



## NIGERIAN CIVIL AVIATION AUTHORITY

AVIATION HOUSE

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NCAA/DOL/LPR/1/15

3<sup>RD</sup> March 2008

The Secretary General  
International Civil Aviation Organisation  
999 University Street  
Montreal, Quebec  
Canada H3C 5177

Your Ref: State Letter AN-12/44.6-07/68

### ICAO LANGUAGE PROFICIENCY REQUIREMENTS

I have the honour to refer to your above State Letter concerning the Assembly Resolution A 36-11 on the subject of proficiency in the English Language used for radiotelephony.

Please find enclosed the implementation plan developed by Nigeria.

Accept, Sir, the assurances of our highest consideration.

**Dr. H. O. Demuren**  
**Director General**

**IMPLEMENTATION PLAN  
FOR ICAO LANGUAGE PROFICIENCY REQUIREMENTS**

Approved by:

Name: Dr. H. O. Demuren

Title: Director General

Signature: -----

Date: 3<sup>rd</sup> March 2008-----

## LANGUAGE PROFICIENCY IMPLEMENTATION

The implementation plan was prepared in line with the ICAO guidelines for the development of implementation plans for language proficiency requirements as directed by ICAO Assembly Resolution A 36-11.

The plan indicates the current status of implementation and the proposed measures to achieve full implementation by 2011

### 1. NATIONAL REGULATORY FRAMEWORK

Table 1 shows the current status of the Nigerian Civil Aviation Regulations (CARs) with regards to the implementation of the language proficiency requirements contained in Annexes 1, 6, 10 and 11. Nigeria has fully implemented these requirements since November 2006. As such, Nigeria will not be filing any difference.

**TABLE 1 - NATIONAL REGULATORY FRAMEWORK**

FOCAL POINT INFORMATION				
Name	K. N. OTEGHILE			
Title	AVIATION SAFETY INSPECTOR (ATC)			
Organisation	NIGERIAN CIVIL AVIATION AUTHORITY			
Telephone	234-8057099643			
Fax	1-(301) 242-5043			
E-mail	koteghile@gmail.com;			
Compliance				
Standards and Practices(SARPS)	Recommended	Yes, the regulatory framework is in place.	The regulatory framework is partially in place.	No, the national regulatory framework has not yet been established.
		Indication Reference	Briefly describe what is in place, remaining work and expected date of completion	Indicate the type of provision envisaged and the expected date of introduction.

Annex 1	1.2.9.1	Nig. CAR Part 2.1.9(d)(i)		
	1.2.9.2	Nig. CAR Part 2.1.9(d)(ii)		
	1.2.9.4, Appendix 1, Attachment A	Nig. CAR, Part 2.1.9(d)(iv)		
	1.2.9.6	Nig. CAR, 2.1.9(d)(vii)		
	1.2.9.7 (Recommended Practice)	Nig. CAR, Part 2.1.9(d)(viii)		
	5.1.1.2 (XIII)	Nig. CAR, Part 2.1.13		
Annex 6	Part I – 3.1.8	Nig. CAR Part 9.8(5)		
	Part III – 1.1.3	Nig. CAR Part 9.8(5)		
Annex 10, Volume II	5.1.1.1	Nig. CAR Part 14 MOS Vol. 2.5.1.1.1		
	5.2.1.2.1	Nig. CAR Part 14 MOS Vol. 2.5.2.1.2.1		
	5.2.1.2.2	Nig. CAR Part 14 MOS Vol. 2.5.2.1.2.2		
	5.2.1.2.3	Nig. CAR Part 14, MOS Vol. 2.5.2.1.2.3		
Annex 11	2.29.1	Nig. CAR, Part 14.16(2)(a)		
	2.29.2	Nig. CAR, Part 14.16(2) (b)		

## 2. ESTIMATE OF NATIONAL LEVEL OF IMPLEMENTATION

The English language is the official language and medium of training in educational institutions and as such, it is anticipated that pilots and air traffic controllers issued Nigerian licences will be proficient above level 4. Nigeria intends to extend 'grandfather rights' at level 4 to:

- a) holders of air traffic controller licence;

b) holders of pilot's licences with radiotelephony operator certificate in English language.

