

## **LANGUAGE PROFICIENCY IMPLEMENTATION PLAN**

### **SUMMARY**

Azerbaijan is not yet compliant with the Language Proficiency Requirements (LPR) as defined in ICAO Annex 1 Appendix 1. We expect full compliance to be assured by 5 March 2012.

Compliance is shown by regulatory framework.

#### **Pilots**

National AAR FCL-1 and FCL-2 (based on JAR FCL-1 and FCL-2) requires for pilots with Radiotelephony license to be checked for proficiency language. It was put in force by Order dated from 15 October 2010.

Starting from 5 March 2008 all the new pilot licenses have been issued by SCAA in accordance with the LPR defined in ICAO Annex 1 Appendix 1.

Before 5 March 2008 tests were conducted to assess the level of English Language Proficiency of commercial pilots according to ICAO scale. The results showed that not all the pilots were in compliance with ICAO LP requirements. The required plan on Language Proficiency Implementation was developed to improve the situation. Also, until 5 March 2011 some pilots with LP level 3 were allowed to operate international flights (crews were formed with maximum one member of the crew with level 3).

Unfortunately, full compliance had not been achieved by 5 March 2011. Nevertheless, at present only pilots with level 4 of LP are permitted for international flights. It causes some difficulties due to lack of experienced captains.

So far no major incidents have occurred due to the interim measures (including the above-mentioned) taken by Azerbaijan SCAA since the 5 March 2008.

#### **Air Traffic Controllers and Aeronautics} Station Operators**

National regulation covering the provision of air traffic controllers' functions and licensing (AAR PL General) was issued on August 2009. It also includes LPR according with ICAO Annex 1 Appendix 1. But in fact testing and licensing of personnel began before 5 March 2008 basing on ICAO Annex 1 Appendix 1.

**TABLE 1-NATIONAL REGULATORY FRAMEWORK**

Focal Point Information		
Name	Arif Mammadov	
Title	Head of Personnel Licensing Department	
Organization	State Civil Aviation Authority of Azerbaijan Republic	
Telephone	+99 412 598 5093	
fax	+99 412 598 5093	
E-mail	arif.mammadov@caa.gov.az	
	Compliance	
Standards and Recommended Practices (SARPs)	Yes, the regulatory framework is in place	
Annex 1	12.9.1	Yes, in place. AAR FCL 1.010 and 2.200 for IR holders. Until 5 March 2008 assessment was provided by National Aviation Academy (Azerbaijan) and Mayflower (Great Britain) by methods based on Annex 1 Appendix 1 for evaluating plain language.
	1.2.9.2	Yes In place: Based on ICAO Annex 1 Appendix 1 due to lack of national documents.
	1.2.9.4 appendix 1, attachment A	<b>Pilots: Partially In place</b> AAR FCL-1 and FCL-2 require for pilots with Radiotelephony license to be checked for proficiency language. From 5 March 2008 new licenses have been issued with a previous demonstration of language proficiency requirements compliant with ICAO Doc. 9835. <b>ATCO and station operators: Partially in place</b> AAR PL General requires for ATC controllers with Radiotelephony license to be checked for proficiency language. Full compliance is due by 5 March 2012.
	1.2.9.6	<b>Yes, in place:</b> According to AAR FCL-1 Based on ICAO Annex 1 Appendix 1, pilots and air traffic controllers who demonstrate proficiency below level 6 will be formally evaluated at intervals of 3 years (level 4) and 6 years (level 5).
	1.2.9.7	<b>Yes, in place:</b> See information provided in item 1.2.9.6
	5.1.1.2 XIII	<b>Pilots: Yes, in place</b> Azerbaijan SCAA has already endorse the LPR on pilot's license:: in section XIII "remarks": language proficiency.....i.e. English level 4 exp..... (Appendix 1 to AAR FCL 1/ 2 .075) - For pilots below level 4: restricted to internal, VFR, other than transportation activity. In the transitional phase, pilots will be given a certificate to enclose to the license <b>ATCO and station operators: Yes in place</b> "AAR PL General". Fully implemented since 21 August 2009.
Annex 6	Part I -3.1.8	<b>Yes, in place;</b> Already provided for by AAR-OPS 1,025 (c). Operators are arranging their placement test and pre assessment test for their new pilots. For pilots already employed and holding an English radiotelephony communication endorsement issued before 5 March 2008, the

