| <b>Pilots<br/>(internacional<br/>operations)</b> | <b>2008</b>                       | <b>2009</b>                       | <b>2010</b> |
|--|-----------------------------------|-----------------------------------|-------------|
| Comercial multi-pilot operations                 | Specific test in English Language | Specific test in English Language |             |
| General aviation multi-pilot operations          |                                   |                                   |             |
| Comercial single-pilot operations                |                                   |                                   |             |
| General aviation single-pilot operations         | Specific test in English Language | Specific test in English Language |             |
| <b>Controllers</b>                               | Specific test in English Language | Specific test in English Language |             |
| <b>Aeronautical Station Operators</b>            | Specific test in English Language | Specific test in English Language |             |

## 8. NOTIFICATION OF DIFERENCE

See Attachment A

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## Attachment A

### NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM LANGUAGE PROVISIONS IN ANNEXES 1, 6, 10 AND 11

(Reference to Table 1, paragraph 3, Attachment B)

AI: The Secretary General  
Internacional Civil Aviation Organization  
999 University Street  
Montreal, Québec  
Canada H3C 5H7

1. No differences will exist on \_\_\_\_\_, between the national regulations and/or practices of (State) \_\_\_\_\_ and the language provisions as detailed en Table 1, paragraph 3 of Attachment B of this State letter.
2. The following differences will exist on 5 March, 2008, between the regulations and/or practices of Bolivia and the provisions as detailed en Table 1, paragraph 3 of Attachment B of this State letter.

| a) Annex Provision | b) Difference Category | c) Details of Difference   | d) Remarks |
|--------------------|------------------------|--|------------|
| 1.2.9.4            | B                      | In the case of Air Traffic Controllers, this regulation come into effect from 5 March 2009 |            |
| 1.2.9.6            | B                      | In the case of Air Traffic Controllers, this regulation come into effect from 5 March 2009 |            |
| 1.2.9.7            | B                      | In the case of Air Traffic Controllers, this regulation come into effect from 5 March 2009 |            |
| 5.1.1.2 XIII       | B                      | In the case of Air Traffic Controllers, this regulation come into effect from 5 March 2009 |            |

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