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# ICAO LPRs – from 1996 to now

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## The Case for LPRs

Accidents	Fatalities
Trident/DC-9 mid-air collision, Zagreb -1976	175
Double B747 runway collision, Tenerife – 1977	583
B707 fuel exhaustion, JFK – 1990	73
B757 CFIT, Cali – 1995	160
<b>IL-76/B747 mid-air collision, India – 1996</b>	<b>349</b>
MD83/Shorts 330 runway collision, Paris/CDG -2000	1
MD80/Citation runway collision, Milan – 2001	118



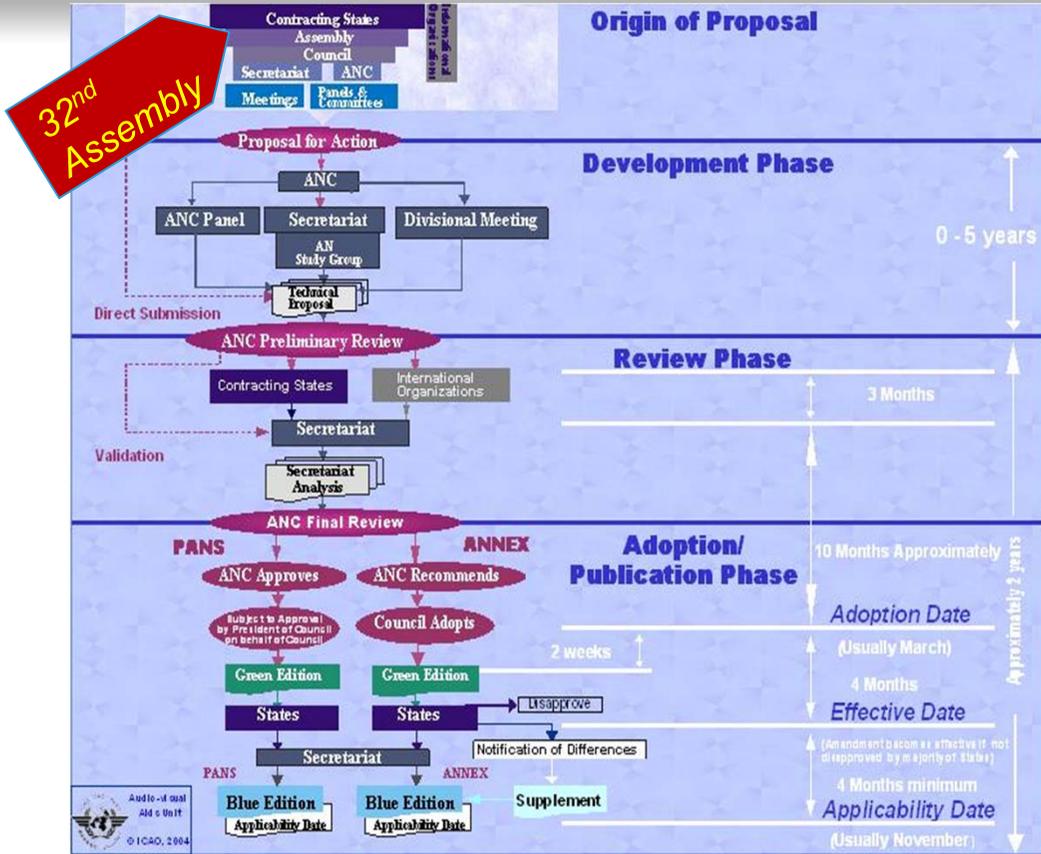
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## Resolution A32 of ICAO 1998

