

ATTACHMENT C to State letter AN 12/44.6-07/68
**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 _____ the national regulations and/or practices of
(State) _____ 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 **5 March 2008** between the regulations and/or practices of
Iran (Islamic Republic of) and the provisions (the language provisions) as detailed in Table 1,
paragraph 3 of Attachment B of this State letter.

a) Annex Provision (Please give Exact Paragraph reference)	b) Difference Category (Please indicate A, B, or C)	c) Details of Differences (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, **Iran (Islamic Republic)** 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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(Please use extra sheets as required)

Capt. Hossein Khanlari
President, Civil Aviation Organization

Signature

Date: 1 January 2009

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.

"In the Name of Allah"

Islamic republic of Iran Civil Aviation Organization

IMPLEMENTATION PLAN FOR ICAO LANGUAGE PROFICIENCY REQUIREMENTS

After having the preliminary testing and analyses made to define the scope of the future training activities, a plan was drawn in 2006 to include the followings:

Training Programme is designed in accordance with ICAO Language Proficiency Requirements and then Civil Aviation Organization of Iran (Islamic Republic of) endorsed it.

ATCOs, Pilots and Aeronautical Station Operators have been familiarized with the ICAO Language Proficiency Requirements (LPRs). Then, the timeline was set for their implementation

ATCOs, Pilots and Aeronautical Station Operators providing services to international flights have been decided to be subjected to intensive English Training Courses at the Training Centers.

Pursuant to ICAO (LPRs), Placement tests were conducted to define General and aviation English language proficiency level of ATCOs, Pilots and Aeronautical Station Operators by at least two raters.

Language proficiency training programmes

1. General; English
ATCOs, Pilots and Aeronautical Station Operators were subjected to General English from basic, intermediate and advanced level as per the result of their placement tests.
2. Aviation English
 - a. Phraseologies contained in PANS-ATM(Doc.4444);
 - b. Communication procedures contained in Annex10, Vol.II;
 - c. The samples in Doc.9432 were totally and realistically practiced;
 - d. Speech Samples used to practice (1) and (2),(a) and (b) above;
 - e. Programmed interview to elicit information and eradicate the committed errors in productive and/or receptive skills;
 - f. Recorded and transcribed case studies have been elaborated and discussed thoroughly with the participants to elicit the information for defining the drawbacks as well as acquired level; and
3. The trainings of the concerned bodies still undergoes until they meet the provisions of ICAO LPRs.

Language Proficiency Assessment for Licensing Purposes

The certificates with the endorsement of current level of language proficiency for Air Traffic Control Offices and pilots have been issued after having them trained, retrained, and assessed based on the ICAO Language Proficiency Rating Scale.

The present implementation plan would be updated every six month.

The following activities are to be carried out to boost the implementation of the ICAO LPRs:

1. Air Navigation Service provider has planned to train its own interlocutors and language raters;
2. Establish a testing centre and approve the aviation language training centers;
3. To revise the curricula concerning the language training and testing to meet the ICAO LPRs;
4. Adaptation of language training packages based on the future language training requirements of the ICAO Document 9835;
5. Ensuring effective training by revising the training content and evaluating feedback from trainees;
6. providing additional training for the concerned bodies who have not reached the required level, but need some remedies to do so;
7. Provision of refresher and recurrent language courses for the concerned bodies
8. Plan and expand additional activities for language proficiency implementation:
9. CBT products and specialized training/self-study packages are to be introduced to the concerned bodies.
10. Improve the training process in the light of the recommendations of ICAO Document 9835 and in compliance with the future CAA language training requirements; and
11. Obtaining feedbacks from the trained and assessed bodies and offering new methods to compensate for the drawbacks.

Interim measures to mitigate the risk

The basic measures for risk mitigation within the transition period are as follows:

1. ensuring complete staffing of flight crews and Air Traffic Control Units providing services for international flights;
2. verbatim use of standardized radiotelephony phraseologies in radiotelephony communication between pilots, air traffic controllers and aeronautical station operators;

3. ATCOs rated below Level 4 in English shall be evenly distribute among different shifts and planned to work only on the planning location (Shift-team staffing with the reasonable number of controllers with Operational Level (Level 4)or above;
4. Continue language training and testing activities;
5. Provide recurrent and refresher trainings;
6. Maintaining and developing the ICAO Language Proficiency Level;
7. Assigning of the well qualified pilots for flights to high-density international airports;
8. The language proficiency to be carefully considered on CRM;
9. Assigning an air traffic controller who is at least level 4 for each shift, for each team, and for each air traffic control unit;
10. Constant and random observation and monitoring of the radiotelephony communication to assess the quality the performance of the concerned bodies in terms of language proficiency and remedial purposes;
11. Supervision of the personnel training process by the aviation administration, aircraft operators and air navigation services providers;
12. Improvement of training and testing methodology;
13. Periodical assessment and revision of the training and testing programme based on the feedbacks received; and
14. Make the most use of the experiences of the international language training centers.
15. Further development in national regulatory framework concerning English Language Proficiency will be duly monitored.

