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

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

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

1.   No differences will exist on ___MARCH 5th 2009*___ between
the   national   regulations   and/or   practices   of
(State) ___ANAC – BRAZIL___ and the language provisions as
detailed in Table 1, paragraph 3 of Attachment B of this State letter.

2.   The   following   differences   will   exist
on _____ between the regulations and/or practices of
(State) _____ and the provisions the language
provisions as detailed in Table 1, paragraph 3 of Attachment B of this State letter. (Please see
Note 3) below.)

a) Annex Provision (Please give exact paragraph reference)	b) Difference Category (Please indicate A, B, or C)	c) Details of Difference (Please describe the difference clearly and concisely)	d) Remarks (Please indicate reasons for the difference)

d)* PLEASE NOTE THAT THE ACCOMPLISHMENTS MENTIONED
IN THIS FORM IS CONCERNED JUST FOR PILOTS.

(Please use extra sheets as required)

3.   By the dates indicated below,

(State) ———————————————————————— will have complied with the language provisions as detailed in Table 1, paragraph 3 of Attachment B of this State letter for which differences have been notified in 2 above.

a)   **Annex Provision**   b)   **Date**   c)   **Comments**
        (Please give exact
        paragraph reference)

(Please use extra sheets as required)

Signature ————————————————————

Date ———— MARCH, 26th 2011 ————

Bruno Silva Dalcolmo
Superintendente de Relações Internacionais
SIAPE 1459220

NOTES

1)   If paragraph 1 above is applicable to you, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.

2)   Please dispatch the form to reach ICAO Headquarters as soon as possible but prior to 5 March 2008.

3)   A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.

4)   Guidance on the notification of differences from language provisions is provided in the Note on the Notification of Differences at http://www.icao.int/fsix/.

5)   Please send a copy of this notification to the ICAO Regional Director accredited to your Government.

— END —

MINISTRY OF DEFENSE
AERONAUTICAL COMMAND

TRAINING

PCA 37-9
IMPLEMENTATION PLAN   **OF ENGLISH PROFICIENCY**   **REQUIREMENTS FOR 2011 - 2013**
2011

MINISTRY OF DEFENSE
AERONAUTICAL COMMAND
DEPARTMENT OF AIRSPACE CONTROL

TRAINING

PCA 37-9

**IMPLEMENTATION PLAN
OF ENGLISH PROFICIENCY
REQUIREMENTS FOR 2011 - 2013**

2011

ADMINISTRATIVE DIRECTIVE DECEA N⁰ 106-T/DCTP, DE 17 DE MAIO DE 2011.

> Approves the edition of the PCA 37-9 - Implementation Plan of English Language Proficiency Requirements for 2011/2013.

THE GENERAL DIRECTOR OF THE DEPARTMENT OF AIRSPACE CONTROL, empowered with the attributions provided in item IV, art. 195 of the Aeronautical Command Internal Charter, approved by the Administrative Directive n⁰ 1.014/GC3, 11th November, 2009, resolves:

Art. 1⁰ To approve the edition of the PCA 37-9 - Implementation Plan of English Language Proficiency Requirements for the period 2011/2013 by issuing this Administrative Directive.

Art. 2⁰ This Administrative Directive becomes effective as from the date of its publication.

Art. 3⁰ The Airspace Control Department administrative directives number 114/DGCEA of November 04th 2006, which was published in the Air Force Command Bulletin number 218 of November 27th 2006 has become cancelled.

(a)Ten Brig Ar RAMON BORGES CARDOSO
Diretor-Geral do DECEA

(Published in the BCA n⁰   , de   de   2011)

SUMMARY

FOREWORD

The International Civil Aviation Organization (ICAO), seeking the development and implementation of procedures which assure air traffic controllers proficiency in the English language to provide international air traffic services, has established that, as from March 5th, 2008, "...air traffic controllers (ATCo) and aeronautical station operators (OEA) shall demonstrate the ability to speak and understand the language used for radiotelephony communications, according to the level specified in the ICAO Language Proficiency Rating Scale" (level 4 - operational, according to ICAO rating scale of English Language Proficiency).

Consequently, since 2003, the Department of Airspace Control (DECEA) began to implement several measures, aiming at upgrading the level of English language proficiency, addressed to those professionals directly engaged in Air Traffic Control, Aeronautical Station Operations , Aviation Information Services and Search and Rescue.

Constituting the major part of the universe of professionals engaged in qualification activities, it is important to emphasize that Brazilian controllers already have the necessary proficiency to execute air traffic control standard communications in English. The current challenge, to reach level 4 – operational, is to increase their knowledge of English as a whole, allowing them to maximize their performance in unexpected situations where the need of extrapolating the use of standard phraseology may arise.

However, the characteristics of Brazil, country of a huge territorial extension, with a native population of non-speakers of English and a contingent of more than 3000 controllers, distributed all over the national territory, make it difficult to qualify as level 4 – operational, until the deadline, all professionals working at air traffic control organs and receiving international traffic.