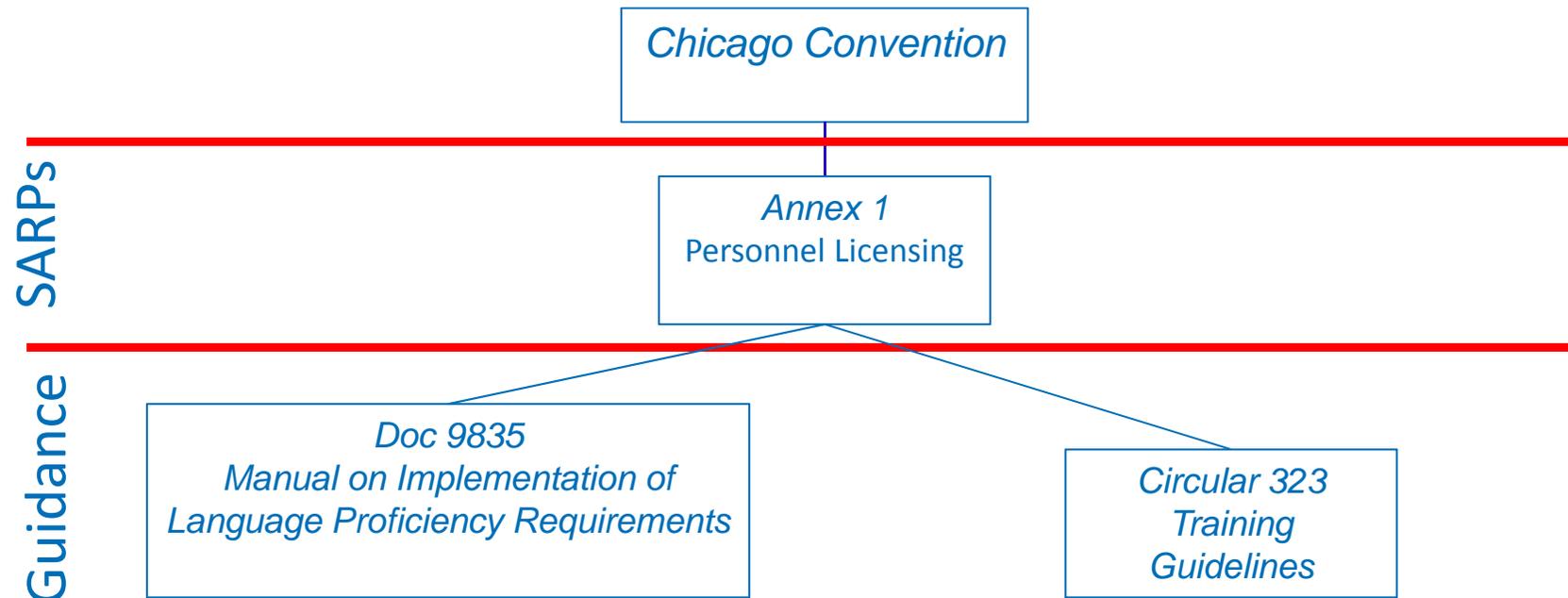
“...steps to ensure that air traffic controllers and flight crews involved in flight operations in airspace where the use of the English language is required, are proficient in conducting and comprehending radiotelephony communications in the English language”



# Making the LPRs



## ICAO Hierarchy of Documents





	Events
1998	A32-16
2000-2003	PRICE Study Group
March 2003	Adoption of LPRs
2004	First Edition of Doc 9835 and First symposium
June 2006	Mid-point review
2007	Second survey review and Second Symposium
October 2007	A36
March 2008	SARPs applicable
2009	Circular 318 - Language Testing Criteria for Global Harmonization



	Events
2009	ICAO/ICAEA Collaboration <ul style="list-style-type: none"><li>• Circular 323 - Guidelines for Aviation English Training Programmes</li><li>• Rated Speech Samples Project</li></ul>
2010	Second edition of Doc 9835
2010	A37
2011	ICAO Aviation English Language Test Service (ILTA, ICAEA, IFALPA, IFATCA)
2013	ICAO Language Proficiency Requirements Technical Seminar
2013	A38



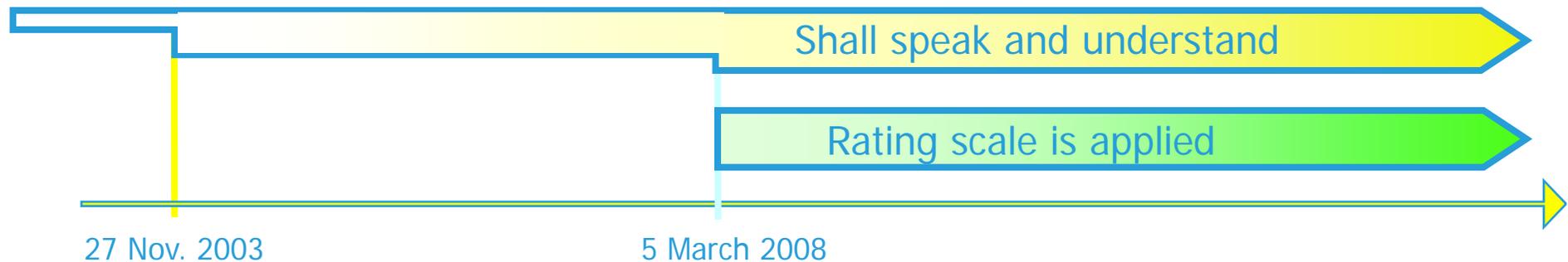
## What are LPRs?