		operator ensures and applies to SCAA for the recognition of level 4, so that all flight crew members will be evaluated within the next 3 years with the new assessment method (Annex 1 Appendix 1),
	Part III-1 -1.3	<b>Yes, in place:</b> Already provided for by AAR-OPS 3.020 (a). Operators are arranging their placement test and pre assessment test for their new pilots. For pilots already employed and holding an English radiotelephony communication endorsement issued before 5 March 2008, the operator ensures and applies to SCAA for the recognition of level 4, so that all flight crew members will be evaluated within the next 3 years with the new assessment method (Annex 1 Appendix 1),
Annex 10 Volume II	5.1.1,1	<b>Yes in place:</b> Radiotelephony Communications Manual endorsed on 5 July 2010.
	5.2.1.2.1	AAR-OPS 1.215
	5.2.1.2.2	<b>Yes in place:</b> Radiotelephony Communications Manual endorsed on 5 July 2010.
	5.2.1.2.3	<b>Yes in place:</b> Radiotelephony Communications Manual endorsed on 5 July 2010.
Annex 11	2.29.1	<b>Yes in place:</b> AAR PL General
	2.29.2	<b>Yes in place:</b> AAR PL General

TABLE-2 NATIONAL LEVEL OF IMPLEMENTATION				
<b>Date; 07/02/2011</b>				
Pilots involved in international operations	ATPL +CPL			Method of assessment of level of proficiency
Level 3 and below	39%			<i>By the 5<sup>th</sup> of march 2011 all pilots have been assessed according to test developed in compliance with ICAO and AAR FCL requirements.</i>
Level 4	57%			
Level 5	4%			
Level 6	0%			
Air Traffic Controllers employed in operational services TOTAL	<b>143</b>			Method of assessment of level of proficiency
Level 3 and below	57%			Test
Level 4	40%			Test
Level 5	3%			Test
Level 6	0%			Test

### 3-LANGUAGE PROFICIENCY TRAINING PROGRAMMES

<b>State oversight of aviation language training has been established</b> yes <input checked="" type="checkbox"/> no <input type="checkbox"/>	
Language Training will be provided through:	
<b>Air navigation Service Provider</b>	<b>X</b>
<b>Air operator/airline</b>	<b>X</b>
<b>Educational Institutions</b>	<b>X</b>
<b>Private organizations</b>	<b>X</b>

**TABLE 4-LANGUAGE PROFICIENCY ASSESSMENT FOR LICENSING PURPOSES**

State oversight of aviation language assessment has been established	yes
Formal evaluation of personnel who have demonstrated level 4 and level 5 has started	yes
<b>Pilots</b>	
The Language Proficiency Assessment is developed by:	
Civil Aviation Authority	
Air Operator	
Educational Institution	<b>X NAA</b>
Private Organization	
The Language Proficiency Assessment is administered by:	
Civil Aviation Authority	
Air Operator	
Educational Institution	<b>x NAA</b>
Private organization	
<b>Controllers and Aeronautical Station Operators</b>	
The Language Proficiency Assessment is developed by:	
Civil Aviation Authority	
Air Navigation Service Provider	<b>X (ATCOs)</b>
Educational Institution	
Private Organization	<b>X (Mayflower)</b>
The Language Proficiency Assessment is administered by:	
Civil Aviation Authority	
Air Navigation Service Provider	<b>X (ATCOs)</b>
Educational Institution	
Private Organization	<b>X (Mayflower)</b>