There are other countries in a similar situation, including countries where English is the first language. For that reason, the Council of ICAO has approved the Resolution A36-11, which authorizes countries that are facing difficulties in implementing the language proficiency requirements to take mitigating measures, with the compromise of constantly update and publishing their respective implementation plans at ICAO web site.

This document presents DECEA's plan for the implementation of the requirements within the scope of the Brazilian Airspace Control System (SISCEAB), for the

period of 2011 – 2013, with the purpose of implementing and establishing the necessary actions to comply with the ICAO requirements.

1 PRELIMINARY PROVISIONS

1.1 REFERENCES

a) ICAO Annex 1, Item n° 1.2.9. (Personnel Licensing), from July 2001;

b) ICAO English Language Proficiency Levels Rating Scale;

c) Resolution n° A36-11 of the ICAO General Assembly;

d) Cir 318 - AN/180 (Language Testing Criteria for Global Harmonization – ICAO – July 2008); and

e) ICAO Doc 9835 (Manual on the Implementation of ICAO Language Proficiency Requirements – Second Edition – 2010).

1.2 OBJECTIVE

To increase and evaluate the level of proficiecy in the English language of the SISCEAB's professionals who effectively work at Air Traffic Control, Aviation Station Operations, Aviation Information facilities and Search and Rescue that directly serve international aircraft traffic.

1.3 PURPOSE

To implement the English Language Proficiency Requirements, according to the ICAO provisions, included in the Amendment n° 164, de 27/11/2003, referring to Annex 1 – PERSONNEL LICENSING, from July 2001, Item 1.2.9. (Language Proficiency) and the Appendix (Requirements for Proficiency in the Language used in Radio Communications), according to the new timeframe established by the Resolution A36-11 of the ICAO General Assembly (until March 5th 2011).

1.4 SCOPE

This Plan is mandatory and applies to all Military Organizations subordinated to the DECEA and to the rest of the Organizations integrating the SISCEAB which can be systematically engaged in the training and qualification processes herein.

2   ABBREVIATIONS

ACC	Area Control Center
AIP	Aeronautical Information Publication
APP	Approach Control
ASO	Aeronautical Station Operator
ATC	Air Traffic Control
ATCo	Air Traffic Controller
ATM-015	Course on Radar Operation Techniques in Terminal Area and Route
CAG	General Aviation Flow
CELTA	Certificate in English Language Teaching to Adults
CHT	Technical Qualification Certificate
CIEAR	Air Force Special Training Center
CINDACTA	Integrated Center of Air Defense and Air Traffic Control
CTP-009	Preparation Course for ATC English Teachers
CTP-010	ATC English Course
CTP-011	Course on Pedagogical Practice for Aviation English Instructors
D-CTP	Professional Training and Qualification Division
DECEA	Department of Airspace Control
DEPENS	Air Force Training Department
EEAR	Air Force Training School
EPLIS	SISCEAB English Language Proficiency Exam
ESP	English for Specific Purpose
ICA	Aeronautical Command Instruction
ICEA	Airspace Control Institute
INFRAERO	Brazilian Airport Infrastructure Company
LPR	Language Proficiency Requirements
ICAO	International Civil Aviation Organization
OEA	Aviation Station Operator
PCA	Air Force Command Plan
SDAD	DECEA Administration Sub-Department
SDOP	DECEA Operations Sub-Department
SIAT	Technical Update and Training Section

SISCEAB	Brazilian Airspace Control System
TESOL	Teachers of English to Speakers of Other Languages
TWR	Tower

3   BACKGROUND AND CURRENT PLANNING

Brazil, as a signatory country of the ICAO, has been seeking to qualify its air traffic controllers according to the proficiency requirements established by that Organization. It is important to clarify that the Brazilian controller already has the necessary proficiency to execute, in English, standard communications of air traffic control. Actually, the current challenge is to increase their knowledge of English, allowing them to maximize their performance in situations where there is the need to extend the use of the standard phraseology.

For that reason, the Aeronautical Command has instituted systemic actions in training and post training schools, as well as in the Regional Organs of control, in order to adjust the training and evaluation actions to the requirements determined by the ICAO.

Specifically within the range of SISCEAB, the Airspace Control Department has established specific plans for training and evaluation, accordingly to the recommendations of Doc 9835 (Manual of the Implementation of Language Proficiency Requirements). The herein plan is an extension of this work, in order to organize the related activities, during the period of 2011 and 2013.

3.1   <u>TRAININGS OFFERED:</u>

The Department of Airspace Control (DECEA) has developed since 2006 a training program based on the recommendations set out in the ICAO Document 9835.

The training program consists of three parts:

3.1.1   GENERAL ENGLISH COURSE

Training in General English for Air Traffic Controllers at various language training centers, comprising distance learning and/or regular classes.

