



CIVIL AVIATION AUTHORITY OF NEPAL

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Date :
29 February 2008

The Secretary General
International Civil Aviation Organization
999 University Street
Montreal, Quebec
Canada H3C 5H7

Dear Sir/Madam,

1. I wish to refer to your State letter AN 12/44.6-07/68 with regard to the implementation plan of the State on language proficiency requirements.

I am greatly honored to provide ICAO with the following details of focal point nominated by us to do the needful for the same.

Focal Point Information	
Name	Saurabh Ranjan Baral
Title	Manager
Organization	Civil Aviation Authority of Nepal, Babarmahal, Kathmandu, Nepal
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2. Further Pursuant to *ATTACHMENT C* to State letter AN 12/44.6-07/68 **NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM LANGUAGE PROVISIONS IN ANNEXES 1, 6, 10 AND 11**, I wish to inform you that
No differences will exist on 30 December 2009 between the national regulations and/or practices of Nepal and the language provisions as detailed in Table 1, paragraph 3 of Attachment B of the State letter.

Accept, Sir/Madam, the assurances of my highest consideration.

Yours Sincerely

YP Gautam
Director General

Director General

LANGUAGE PROFICIENCY IMPLEMENTATION PLAN

State: Nepal

Language Applicable: English

Objective of the Implementation Plan

The objective of the implementation plan is to inform the ICAO and States on the position of Nepal with regard to the implementation of language proficiency requirements pursuant to ICAO State letter AN 12/44.6-07/68 subjecting 36th Session of the Assembly – Resolution A36-11: Proficiency in the English language used for radiotelephony, and to notify ICAO with the names and contact details of language proficiency focal points prior to 5 March 2008. The plan framed until 30 December 2009 as the compliance timeline is dealt under the following heads:

1. ESTIMATE OF NATIONAL LEVEL OF PROFICIENCY (TABLE – 1)

Activity	<i>Estimate the level of proficiency of pilots involved in international operations</i>
Responsible entity	Civil Aviation Authority of Nepal (CAAN)
Date	28 February 2008
Methods	Informal talk or interview in person or on telephone, linguistic history, sampling, and feedback
Remarks	

1.1 (TABLE – 2)

Number of pilots involved in international operations	License type		Level Estimated ^{1,2,3,4,5,6}	Remarks
	ATPL	CPL		
31	ATPL	CPL		
31			Not less than 4	MPL not applicable
				MPL not applicable
				MPL not applicable
				MPL not applicable

note: the pilots are both ATPL and CPL

1.2 Level of proficiency of controllers involved in int'l operations (TABLE – 3)

Activity	<i>Estimate the current level of proficiency of controllers involved in international operations</i>
Responsible entity	Civil Aviation Authority of Nepal (CAAN).
Date	28 February 2008
Methods	Informal talk or interview in person or on telephone, linguistic

history, sampling, and feedback

1.2.1(TABLE – 4)

Number of Controllers	License type by position			Estimated Level 3,4,5,6	Remarks
	ADR	APP			
Non-radar		Radar			
52	52	21	20	43	4 and or above Controllers work rotationally and the figures denote position-wise endorsements

2. FOCAL POINT INFORMATION (TABLE – 5)

Focal Point Information	
Name	Saurabh Ranjan Baral
Title	Manager
Organization	Civil Aviation Authority of Nepal, Babarmahal, Kathmandu, Nepal
Telephone	977 1 4262387
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3. NATIONAL REGULATORY FRAMEWORK (TABLE – 6)

		Compliance		
Standards and Recommended Practices (SARPs)		Yes, the regulatory framework is in place. <i>Indicate Reference</i>	The regulatory framework is partially in place. <i>Briefly describe what is in place, remaining work and expected date of completion</i>	No, the national regulatory framework has not yet been established. <i>Indicate the type of provision envisaged and the expected date of introduction</i>
Annex 1	1.2.9.1		Civil Aviation Academy Directives incorporating provisions for training and testing of pilots/controllers awaiting DGCA approval. Expected date is 25 March	A new Personnel Licensing Requirements incorporates all SARPS as indicated in the far left column and is expected to be in place by May 20, 2008.
	1.2.9.2			
	1.2.9.4, Appendix 1, Attachment A			
	1.2.9.6			
	1.2.9.7 (Recomm. Practices)			

	5.1.1.2 (XIII)		2008. Circular in the form of order from DGCA with regard to language proficiency requirements and their implementation to be issued by 5 March 2008 to initiate activities for training and testing.	The existing Flight Operation Requirements (FOR) and ATC Manual, Nepal do not contain new provisions and are expected to undergo amendments to include the SARPs regarding language proficiency requirements by 20 April 2008.
Annex 6	Part I – 3.1.8	Do	Do	Do
	Part III 1.1.3	Do	Do	Do
Annex 10 Volume II	5.1.1.1	Do	Do	Do
	5.2.1.2.1	Do	Do	Do
	5.2.1.2.2	Do	Do	Do
	5.2.1.2.3	Do	Do	Do
Annex 11	2.29.1	Do	Do	Do
	2.29.2	Do	Do	Do

4. LANGUAGE PROFICIENCY TRAINING PROGRAMMES

Civil Aviation Authority of Nepal (CAAN) has within its resources its own training facility by the name of Civil Aviation Academy through which the language training programmes will be provided in future.