**TABLE 5- NUMBER OF ENDORSEMENTS GIVEN ON LICENSES AND THE RECORD OF UNLICENSED PERSONNEL**

	No. of licenses	No. of endorsed licenses under Annex 1, paragraph 5.1.12, XIII for LPRs	No of endorsed licenses under article 39 b of the Chicago Convention for LPRs
ATPL+CPL+MPL	291/325	177/ 84	114/131
	No of licensed or unlicensed personnel as appropriate	No. of endorsed licenses under Annex 1 paragraph 5.1.1.2, XIII or equivalent record for unlicensed personnel for LPRs	No of endorsed licenses under article 39 b of the Chicago Convention for LPRS
Controllers	143	60	83

**TABLE 6 - INTERIM MEASURES TO MITIGATE THE RISK**

<b>Pilots (international operations)</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Commercial multi-pilot operations	The implementation of LPR training provided by training organizations since 2007 in compliance with Annex 1 Appendix 1 and Doc. 9635 requirements. As transitional implementation, pilots holding a license issued before 5 March 2008 will be given maximum level 4, in order to evaluate them all with the new assessment method in compliance with ICAO regulations and requirements no later than 2011	The implementation of LPR training provided by training organizations since 2007 in compliance with Annex 1 Appendix 1 and Doc. 9835 requirements. As transitional implementation, pilots holding a license issued before 5 March 2008 will be given maximum level 4, in order to evaluate them all with the new assessment method in compliance with ICAO regulations and requirements no later than 2011	The implementation of LPR training provided by training organizations since 2007 in compliance with Annex 1 Appendix 1 and Doc. 9836 requirements. As transitional implementation, pilots holding a license issued before 5 March 2008 will be given maximum level 4, in order to evaluate them all with the new assessment method in compliance with ICAO regulations and requirements no later than 2011
General Aviation multi-pilot operations	See above	See above	See above
Commercial single-pilot operations	See above	See above	See above
General Aviation single-pilot operations	See above	See above	See above
Controllers	Azerbaijan controllers have been assessed according with LPR regulation (Annex 1	Azerbaijan controllers have been assessed according with LPR regulation (Annex 1	Azerbaijan controllers have been assessed according with LPR regulation (Annex 1

Appendix 1). Although full compliance has not been achieved yet, they are regularly trained for English knowledge and phraseology and are considered suitable for operations. Historical data don't show any occurrence due to lack of English knowledge	Appendix 1). Although full compliance has not been achieved yet, they are regularly trained for English knowledge and phraseology and are considered suitable for operations. Historical data don't show any occurrence due to lack of English knowledge	Appendix 1). Although full compliance has not been achieved yet, they are regularly trained for English knowledge and phraseology and are considered suitable for operations. Historical data don't show any occurrence due to lack of English knowledge
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### Notification of Difference from Annex 1

- 1, The following differences will exist on 5 March 2011 between the regulations/practices of Azerbaijan and the language provisions as detailed in Table 1 of this implementation Plan:

<b>Annex Provision</b>	<b>Difference Category</b>	<b>Details of difference</b>	<b>Remarks</b>
§1.2.9.4 "As of 5 March 2008, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1"	<b>B</b> (Different in character or other means of compliance)	For pilots holding a private IR flight license with a radiotelephony communication in English, issued before 5 March 2008, SCAA, on demand, will maintain valid the endorsement at level 4 already granted based on assessment methods enforced before that date up to 31 December 2011. This is in order to complete private pilots IR evaluation with the new assessment method in compliance with ICAO regulations and requirements no later than 5 March 2012.	The assessment method, for pilots, is in compliance with Annex 1 Appendix 1 requirements starting from 5 March 2008,

2. By the date indicated below, Azerbaijan will have complied with the language provisions as detailed in Table 1, for which differences have been notified in 1 above.

<b>Annex Provision</b>	<b>Date</b>	<b>Comments</b>
§1.2.9.4	IR Pilots: 5 March 2012 Air traffic controllers: 5 March 2012	Within the dates indicated all pilots and air traffic controllers will be submitted to the new assessment methods in compliance with Annex 1 Appendix 1 requirements.