The effective and appropriateness of the course is analyzed every three months by evaluating the students feedback of the course, the teacher qualifications and skills and the results students achieve in the English Language Proficiency Exam (EPLIS).

3.1.2   COURSE ON PEDAGOGICAL PRACTICE FOR AVIATION ENGLISH INSTRUCTORS (CTP 011)

Training in methodology and material development for Air Traffic Controllers with an advanced level of proficiency in the English Language. As a result, students who achieve a pass level in the course, contribute as facilitators in their facilities, working with a professional teacher in Specific courses of ATC English (SME + language teacher)

3.1.2.1 English for Specific Purposes (ATC English - CTP 010)

Intensive training in specific English for Controllers and ASO. The objective of the course is to provide specific training for controllers and ASO who have preferably achieved level 3 in the English Language Proficiency Exam (EPLIS).

In addition to the training program above, specialized language training at educational institutions abroad has been offered since 2007:

a) Course for Teachers of Aviation English (Plymouth, England);
b) Course for Raters (Plymouth, England);
c) Certificate of Teaching English as a Foreign Language (Boston, USA).

Recurrent training is also provided as follows:

d)   Workshops on aviation English teaching and evaluation;
e)   Congress on Applied Linguistics;
f)   Workshop on material development;
g)   TESOL Congress (Teachers of English to Speakers of Other Languages);
h)   CELTA Certificate Course (Certificate of English Language Teaching to Adults) for controllers who work with English Language instruction; and
i)   Rater and interlocutor training.

3.2   EVALUATION

DECEA has developed its own evaluation for controllers, SISCEAB English Language Proficiency Exam (EPLIS), based on the specifications of Document 9835 and Cir 318 AN/180. A team of subject matter experts and language professionals with experience in aviation have designed and elaborated the test.

In addition, an external validation process was carried out by a team of specialists, under the supervision of a Professor with a postdoctoral in Second Language

Proficiency Evaluation, who meet the recommended qualifications of both Document 9835 and Cir 318 AN/180. The team analyzed both the language test used and the entire test management and administration system in order to ensure the reliability and validity of EPLIS results.

The Brazilian national regulatory framework implements the recommendations set out in Annex I, 1.2.9.7, requiring evaluation within, at least, 3 years for personnel rated at Level 4 and within, at least, 6 years for personnel rated at level 5. Those who are rated at Level 6 do not need to take the exam a second time, unless DECEA call them to do so. Thus, those professionals who got level 4 in 2007 had to take the exam again in 2010.

The Airspace Control Institute (ICEA) is responsible for the planning of the testing schedule every year. At the end of each year, ICEA shall submit a calendar to DECEA with the periods of testing. Since 2007, four editions of the test have been conducted. That means that those professionals who could not get at least level 4 in one year had the opportunity to go through a training program and could take the exam again in the following year.

4 IMPLEMENTATION OF THE LINGUISTIC REQUIREMENTS

4.1 SPECIFIC PROGRAMS

4.1.1   It will be due to the DECEA to establish the Standards related to the implementation process of the English language proficiency requirements within the SISCEAB, in accordance with ICAO definitions.

4.1.2   The planning, coordination and control of all training and evaluation activities related to the English language will be due to ICEA under the supervision of the Administration Sub- Department (SDAD)

4.1.3 The INFRAERO and other organizations pertaining to the SISCEAB shall adapt their standards and quality and training procedures, to meet the linguistic proficiency requirements established by the ICAO and the parameters foreseen herein, under the DECEA`s supervision. Moreover, they shall submit to the DECEA, yearly, specific programs of English training until the 31st of October of the year previous to their implementation.

4.1.4   It will be due to the Administration Sub-Department (SDAD) of the DECEA the coordination with the Aeronautical Training Department (DEPENS) and with the School of Aeronautical Experts (EEAR), in order to allow a constant and continuous updating of the English content studied during the selection and educational process of the students during their staying in that school, adapting it to an ESP (English for Specific Purpose) approach, directly related to the air traffic control environment.

4.2 FOCAL POINT

4.2.1 The sector designated as focal point of the present Program is the Professional Training and Qualification Division (D-CTP), which belongs to the Administration Sub-Department (SDAD) of the DECEA. The following means may be used to contact with that sector:

Chefe: EDUARDO COELHO MEDEIROS

Endereço: Divisão de Capacitação e Treinamento Profissional (D-CTP)

Av. General Justo, 160 – 3º Andar – Castelo – Rio de Janeiro – RJ – Brasil

Cep: 20.021-130

Telefones: 55 21 2101-6507 or 55 21 2101-6621

Fax: 55 21 2101-6302

E-mail: dctp@decea.gov.br

4.3   REGULATORY MILESTONE

4.3.1 The regulatory mark that standardizes the English requirements within the scope of the SISCEAB is composed of the present Plan and the following documents:

a) ICA 100-18 LICENCES AND TECHNICAL QUALIFICATION CERTIFICATES FOR ATC PERSONNEL, approved by the Administrative Directive DECEA nº 37/SDOP, July 13 th, 2009; e

b) ICA 37-269 REGULATING STANDARDS OF THE DECEA`S COURSES, approved by the Administrative Directive nº 74/DGCEA, May 31st, 2005; and

5   TRAINING SPECIFIC PLANNING

        With the objective of assuring the effectiveness and efficiency of the training process as a whole, the following actions shall be strictly followed within the scope of the SISCEAB by the representatives listed below.

