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## A Two-Pronged Approach to ICAO English Language Proficiency Assessment for Licensing

Pieke Satijn  
*Eurocontrol*

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# ATCO and Pilot licensing

A two-pronged approach to LPR's?

# THE BEGINNING

In 1998, Assembly Resolution A32-16:

- air traffic control personnel and flight crews
- in airspace where the use of the English language is required
- are proficient in conducting and comprehending radiotelephony communications in the English language.

# SCOPE OF LPRs



# AERONAUTICAL COMMUNICATIONS IS UNIQUE

We all speak English.

Do we achieve **effective** communication in aeronautical communications?

Do we cope with communication challenges...

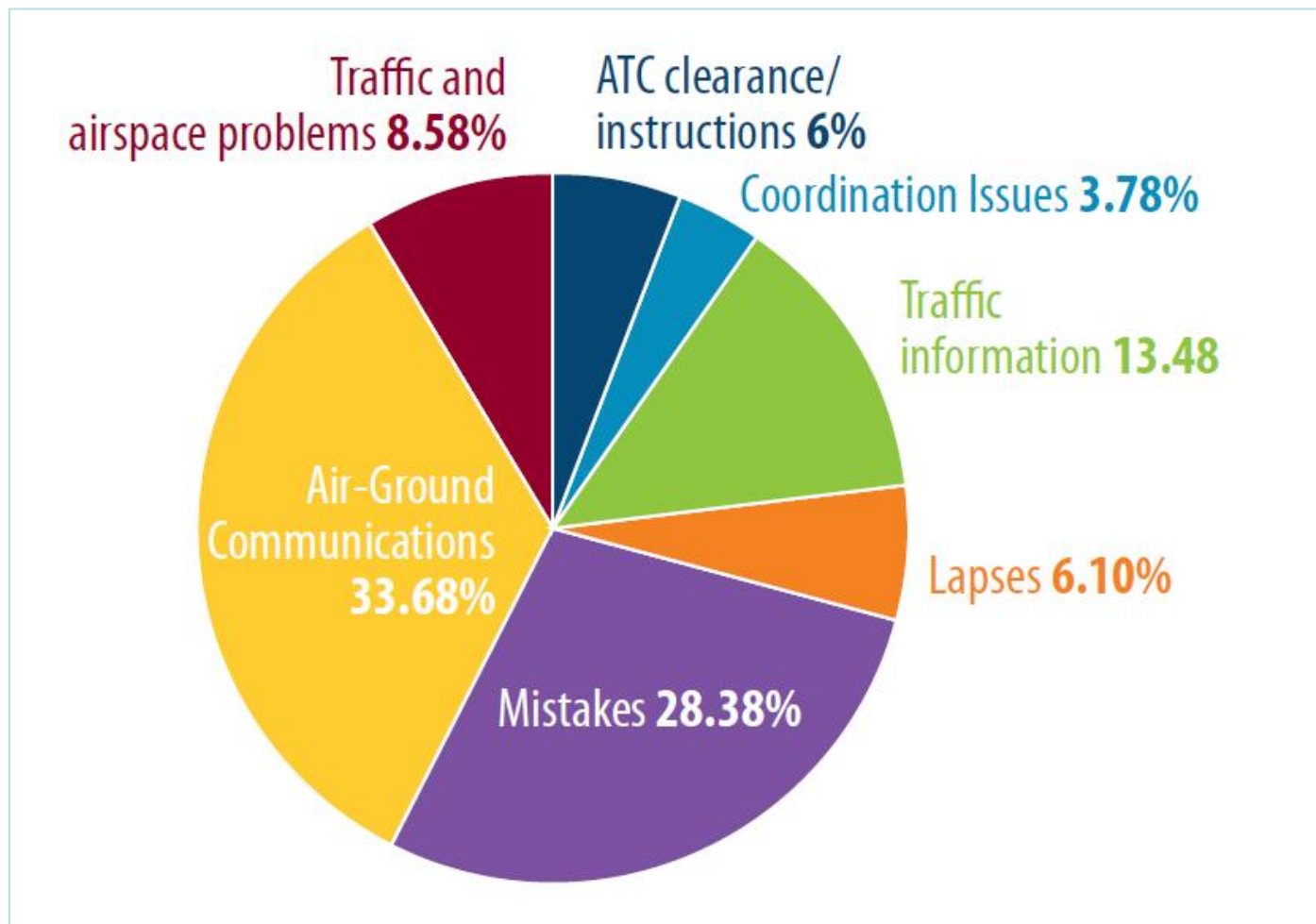
- in unexpected and/or unusual circumstances,
- experiencing a heavy workload,
- and when possibly affected by stress?