The outcome is reflected in the table 2 below.

**Table 2 – Estimate of National Level of Implementation**

<b>Date:</b>				
Pilots involved in international operations	ATPL	CPL	MPL	Method of Assessment of Level of Proficiency
Level 3 and below				
Level 4	385	100	N/A	Application of Grandfather rights
Level 5				
Level 6				
<b>PPL</b>				
<b>Date:</b>				
Indicate number of PPLs involved in international operations	N/A	Briefly described the method of Assessment of Level of Proficiency		N/A

<b>Date:</b>				
Controllers involved in international operations	Aerodrome & Approach	Approach Radar	Area	Method of Assessment of Level of Proficiency
Level 3 and below				
Level 4	153	45	60	Application of Grandfather rights
Level 5				
Level 6				

### 3. LANGUAGE PROFICIENCY TRAINING PROGRAMME

The Nigerian College of Aviation Technology, Zaria, an Approved Aviation Training Organisation is currently consulting with the Airline Operators, Air Navigation Service Providers with a view to developing appropriate language training programmes taking account of the requirements of ICAO Manual on the Implementation of Language Proficiency Requirements (Doc. 9835).

**Table 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"/>	<b>If no, expected date of establishment:</b>
Language Training will be provided through: (Check all that apply)	
Air Navigation Service Provider	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
Air Operator/Airline	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
Educational Institutions	YES <input type="checkbox"/> NO <input type="checkbox"/>
Private organizations	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

### 4. LANGUAGE PROFICIENCY ASSESSMENT (OR TESTING) FOR LICENSING PURPOSES

Nigeria intends to endorse English Language testing packages produced by private organisations to be adapted as national testing system for personnel licensing purpose.

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

State oversight of aviation language assessment has been established.	Yes X	If no, expected date of establishment:
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<b>Pilots</b>	
The Language Proficiency Assessment was/is/will be developed by:	<input type="checkbox"/>
Civil Aviation Authority	<input type="checkbox"/>
Air Operator	<input type="checkbox"/>
Educational Institution	<input type="checkbox"/>
Private Organization	X
<i>Optionally, indicate the private organization used</i>	
The Language Proficiency Assessment was/is/will be administered by:	<input type="checkbox"/>
Civil Aviation Authority	<input type="checkbox"/>
Air Operator	<input type="checkbox"/>
Educational Institution	<input type="checkbox"/>
Private Organization	X
<i>Optionally, indicate the private organization used</i>	

<b>Controllers</b>	
The Language Proficiency Assessment was/is/will be developed by:	<input type="checkbox"/>
Civil Aviation Authority	<input type="checkbox"/>
Air Navigation Service Provider	<input type="checkbox"/>
Educational Institution	<input type="checkbox"/>
Private Organization	X
<i>Optionally, indicate the private organization used</i>	
The Language Proficiency Assessment was/is/will be administered by:	<input type="checkbox"/>
Civil Aviation Authority	<input type="checkbox"/>
Air Navigation Service Provider	<input type="checkbox"/>
Educational Institution	<input type="checkbox"/>
Private Organization	X
<i>Optionally, indicate the private organization used</i>	

3. INTERIM MEASURES TO MITIGATE RISK

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

Pilots (international operations)	2008	2009
Commercial multi-pilot operations	At least 85% of pilots have attained ICAO level 4 as at 5 March 2008	Full compliance with the ICAO language proficiency requirements by 5 March 2009
General aviation multi-pilot operations	N/A	N/A
Commercial single-pilot operations	N/A	N/A
General aviation single-pilot operations	N/A	N/A
Controllers	Full compliance with ICAO language proficiency requirements at level 4 as at 5 March 2008.	
Aeronautical Station Operators	N/A	N/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)

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

1. No differences will exist on 5 MARCH 2008 between the national regulations and/or practices of NIGERIA 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)
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(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 (Please give exact paragraph reference)	b) Date	c) Comments
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Signature \_\_\_\_\_

Date \_\_\_\_\_

  
3<sup>rd</sup> March 2008

*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.