5.1   AT THE SDAD

5.1.1 The Administration Sub-Department of the DECEA will be in charge of the:

    a) General supervision of training activities; and

    b) Indication of faculty and students to take part in national and international courses, necessary to the adequate personnel qualification, as a supplement to the activities and courses offered or contracted by the SISCEAB`s organizations.

5.2   AT THE ICEA

5.2.1 The Airspace Control Institute will be in charge of the:

    a) Provision of general English intensive courses, with an aeronautical bias (ESP – English for Specific Purpose), in accordance with the Communicative Approach, which main focus is on speaking and listening skills, to turn the students permanence in that Institute to advantage during the Radar training courses;

    b) Delivery of courses on Pedagogical Practice for Aviation English Instructors (CTP-011), having as target the SISCEAB's controllers with proficiency in that language, who will be prepared for the teaching activity, in accordance with the Communicative Approach and the aeronautical ESP bias.

    c) Coordination of programs addressed to the updating, improvement and maintenance of the linguistic and teaching quality of instructors graduated in the CTP-011;

    d) Quality control over the English language qualification programs at Regional Organs;

e) Coordination, including the indication of instructors, updating and distribution of teaching material for the ATC English Intensive Courses (CTP-010) to be delivered at the Regional Organs; and

f) Search of partnerships to validate the training and evaluation processes.

5.3   AT THE REGIONAL ORGANS

5.3.1 The Regional Organs will be in charge of the:

a) Contracting of regular and intensive general English courses, to be delivered at the professional`s place of work, following the best applicable planning to each case; and

b) Delivery of ATC English Intensive Courses, three weeks long each, given by the teachers graduated in the Preparation Course for ATC English Teachers (CTP-009), under the coordination of the ICEA, at the Headquarters of the Regional Organs and subordinated Offices.

5.4   AT THE SERVICE PROVIDERS

5.4.1 The companies, integral links of the SISCEAB, shall offer or contract courses, financed by their own resources, aiming to properly qualify their personnel in the English language. However, they shall submit their annual training specific programs to the DECEA until the 30 th of November of the year previous to the delivery of those courses.

5.4.2 They may also indicate their teaching staff, who take part in the training specific programs, to attend the English courses offered by the organizations subordinated to the DECEA.

5.5   METHODOLOGY

5.5.1 All courses shall apply a communicative approach, so that to work the English language in a real usage context, with emphasis on speaking and listening skills.

5.5.2 The general English intensive courses at the ICEA, foreseen in letter "a", item 5.2, of this Plan, will be delivered over a full-time period of 4 weeks by Air Traffic Controllers enrolled in the course on Radar Operation Techniques for APP and ACC (ATM-015).

5.5.3 The general English regular and intensive courses, foreseen in letter "a", item 5.3, of this Plan, shall be contracted by the Regional Organs, respecting all the requirements stipulated in the herein Plan. Different professionals, coming from different categories, who represent the target of the present Plan, shall be enrolled.

5.5.4 The courses on Pedagogical Practice for Aviation English Instructors (CTP-011), foreseen in letter "b", item 5.2, of the present Plan, shall be delivered according to specific curriculum, so as to qualify the future teachers of the ATC English Courses (CTP-010).

5.5.5 The ATC English Courses (CTP-010), foreseen in letter "b", item 5.3, of the present Plan, with the application of the *English for Specific Purpose (ESP)* methodology addressed to the Air Traffic Control activity, shall be given to Air Traffic Controllers by instructors graduated in the courses on Pedagogical Practice for Aviation English Instructors (CTP-011).

6   EVALUATION SPECIFIC PLANNING

6.1   All evaluations foreseen in the present Plan shall be carried out in accordance with the linguistic proficiency requirements recommended by the ICAO and related standards.

6.2   It will be due to the DECEA to plan the processes involving the English language evaluation activities for all organizations systemically connected to the SISCEAB and issue the respective standards, as well as the certificate for the approved personnel.

6.3   The Airspace Control Institute will be the organ in charge of the planning and development of methods, techniques and evaluation activities, necessary to the effective progress of this Program; also it shall submit all planning to the Administration Sub-Department approval.

6.4   The development of tests and the application of the evaluation process will be performed by a team of instructors designated by ICEA, following the established criteria of that Institute.