# AERONAUTICAL COMMUNICATIONS IS HIGHLY SPECIFIC

Spontaneous, creative and non-coded use of English,

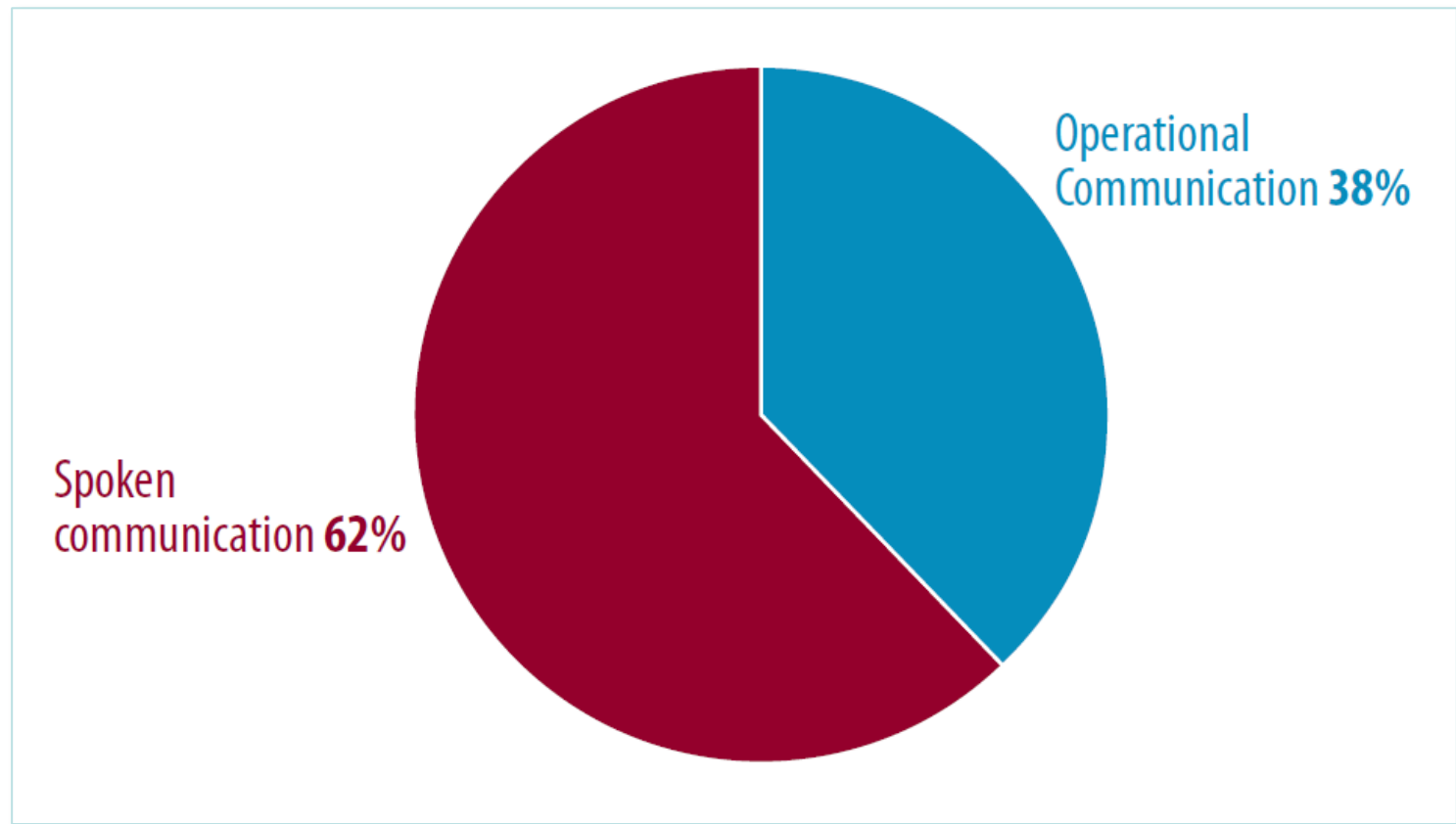
- constrained by specific safety-critical requirements,
- dangers inherent in voice communications,  
particularly in cross-cultural communications,
- applied by native and non-native speakers of English.

# LPRs STILL NEEDED?



Top 7 contributors to ATM occurrences

# LPRs STILL NEEDED?





# ICAO LPRs TARGET AUDIENCE



# CAA RESPONSIBILITY

The Challenge for CAAs is to introduce or approve Language Proficiency Assessment methods suitable for ALL license holders

- Test quality
- Validity / relevant
- Practicality
- Oversight
- Cost

## LPRs BASED ON LICENSE?

Professional ATCOs and pilots are far more likely to encounter situations that were considerations for the introduction of the ICAO LPRs

And the nature of their activities puts them at greater risk

Should LPRs only be applicable to professional ATCOs and pilots?






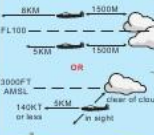

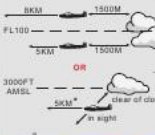


- easy to introduce, however...
- no clear distinction professional and private pilots

# LPRs BASED ON AIRSPACE CLASSIFICATION?

## ICAO Annex 11, Air Traffic Services:

- ICAO Airspace classifications regulate the use of radio by pilots in that airspace.
- Authorities define airspace classifications based on airspace usage and other requirements.
- ICAO Airspace classifications are already an internationally accepted standard.