- Annex 1 – Personnel Licensing
- Annex 6 – Operation of Aircraft
- Annex 10 – Aeronautical Communications
- Annex 11 – Air Traffic Services
- PANS-ATM



## General Principles

- Limited to radiotelephony communication
- The “Speak and Understand” Standard
- Cover all languages used in radio communication
- Assessment using a rating scale (level 4)
- Progressive implementation





## Language Proficiency in Annex 1

*Paragraph 1.2.9 amended in 2014 to remove date 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.
- **Recurrent testing** will be required for those below level 6 (recommendation: every 3 years for level 4 and every 6 years for level 5).
- Previous Standard on the use of radiotelephony procedures and **phraseology still applies.**



## Language Proficiency in Appendix 1 of Annex 1 Holistic Descriptors

Proficient speakers shall:

- a) communicate effectively in **voice-only** (telephone/radiotelephone) and in **face-to-face** situations;
- b) communicate on common, concrete and **work-related topics** with accuracy and clarity;
- c) use appropriate communicative strategies to exchange messages and to recognize and **resolve misunderstandings** (e.g. to check, confirm, or clarify information) in a general or work-related context;
- d) handle successfully and with relative ease the linguistic challenges presented by a complication or **unexpected turn of events** that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
- e) use a dialect or accent which is **intelligible** to the aeronautical community.



1.1 Expert, extended and operational levels

LEVEL	PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	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, and sensitive to register.	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. Is sensitive to verbal and non-verbal cues and responds to them appropriately.
Extended 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 work-related 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 work-related 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 work-related 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 work-related 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*

Language Proficiency in Attachment A of Annex 1 The Rating Scale



## Language Proficiency in Annex 10

### Phraseology and Plain Language

Para 5.1.1.1- ICAO phraseology shall be used in all situations for which it has been specified. Only when standardized phraseology cannot serve an intended transmission, plain language shall be used



## Language Proficiency in Annex 10

### Language(s) to be used

- Para 5.2.1.2.1: The air-ground radiotelephony communications shall be conducted in the language normally used by the station on the ground or in the English language
- Para 5.2.1.2.2 The English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services



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## Implementation Notes

- Language proficiency requirements applies to pilots who are engaged in international flights and ATCO/ASO providing services to international flights
- Pilots shall demonstrate proficiency in at least one of the language(s) offered in the airspace that is used
- ATCO/ASO shall demonstrate proficiency for each of the language(s) offered in the airspace in which they are providing service



# Non-compliance

## Article 33 (Recognition)

- Gives multilateral recognition of States' exportables (licences and airworthiness certificates) provided that the requirements under which they were issued or rendered valid are equal to or above the minimum Standards (i.e. Annexes 1 and 8)
- Non-compliance with the LPRs can invalidate recognition



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# Non-compliance

## Article 39 (Endorsement of certificates and Licences)

- Licences shall be endorsed when not meeting an international Standard
- Annex 1, Chapter 5, gives specific endorsement requirements for LPRs

“5.1.1.2 XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention;”