6.5   It will be due to the ICEA the dissemination of all phases and activities related to the evaluation processes.

6.6   The evaluations shall be annual, following the schedule established by SDAD. All the professionals who have not reached level 4 yet and those whose proficiency validity term is near to expire shall be evaluated.

6.7   In all Technical Qualification Certificates, issued by the Regional Organs, there shall be a registration of the English language proficiency level of the controllers and aeronautical station operators.

6.8   In any evaluation, the professionals approved will have the following expiration date as far as their linguistic proficiency is concerned:

        a)   three years for those who obtained qualification level 4 - operational;

        b)   six years for those who obtained qualification level 5 – advanced; and

        c) permanent, for those who obtained qualification level 6 –expert (unless DECEA determines a new evaluation)

6.9   The ICEA shall present to the SDAD, until the 30th of May of each year, the complete planning schedule for the second semester evaluation, including the examinations calendar and the confirmation of the review process of the questions data bank.

6.10   The evaluations, preferably, will be carried out at the participant`s place of work.

6.11   The evaluation processes shall be developed through examinations that consider the daily routine situations of an air traffic controller and aeronautical station operator, this is, that is addressed to the execution of the target activity.

6.12   The examinations shall effectively enable the evaluation of the professionals' speaking and listening skills, being compulsory the participation of a rater and an interlocutor during the interactive phase.

7   OPERATIONAL MANAGEMENT

The amount of available and distributed quantitative of ATCo Level 4 or above, according to the results provided by the ICEA and obtained during the 4 years of Language Proficiency Requirements (LPR) evaluations, allows DECEA to conduct an appropriate approach to the operational management, in places with international air traffic operations.

Nevertheless, many actions have been taken and / or planned in order to increase the number of controllers who fulfill the language requirements.

7.1   LINGUISTIC PROFICIENCY REQUIREMENTS AND PROCEDURE FOR THE ANNOTATION ON THE TECHNICAL QUALIFICATION CERTIFICATE

A new chapter has been added to ICA 100-18   LICENCING AND TECHNICAL QUALIFICATION CERTIFICATES FOR ATC PERSONNEL, regulating the annual evaluation of the ATCOs from SISCEAB, to be considered during the issuing and re validation processes of the Technical Qualification Certificate (CHT). In this way, in all the CHT issued or revalidated from November 2008 on, there is a registration of the language proficiency level of the professional as well as the specific licensing for the operational facility it refers to.

Once we manage to assure the total compliance with the ICAO language proficiency requirements by the personnel of a specific organ, this will be a restrictive requirement for the revalidation or issuing of new CHT, so not to compromise the level reached by that specific organ regarding the referred requirement.

7.2   IMMEDIATE ACTIONS ON THE MANAGEMENT OF THOSE ORGANS THAT SERVE INTERNATIONAL FLIGHTS

7.2.1 The following actions shall be adopted and monitored by the Operational Division of each Regional Organ.

a) To equally distribute the available ATCo headcount, with LPR level 4 or above, by the teams; and

b) To evaluate the service exchange requests, so that to maintain the balance foreseen in the original scale, regarding the ATCo number, with LPR level 4

or above, in an attempt to reach the minimum quantitative of professionals as follows:

Quantitativos mínimos de ATCo com nível 4 ou superior de inglês		
Órgão ATC	**Posições de controle ativadas**	**Nº de ATCo por equipe**
TWR	01	01
APP	de 01 até 05	01
	06 ou mais	01 para cada múltiplo de 03 posições de controle ativadas.
ACC	de 01 até 05	01
	06 ou mais	01 para cada múltiplo de 03 posições de controle ativadas.
	dividido por regiões de controle	01 para cada múltiplo de 03 posições de controle ativadas, para cada região de controle

7.3 THE USAGE OF STANDARD PHRASEOLOGY

7.3.1 It will be due to the SDOP a full review of chapter 15 of the ICA 100-12, on standard phraseology, seeking to embrace the greatest number of possible situations, even if they are not routine, making the current scenario compatible as far as the usage of phraseology in the English language is concerned, in accordance with the ICAO LPR requests.

7.3.2 The Training and Technical Update Sections (SIAT) of Regional Organs shall elaborate the annual operational examinations of ATCo, to be given until the 31st of October of each year , which are composed of two different parts; the first consisting exclusively of English phraseology and the second comprising all other operational matters.

7.4 SUPERVISION MEASURES FOR GUARANTEEING PLANNED RESULTS

7.4.1 The SDOP shall audit the scales of the operational organs by sampling, in order to assure that teams' composition is as most optimized as possible, depending on the quantitative of

controllers -with English language proficiency equal or above 4 - available at the operational organ.

7.4.2 Yearly, by the 15th of January, the SDAD shall send to the SDOP a complete report on the grades obtained in the LPR testing, for analysis and supervision of the results, enabling a reorientation of the planned operational management measures.