# AN EXAMPLE

UK ATS AIRSPACE CLASSIFICATIONS									
Civil Aviation Authority		CONTROLLED AIRSPACE				OUTSIDE CONTROLLED AIRSPACE			
I F R	ATC SEPARATION PROVIDED	A	C	D	E	F	G	F	G
	TRAFFIC INFORMATION PROVIDED	IFR ↔ IFR	IFR ↔ IFR VFR SVFR†	IFR ↔ IFR SVFR‡	IFR ↔ IFR	Class F was removed in 2014 and airspace returned to Class E or G.	ATSOCA Services Procedural, Deconfliction Traffic, Basic	Class F was removed in 2014 and airspace returned to Class E or G.	ATSOCA Services Procedural, Deconfliction Traffic, Basic
	SPEED LIMITATION	Not applicable (unless notified for ATC purposes)	Not applicable (unless notified for ATC purposes)	below FL100 250 KIAS	below FL100 250 KIAS (when practicable)	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
	RADIO					Not required	Not required	Not required	Not required
	ATC CLEARANCE REQUIRED?	YES	YES	YES	YES	NO	NO	NO	NO
V F R	ATC SEPARATION PROVIDED	VFR FLIGHT NOT PERMITTED SVFR AVAILABLE IN CTRs				ATSOCA Services PARTICIPATING TRAFFIC: Procedural, Deconfliction Traffic, Basic	ATSOCA Services Procedural, Deconfliction Traffic, Basic	ATSOCA Services PARTICIPATING TRAFFIC: Procedural, Deconfliction Traffic, Basic	ATSOCA Services Procedural, Deconfliction Traffic, Basic
	TRAFFIC INFORMATION PROVIDED	VFR ↔ VFR VFR ↔ IFR VFR ↔ SVFR				IFR ↔ IFR ATC IFR ↔ VFR (when practicable)	IFR ↔ IFR ATC IFR ↔ VFR (when practicable)	IFR ↔ IFR ATC IFR ↔ VFR (when practicable)	IFR ↔ IFR ATC IFR ↔ VFR (when practicable)
	VMC MINIMA								
	SPEED LIMITATION	below FL100 250 KIAS				below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
	RADIO					Not required	Not required	Not required	Not required
	ATC CLEARANCE REQUIRED?	YES				NO	NO	NO	NO



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250 KIAS Not applicable to military aircraft

† Helicopters may fly at or below 3000FT AMSL clear of cloud with the surface in sight and a flight visibility of at least 1500 metres.  
‡ SVFR in CTR only.  
NOTE: Air Navigation Order 2005 Schedule 8 UK PPL and NPPL license privileges apply.










\* Aircraft (except helicopters) at 140KIAS or less: clear of cloud with the surface in sight in a flight visibility of at least 1500 metres. Helicopters at a speed which, having regard to the visibility is reasonable: clear of cloud with the surface in sight in a flight visibility of at least 1500 metres

# ADAPTATIONS

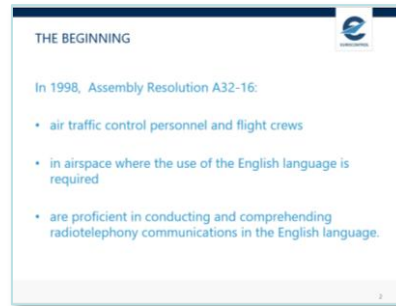
Civil Aviation Authority	CONTROLLED AIRSPACE				OUTSIDE CONTROLLED AIRSPACE	
	A	C	D	E	F	G
RADIO	SVFR AVAILABLE IN CTRs			Not required	Not required	Not required
ATC CLEARANCE REQUIRED?		YES	YES	NO	NO	NO

LPE	required	required	required	IFR: required  VFR: Not required	IFR: required  VFR: Not required	Not required
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# LPRs BASED ON AIRSPACE CLASSIFICATION?

A		ICAO L4
B		ICAO L4
C		ICAO L4
D		ICAO L4
E (IFR)		ICAO L4
E (VFR)		English ✓
F (IFR)		ICAO L4
F (VFR)		English ✓
G		English ✓

# PROPOSAL

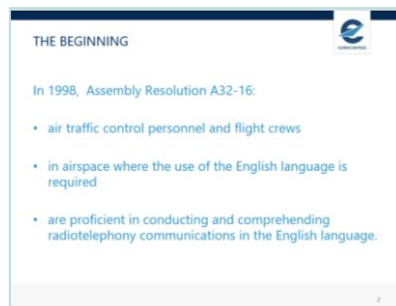


Going back to the beginning.....,airspace and scope, we should address:

- professional license holders
- and airspace where professional license holders and other airspace users meet



# PROPOSAL



Access to airspace based on LPE would:

- ensure the necessary level of safety where needed
- allow appropriate language proficiency assessment methods

while:

- not restricting access to large blocks of airspace
- avoiding “tick the box” language proficiency testing

# BENEFITS



- Language proficiency assessment manageable again
- Limited target population enables the use of meaningful tests
- Slowly working towards ICAO recognised testing
  - worldwide recognition of LPE

## LICENCEHOLDERS WITHOUT LPE?

For discussion.

- Possibly demonstration of English proficiency by means of a commonly accepted English language test (i.e. IELTS 6.0?) when applying for license.

Thank you!

