International Civil Aviation English Association

May 11th, 8:50 AM - 10:25 AM

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

Pieke Satijn
Eurocontrol

Follow this and additional works at: https://commons.erau.edu/icaea-workshop

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?
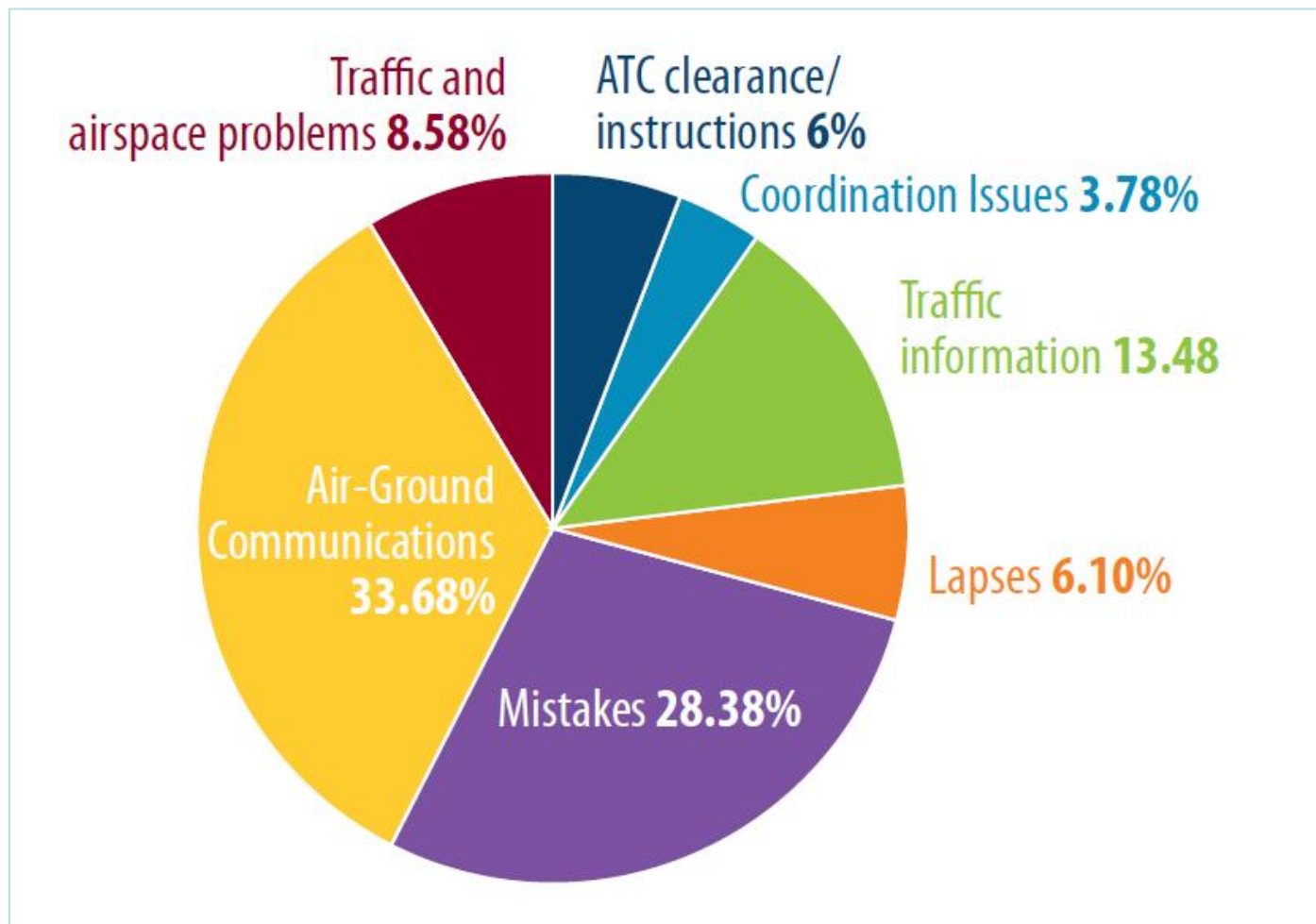
Top 7 contributors to ATM occurences

LPRs STILL NEEDED?