8   MITIGATING MEASURES

8.1   FOR THE PERIOD OF 2011 TO 2013

8.1.1   Aiming at increasing control over the quality of the courses, the SDAD shall intensify supervision activities of the training carried out at the Headquarters and Regional Organs' offices and by INFRAERO. Unplanned inspections shall occur, with the attendance of the ICEA's expert teams, for monitoring at the places where classes are given and others contracted activities, besides the checking of the pedagogic follow-up conducted by the SIAT or other training organ.

8.1.2   ICEA and the Commanders of Regional Organs shall prioritize with courses the controllers who have not been approved in the examination (Phase 2) but were close to reach level 4 ,since this is the fastest way to qualify them. The SDAD shall coordinate with the Aeronautical Training Department (DEPENS) and with the School of Aeronautical Experts (EEAR) the continuous updating of the English content required in the selection process and taught during the education process of the student trainees, adapting it to an ESP (English for Specific Purpose) approach, directly connected to the air traffic control environment.

8.1.3   The Commanders of the Regional Organs, the INFRAERO and other organizations of the SISCEAB shall design specific training plans for air traffic controllers and aviation station operators under their subordination, in compliance with the instructions of this Plan and other standards included in the regulatory milestone, including details of the training and evaluation activities, and submit them to the Administration Sub-Department, until the 30th of November of the previous year .

8.1.4   The organizations that are part of the SISCEAB shall provide to the SDAD, in a quarterly basis, detailed reports on the training and evaluation processes of professionals under their subordination, including the attendance and the performance of the students. In case of low performance and/or low attendance, they shall present the justifications and notify the actions taken.

8.1.5   ICEA shall conduct an analysis of the received reports and forward a list of recommendations and conclusions made about the work developed by the organizations and/or the present Plan to SDAD.

8.1.6   It will be due to the SDAD the analysis of the (annual) specific training plans as well as the supervision of the whole language proficient requirements implementation process. When necessary, the DECEA shall guide the organizations needing to redesign their actions.

8.1.7   ICEA shall analyze the report issued by the specialist team who conducted the external validation process of the EPLIS and make the necessary adjustments to fulfill the recommendations made.

8.1.8   The scales of the operational organs shall be audited per sampling by the SDOP, to grant the composition of the teams in the most optimized way possible, depending on the quantitative of controllers with English language proficiency equal or above 4 available per operational organ.

8.1.9   The SDAD and the SDOP shall, jointly and permanently, analyze the scenario, identify the possible problems in the implementation process of the LPR and propose alternative solutions, in order to enable the adequate training and distribution of the people involved, as well as the efficient and effective service provision by the SISCEAB.

9   FINAL CONSIDERATIONS

9.1   The Commanders, Heads and Directors shall, through regular meetings and other pertinent actions, to stimulate the target audience of the present plan concerning the importance of the English language for the adequate accomplishment of their jobs.

9.2   Aiming at obtaining the best possible cost-benefit relation, the planning of the courses shall take into account all possibilities for classes to be given and specific periods for study.

9.3   The Commanders, Heads and Directors shall establish effective measures for controlling the attendance, participation and performance of the students.

9.4   The ICEA shall establish agreements or contract external institutions, publicly acknowledged as far as the English language teaching and processes management are concerned, in order to validate the whole process.

9.5   The DECEA shall make available to the ICAO the linguistic proficiency requirements.

9.6   Cases not foreseen in this Plan, as well as suggestions to improve it, shall be addressed to the SDAD for analysis.

APPENDIX A - National Regulatory Framework

Focal Point Information		
Name: EDUARDO COELHO MEDEIROS		
Title: Chief of Professional Training and Qualification Division		
Organization: DECEA – Brazil		
Telephone: 55-21-2101-6507/ 55-21-2101-6621		
Fax: 55-21-2101-6302		
E-mail: dctp@decea.gov.br		
Compliance		
Standards and Recommended	**Yes**, the regulatory framework is in place. *Indicate Reference*	**No**, the national regulatory framework has not yet been established. *Indicate expected date of introduction*
Annex 1 — 1.2.9.1	Not applicable	
Annex 1 — 1.2.9.2	**Air Traffic Controllers** – ICA 100-18; **Aviation Station Operators -** ICA 102-7	
Annex 1 — 1.2.9.4, Appendix 1, Attachmen A	Implementation Plan of English Language Proficiency Requirements issued by Administrative Directive DECEA nº 106-T/DCTP, de 17 de maio de 2011.	
Annex 1 — 1.2.9.6	Implementation Plan of English Language Proficiency Requirements issued by Administrative Directive DECEA nº 106-T/DCTP, de 17 de maio de 2011.	
Annex 1 — 1.2.9.7 (Recommended Practice)	Implementation Plan of English Language Proficiency Requirements issued by Administrative Directive DECEA nº 106-T/DCTP, de 17 de maio de 2011.	
Annex 1 — 5.1.1.2 XIII)	Implementation Plan of English Language Proficiency Requirements issued by Administrative Directive DECEA n º 106-T/DCTP, de 17 de maio de 2011. **Air Traffic Controllers** – ICA 100-18; **Aviation Station Operators -** ICA 102-7	
Annex 6 — Part I – 3.1.8	Not applicable	
Annex 6 — Part III – 1.1.3	Not applicable	
Annex 10, Volume II — 5.1.1.1	ICA 100-12	
Annex 10, Volume II — 5.2.1.2.1	ICA 100-12	
Annex 10, Volume II — 5.2.1.2.2	ICA 100-12	
Annex 10, Volume II — 5.2.1.2.3	AIP BRASIL AD2	
Annex 11 — 2.29.1	ICA 100-12	
Annex 11 — 2.29.2	ICA 100-12	