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## Non-compliance

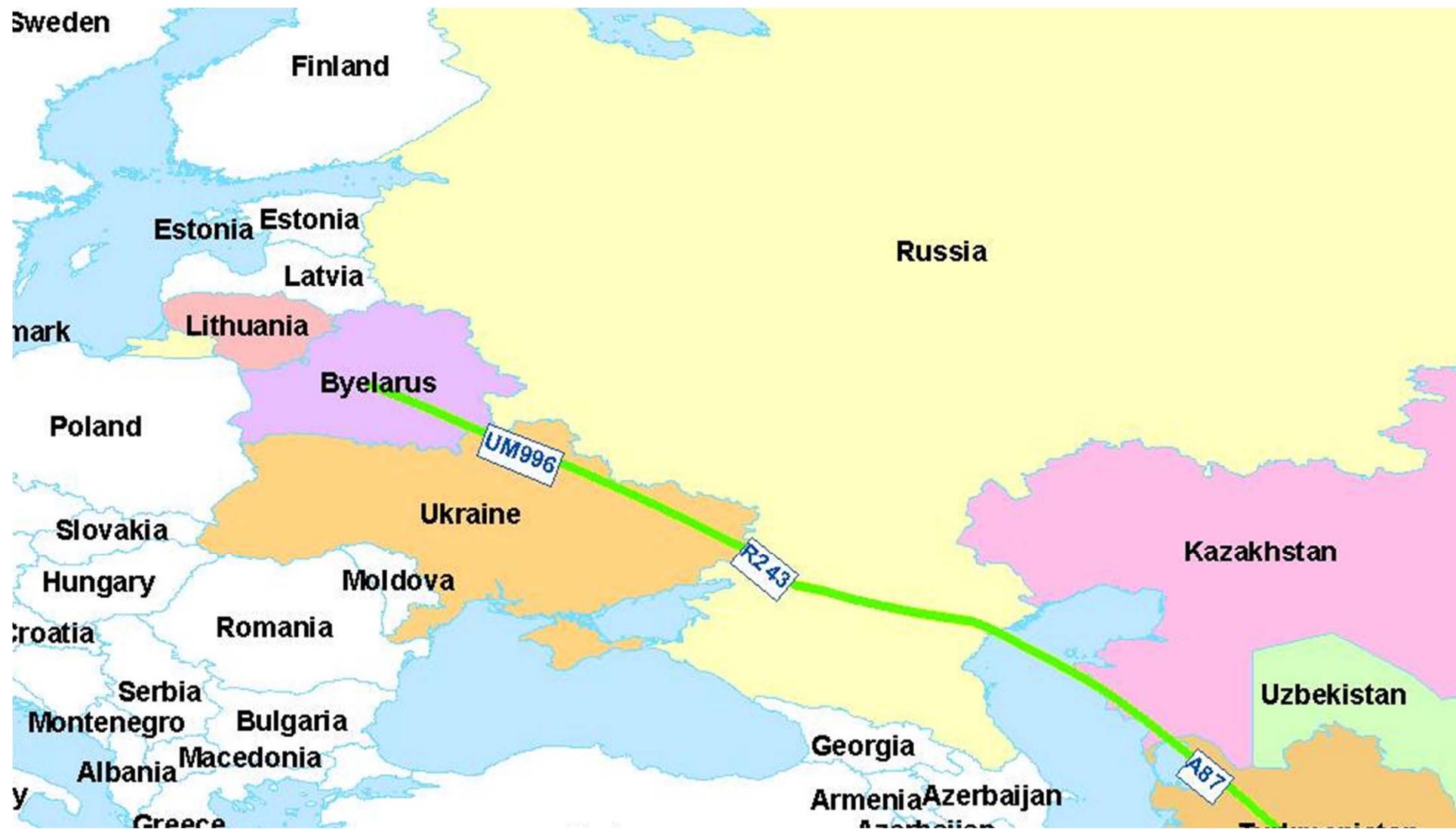
### Article 40 (Validity of endorsed certificates and licences)

No pilots with an “endorsed” licence *[when not meeting LPRs as per article 39]* shall participate in international navigation except with the permission of the State or States whose territory is entered i.e. multiple bilaterals to fly internationally.



## Does English apply to all international operations?

- No
- For instance: Russian language proficiency for operations when operating in areas in which ATS are provided in Russian
- Article 40 permission is not required when operating in areas in which ATS is available in Russian
- Lack of compliance with English language proficiency requirements will limit operational area
- Air navigation services will still need to provide English to international operations





## Example 1

- Pilots operational Level 4 in Russian?
- Yes...endorse license under Annex 1
- Does not constitute an Article 39 Endorsement
- No requirement for permission of the States that provide Russian language ATS



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## Question

In the previous example, an aircraft from Belarus is flying to Turkmenistan. Would English language air traffic services need to be available to that flight?



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## Answer

“English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services.” (Annex 10)







## Example 2

- Pilots operational level 4 in Russian?
- Yes...endorse license under Annex 1
- Pilots operational level 4 in English?
- Yes...endorse license under Annex 1
- No requirement for permission of the States that provide Russian and/or English language ATS (i.e. Article 40)

*(English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services)*





## Example 3

- Pilots operational level 4 in Russian?
- Yes...endorse license under Annex 1
- Pilots operational level 4 in English?
- No...endorse license - Article 39
- Permission of all States that do not provide Russian language ATS (i.e. Article 40)

*(English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services)*



## Assembly Resolutions

Year	Assembly Resolution No.	Purpose	ICAO Document No.
1998	A32-16	Development of Provision	9700
2007	A36-11	Implementation plans if not compliant by March 2008	9902
2010	A37-10	Implementation plans if not compliant by March 2011	9958
2013	A38-8	Discontinue Implementation Plans and encourage States to use AELTS	10022



## ICAO support of Implementation of LPRs

- 2 symposia
- 1 technical seminar
- Many workshops
- Two editions of Doc 9835
- Two circulars
- Many State Letters
- Speech sample CD
- Rated Speech Samples training tool
- Several Journal articles
- AELTS





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THANK YOU