3.4 The name, title and contact details of the focal point should be provided in the plan

Table 1 - National Regulatory Framework

Focal Point Information				
Name		Abdorrahim, KHODAEI		
Title		Head of English Language Proficiency Requirements		
Organization		Civil Aviation Organization of the Islamic Republic of Iran		
Telephone		00 98 21 44665875		
Fax		00 98 21 66025342		
E - mail		Khodaei34@gmail.com		
Compliance				
Standard and Recommended Practices (SARPs)		YES, the regulatory framework is in place. Indicate Reference	The regulatory framework is Partially in place. <i>Briefly describe what is in place, remaining work and expected date of completion</i>	NO, the national regulatory framework has not yet been established. Indicate the type of provision envisaged and the expected date of introduction
Annex 1	1.2.9.1		√	
	1.2.9.2		√	
	1.2.9.4 , Appendix 1 Attachment A		√ √	
	1.2.9.6		√	
	1.2.9.7 (Recommended Practice)		√	
	5.1.1.2.XIII)		√	
Annex 6	Part I - 3.1.8		√	
	Part III - 1.1.3		√	
Annex 10	5.1.1.1		√	
	5.2.1.2.1		√	
Vollume II	5.2.1.2.2		√	
	5.2.1.2.3		√	
Annex 11	2.29.1		√	
	2.29.2		√	

Table 2-ESTIMATE OF NATIONAL LEVEL OF IMPLEMENTATION

Date	2008	2009	2010	
Pilots involved in international operations	ATPL	CPL	MPL	Method of Assessment of level of Proficiency:
Level 3 and below				-OPI -Listening comprehension-role plays – picture description
LEVEL 4	700	900		-OPI -Listening comprehension-role plays – picture description
LEVEL 5				-OPI -Listening comprehension-role plays – picture description
LEVEL 6				-OPI -Listening comprehension-role plays – picture description

Date	2008	2009	2010		
	Aerodrome	Approach	Area	Student Controller	
Controllers involved in International Operations					Method of Assessment of Level of Proficiency
Level 3 and below	130	100	100	Nil	-OPI -Listening comprehension- role plays- picture description
Level 4	150	110	115		-OPI -Listening comprehension- role plays- picture description
Level 5	20	40	33		-OPI -Listening comprehension- role plays- picture description
Level 6			2		-OPI -Listening comprehension- role plays- picture description

Table 3 – Language Proficiency Training Programme

State oversight of aviation language Training has been established. Yes <input checked="" type="checkbox"/> No	If no ,expected date of establishment :
Language Training will be provided through: (Check all that apply)	x
Air Navigation Service Provider	x
Air Operator/Airline	x
Educational Institutions	x
Private organizations	

6. LANGUAGE PROFICIENCY ASSESSMENT (OR TESTING) FOR LICENSING PURPOSES

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

State oversight of aviation language assessment has been established.	Yes <input checked="" type="checkbox"/> No	If no ,expected date of establishment

pilots	
The Language Proficiency Assessment was /is/ will be developed by :	X
Civil Aviation Organization	X
Air Operator	X
Educational Institution	X
Private Organization Optionally, indicate the private organization used.	
The Language Proficiency Assessment was /is/will be administered by:	X
Civil Aviation Authority	X
Air Operator	X
Educational Institution	X
Private Organization Optionally, indicate the private organization used.	

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

7. INTERIM MEASURES TO MITIGATE THE RISK

7.1 CAA will document in the implementation plan the mitigating measures that will be introduced until compliance is achieved in March 2011 using the table below.

Table 5 –Interim Measures to Mitigate the Risk

The interim measures to mitigate the risk have been planned and quoted in the implementation plan and the appropriate boxes were ticked. The risk mitigation plan is subject to change and will be developed for 2010 as well.

Pilots	2008	2009	2010
Pilots (international operations)	✓	✓	
Commercial multi-pilot operations	✓	✓	
General aviation multi-pilot operations	✓	✓	
Commercial single pilot operations	✓	✓	
General aviation single-pilot operations	✓	✓	
Controllers	✓	✓	
Aeronautical Station Operators	✓	✓	

6.2 The following information concerning initial and recurrent proficiency assessments for licensing purposes for pilots and controllers should be provided in the implementation plan.

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

State oversight of aviation language assessment has been established.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	<i>If no, expected date of establishment:</i>
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Pilots		
The Language Proficiency Assessment has been developed by:		
The language Proficiency Assessment has been administered by:		x
Air Operators		x
Educational Institutes under the auspicious of Civil Aviation Organization		x
Private Organization <i>Optionally, indicate the private organization used</i>		
The language Proficiency Assessment has been administered by:		
Civil Aviation Organization		x
Air Operators		x
Educational Institutes under the auspicious of Civil Aviation Organization		x
Private Organization <i>Optionally, indicate the private organization used</i>		

Controllers		
The language Proficiency Assessment has been administered by:		
Civil Aviation Organization		x
Air Navigation Service Provider		x
Educational Institutes under the auspicious of Civil Aviation Organization		x
Private Organization <i>Optionally, indicate the private organization used</i>		
The language Proficiency Assessment has been administered by:		
Civil Aviation Organization		x
Air Navigation Service Provider		x
Educational Institutes under the auspicious of Civil Aviation Organization		x
Private Organization <i>Optionally, indicate the private organization used</i>		