APPENDIX B - Estimate of National Level of Implementation

Date:	March, 30th 2011			
Controllers involved in international operations	**Aerodrome**	**Approach**	**Area**	**Student**
Level 3 and below	**697**	**873**	**489**	
Level 4	**202**	**266**	**165**	
Level 5	**83**	**76**	**62**	
Level 6	**18**	**11**	**5**	
PPL				
Indicate number of PPLs involved in international operations	**Level 4 – 742** **Level 5 – 254** **Level 6 – 42**			

APPENDIX C - Language Proficiency Assessment for licensing Purposes

		If no, expected date of establishment:
State oversight of aviation language assessment has been established.	Yes x No ☐	
Formal evaluation of personnel who have demonstrated level 4 and level 5 has started	Yes x No ☐	If no, expected date of establishment:

Controllers	
The Language Proficiency Assessment was/is/will be developed by:	
Civil Aviation Authority	
Air Navigation Service Provider	X
Educational Institution	
Private Organization	
Indicate the private organization used	
The Language Proficiency Assessment was/is/will be administered by:	
Civil Aviation Authority	
Air Navigation Service Provider	X
Educational Institution	
Private Organization	
Indicate the private organization used	

APPENDIX D – Licenses and Certificates

	No. of licences	No. of endorsed licenses under Annex 1, paragraph 5.1.1.2, XIII for LPRs	No. of endorsed licenses under Article 39 b) of the Chicago Convention for LPRs
ATPL+ CPL+ MPL	Not applicable	Not applicable	Not applicable
PPL	Not applicable	Not applicable	Not applicable
	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	3.856	3.856	Not applicable
Aeronautical station operators	680	680	Not applicable

ANNEX A - Notification of compliance with or differences from language provisions in annexes 1, 6, 10 and 11 (in accordance with the reference of table 1, paragraph 3, annex b of ICAO'S letter an 12/44.6-07/68).

To: Secretary General of the International Civil Aviation Organization

999 University Street

Montreal, Quebec

Canada H3C 5H7

1. The following differences will exist on the 5th of March, 2011, between the regulations and/or practices of Brazilian air traffic services and the language provisions as detailed on Table 1, paragraph 3, Annex B of ICAO`s official State Letter AN 12/44.6-07/68.

a) Annex Provision;
b) Difference;
c) Details of the Difference;
d) Remarks; and
e) Date to accomplish the provision.

a) Item 1.2.9.2
b) Category: C
c) The current level of linguistic proficiency of the air traffic controllers and aviation station operators is under the level recommended by the ICAO.
d) Due to the high number of air traffic controllers and the territorial extension of Brazil, there are some difficulties to train those professionals and hire qualified personnel to perform adequate training on the English language. Nevertheless, the present number of controllers who have fulfilled the language requirements enables an appropriate approach to the operational management issues. The herein Plan was updated for the time period of 2011 to 2013 with the purpose of organizing the necessary actions involving training and evaluation.
e) The current aim of this Plan is to qualify is to qualify 80% of air traffic controllers and aviation station operators as level 4 – operational, or above, so that to assure an adequate operational management by the 5th of March, 2014.

a) Item 1.2.9.4
b) Category: C
c) The linguistic proficiency level of air traffic controllers and aviation station operators recommended by the ICAO will not be fully reached by the 5th of March, 2014.
d) Due to the high number of air traffic controllers and the territorial extension of Brazil, there are some difficulties to train those professionals and hire qualified personnel to perform adequate training on the English language. Nevertheless, the present number of controllers who have fulfilled the language requirements enables an appropriate approach to the

operational management issues. The herein Plan was updated for the time period of 2011 to 2013 with the purpose of organizing the necessary actions involving training and evaluation

e) The current aim of this Plan is to qualify 80% of air traffic controllers and aviation station operators as level 4 – operational, or above, so that to assure an adequate operational management by the 5th of March, 2014.