5. LANGUAGE PROFICIENCY ASSESSMENT OR TESTING FOR LICENSING

State oversight of aviation language assessment has been established as there are three trainers and one tester within the CAA resources and control. CAA has also authorized the Academy towards hiring appropriate linguist for training and testing purposes.

Pilots and Controllers: The language Proficiency assessment for pilots and controllers will be developed by Civil Aviation Authority of Nepal.

6. INTERIM MITIGATION MEASURES

Likelihood of unsafe conditions is explicable under the following points:

a) Inadequate number of trainers and testers: CAA Nepal has within its resources three trainers out of which only one of them is authorized to test ATCs and pilots. This may limit the scope of decision in respect of the flexibility in the smooth conduction of training and testing. Moreover, timely administration of training programs is likely to be impeded. Therefore, development of adequate manpower in respect of training and assessment will always be emphasized with due priority.

b) Lack of complete and all-inclusive national regulations: To cope with the foreseeable problems with regard to credibility, authenticity and, above all, legitimacy of the requirements program of the State in case where language proficiency requirements provisions of ICAO have not been adopted or incorporated in the State regulatory framework, approval on Personnel Licensing Requirements and Procedures by the Board of Directors is expected soon. Necessary orders will also be issued along with Circular towards initiating the implementation requirements in immediate future.

c) Maiden venture of training and testing undertaking

d) Lack of a full-fledged facility with multi-media applications including computers for screening, testing and reviewing purposes: Against the obligation of the State to rate the test takers as per ICAO rating scale, accuracy of the test and its methodology must always be assured. State of art laboratory providing testing and learning opportunities can be a good solution as it would create optimum maintenance of transparency of the test facilitating self evaluation and review by the involved participants.

e) Need of review, trialing and finalization of the course in respect of testing for pilots. It requires participation of pilots, controllers, language specialists and regulators. This would help address individual language needs.

It is acknowledged that in Nepal, since the education of most of the regulated and the regulating staffs in the industry and organization, has been in English medium during their schooling and afterward careers, proficiency demonstration of the minimum level of 4 as per the ICAO rating scale by most of the pilots and ATCs does not seem problematic except in a few individual cases. However, the optimum desired level of excellence is always called for by the deserving individuals. Seen from this perspective and given the transition period from 5 March 2008 until 5 March 2011, full compliance of the language proficiency requirements can be achieved earlier than 2011 as the severity of risk is almost nil. Likelihood of any social problems arising from non-compliance of or failure with the requirements is also very remote in the foreseeable future.

Interim Measures to Mitigate Risk-Pilots

Year	Activity	Timeline
2008	<ol style="list-style-type: none"> 1. Incorporation of requirements in National Regulations (FOR and ATC Manual). 2. Meeting with pilots, course developers, trainers to interact on and familiarize with new requirements (two times). 3. Design and implement any such training program as may be required as per individual needs and the magnitude of thrust of such needs (need-based programme) 4. Initiate towards establishing a state of art language lab with multimedia setup. 5. Develop language training packages designed to lessen the gap between the minimum ICAO level 4 and the estimated language proficiency level.This should be compatible to the multimedia set-up. 6. Develop -- and encourage the stakeholders to develop -- able testers and trainers from the pilot domain in addition to those from ATC domain so as to ensure more effective collaboration between the two and the language specialist for an effective, reliable and valid programme in upcoming days (this should speak of abroad training). 	<ol style="list-style-type: none"> 1. 20 April 2008. 2. 1 June 2008. 3. ----- 4. 10 June 2008. 5. 20 Nov. 2008 6. End of year 2008
2009	<ol style="list-style-type: none"> 1. Establish the language lab and trial. 2. Fine tuning on the designed course and screening of pilots for the first phase of training and testing for 10 pilots. 3. Review of the previous test and fine-tuning of the package. 4. 10 pilots will then be trained/tested followed by the last batch. 5. Develop and encourage the stakeholders to developable testers and trainers from the pilot domain in addition to those from ATC domain so as to ensure more effective collaboration between the two and the language specialist for an effective, reliable and valid programme in upcoming days. 6. Exposure of international workshops and seminar or symposia to the testers and Aeronautical English Specialists. 	<ol style="list-style-type: none"> 1. 20 January 09 2. 10 Mar. 2009 3. 20 May 2009 4. 20 July 2009 5. By end of year 6. By end of year
2010	----Full Compliance---	

Interim Measures to Mitigate Risk-Controllers

Year	Activity	Timeline
2008	1. Customize the already developed course in compatible with the new multimedia set-up.	1. 10 Dec. 08
2009	1. Screening and trialing 2. Training and testing of 12 controllers. 3. 2 nd batch testing. It will be followed by 3 rd batch (last) and subsequent tests.	1. 10 April 09 2. 10 Aug 09 3. 30 Dec 09
2010	Notification of full compliance to ICAO	1 Jan 2010

7. NOTIFICATION OF COMPLIANCE WITH LANGUAGE PROVISIONS IN ANNEXES 1, 6, 10, 11

No difference will exist on 30 December 2009 between the national regulations and or practices of Nepal and the language provisions as detailed in the table 1, para 3 of attachment B of the State letter.