Operational Communication **38%**

Spoken communication **62%**
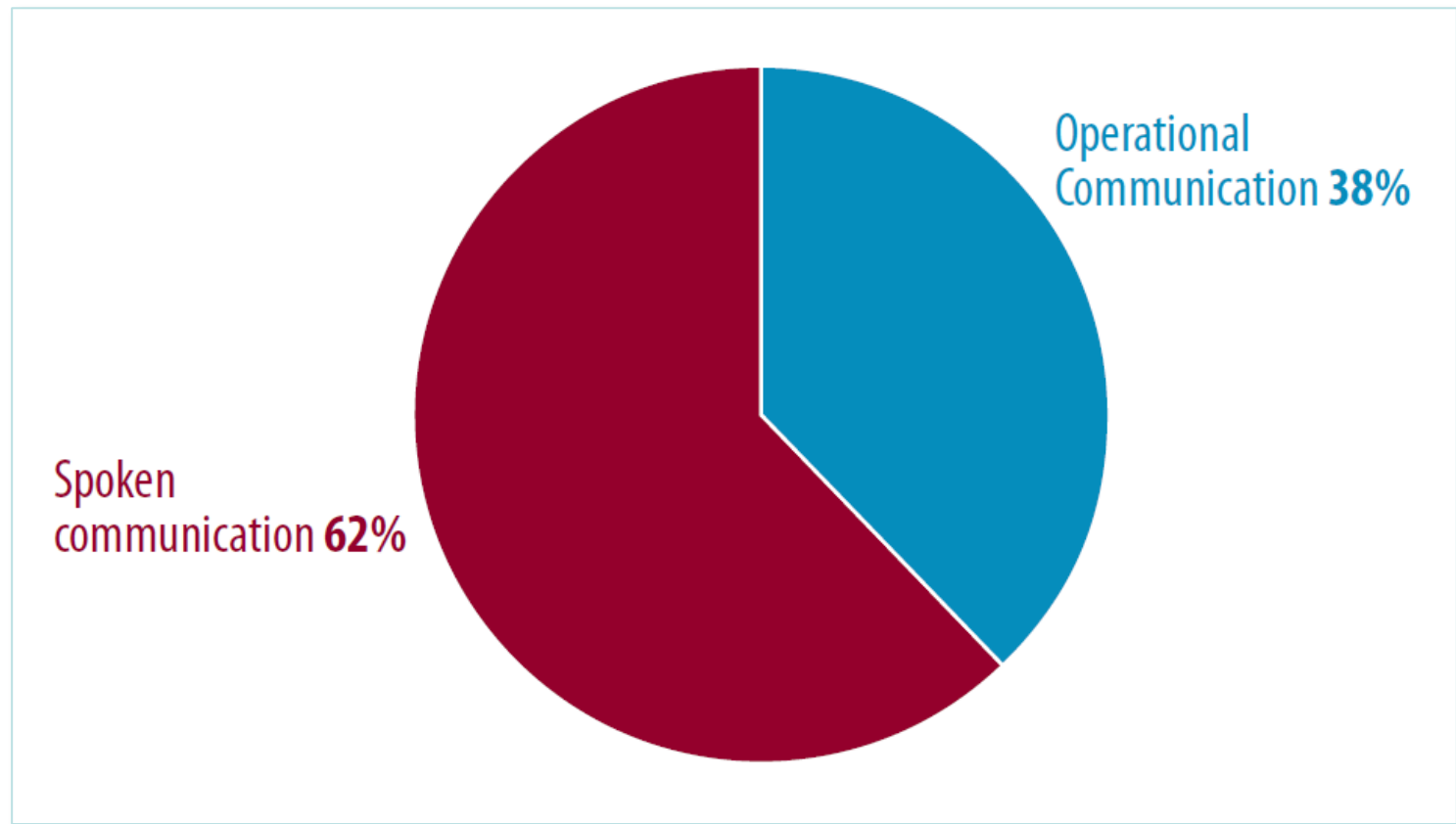
ICAO LPRs TARGET AUDIENCE

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

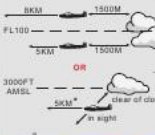Should LPRs only be applicable to professional ATCOs and pilots?
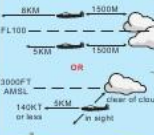
- easy to introduce, however…
- no clear distinction professional and private pilots

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

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

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

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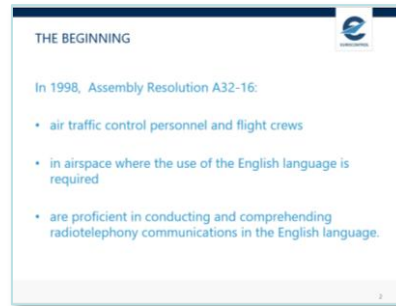
Going back to the beginning….,airspace and scope, we should address:

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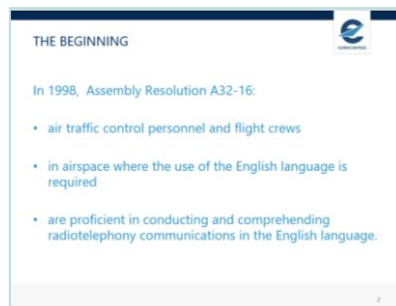
PROPOSAL

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 meaningfull 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!