a) Item 5.2.1.2.1
b) Category: C
c) The current level of linguistic proficiency of the air traffic controllers and aviation station operators is under the level recommended by the ICAO.
d) Due to the high number of air traffic controllers and the territorial extension of Brazil, there are some difficulties to train those professionals and hire qualified personnel to perform adequate training on the English language. Nevertheless, the present number of controllers who have fulfilled the language requirements enables an appropriate approach to the operational management issues. The herein Plan was updated for the time period of 2011 to 2013 with the purpose of organizing the necessary actions involving training and evaluation
e) The current aim of this Plan is to qualify 80% of air traffic controllers and aviation station operators as level 4 – operational, or above, so that to assure an adequate operational management by the 5th of March, 2014.

a) Item 5.2.1.2.2
b) Category: C
c) At some ATS organs the current level of linguistic proficiency of the air traffic controllers and aviation station operators is under the level recommended by the ICAO.
d) Due to the high number of air traffic controllers and the territorial extension of Brazil, there are some difficulties to train those professionals and hire qualified personnel to perform adequate training on the English language. Nevertheless, the present number of controllers who have fulfilled the language requirements enables an appropriate approach to the operational management issues. The herein Plan was updated for the time period of 2011 to 2013 with the purpose of organizing the necessary actions involving training and evaluation.
e) The current aim of this Plan is to qualify 80% of air traffic controllers and aviation station operators as level 4 – operational, or above, so that to assure an adequate operational management by the 5th of March, 2014.

a) Item 5.2.1.2.3
b) Category: C
c) The service in English is published in the AIP-BRASIL and other aeronautical publications for ATS organs which provide international services. However, at some ATS organs the current level of linguistic proficiency of the air traffic controllers and aviation station operators is under the level recommended by the ICAO.
d) Due to the high number of air traffic controllers and the territorial extension of Brazil, there are some difficulties to train those professionals and hire qualified personnel to perform adequate training on the English language. Nevertheless, the present number of controllers who have fulfilled the language requirements enables an appropriate approach to the operational management issues. The herein Plan was updated for the time period of 2011 to 2013 with the purpose of organizing the necessary actions involving training and evaluation.
e) The current aim of this Plan is to qualify 80% of air traffic controllers and aviation station operators as level 4 – operational, or above, so that to assure an adequate operational management by the 5th of March, 2014.

a) Item 2.29.1

b) Category: C

c) The current level of linguistic proficiency of the air traffic controllers and aviation station operators is under the level recommended by the ICAO.

d) Due to the high number of air traffic controllers and the territorial extension of Brazil, there are some difficulties to train those professionals and hire qualified personnel to perform adequate training on the English language. Nevertheless, the present number of controllers who have fulfilled the language requirements enables an appropriate approach to the operational management issues. The herein Plan was updated for the time period of 2011 to 2013 with the purpose of organizing the necessary actions involving training and evaluation

e) The current aim of this Plan is to qualify 80% of air traffic controllers and aviation station operators as level 4 – operational, or above, so that to assure an adequate operational management by the 5th of March, 2014.

a) Item 2.29.2

b) Category: C

c) At some ATS organs, the current level of linguistic proficiency of the air traffic controllers and aviation station operators is under the level recommended by the ICAO.

d) Due to the high number of air traffic controllers and the territorial extension of Brazil, there are some difficulties to train those professionals and hire qualified personnel to perform adequate training on the English language. Nevertheless, the present number of controllers who have fulfilled the language requirements enables an appropriate approach to the operational management issues. The herein Plan was updated for the time period of 2011 to 2013 with the purpose of organizing the necessary actions involving training and evaluation.

e) The current aim of this Plan is to qualify 80% of air traffic controllers and aviation station operators as level 4 – operational, or above, so that to assure an adequate operational management by the 5th of March, 2014.

ANNEX B - ICAO Language Proficiency Rating Scale

LEVEL	PRONUNCIATION *Assumes a dialect and/or accent intelligible to the aeronautical community.*	STRUCTURE *Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task*	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, an	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. sensitive to verbal and non-verbal cues and responds to them appropriately.
5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and workrelated topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and workrelated topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/ listener relationship effectively.
Operational 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and workrelated topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and workrelated topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with Apparent misunderstandings by checking, confirming, or clarifying.
Levels 1,2 and 3 are on subsequent page						

LEVEL	PRONUNCIATION *Assumes a dialect and/or accent intelligible to the aeronautical community.*	STRUCTURE *Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.*	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Preoperational 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.
Elementary 2	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.
Preelementary 1	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.

Note.— The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication. Levels 1 through 3 describe Preelementary,Elementary and Pre-operacional levels of language proficiency, respectively, all of which describe a level of proficiency below the ICAO language proficiency requirement, Levels 5 and 6 describe Extended and Expert levels, at levels of proficiency more advanced than the minimum required Standard. As a whole, the scale will serve as benchmarks for training and testing, and in assisting candidates to attain the ICAO Operational Level (Level 4).