

Table 1 - National Regulatory Framework

Focal point information				
Name		James MURERA		
Title		Ag. Director Air Navigation Service Unit		
Organization		Rwanda Civil Aviation Authority		
Telephone		(250) 5826609		
Fax		(250) 08422246/583444/585845		
e-mail		Jamesmurera@ yahoo.co.uk/jmurera@caa.gov.rw		
Compliance				
Standards and recommended Practices (SARPs)		Yes, the Regulatory Framework is in place.	The regulatory Framework is Partially in place.	No, the national regulatory framework has not yet been established.
		Indicate 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	(Rwanda Civil Aviation Authority) Personnel Licensing regulations 2008 regulation 6		
	1.2.9.2	-//-		
	1.2.9.4, Appendix 1, Attachment A	-//-		
	1.2.9.6	-//-		
	1.2.9.7 (Recommended Practices)	-//-		
	5.1.1.2 XIII)	-//-		
Annex 6	Part I -3.1.8	Operation of A/C regulation 10		
	Part III -1.1.3	-//-		
Annex 10 Volume II	5.1.1.1	Radiotelephony Communication regulation chap 7, regulation 4		
	5.2.1.2.1	-//-		
	5.2.1.2.2			
	5.2.1.2.3			
Annexe 11	2.29.1	Rules of the Air and Air traffic Control regulations 2008 regulation 6		
	2.29.2			

Remarks: Air traffic Controllers and pilots have not yet been tested to ascertain proficiency level.

Table - 2 Estimate of National Level of Implementation

Date March 2008	ATPL	CPL	MPL	Method of Assessment of Level Proficiency
Pilot involved in international operation				Not yet applicable
Level 3 and below				
Level 4				
Level 5				
Level 6				
PPL				
Date March 2008				
Indicate number of PPLs involved in International Operations		Briefly described the method of Assessment of Proficiency	- //-	

Date: March 2008					
Controllers involved in International operations	Aerodrome	Approach	Area	Student	Method of Assessment of Level Proficiency
					Not yet applicable
Level 3 and below					
Level 4					
Level 5					
Level 6					

Table 3 - Language Proficiency Training Programmes

State oversight of aviation language training has been established Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	If no, expected date of establishment
Language Training will be provided through: (Check all that available)	
Air Navigation Service Provider <input checked="" type="checkbox"/>	30 th July 2008
Air Operational / Airline	
Education Institution	
Private Organization <input checked="" type="checkbox"/>	

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

State oversight of aviation language assessment has been established	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	If no, expected date of establishment Oct. 2008
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Pilots	
The Language Proficiency Assessment will be developed by:	
Civil Aviation Authority <input checked="" type="checkbox"/>	
Air Operator	
Education Institution	
Private Organization <input checked="" type="checkbox"/>	
Optionally, indicate the private organization used	
The Language Proficiency Assessment will be administered by:	
Civil Aviation Authority <input checked="" type="checkbox"/>	
Air Operator	
Education Institution	
Private Organization	
Optionally, indicate the private organization used	

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

Air Navigation Service Provider	
Education Institution	
Private Organization	
Optionally, indicate the private organization used	

Table 5 - Interim Measures to Mitigate the Risk

	2008	2009	2010
Pilots (international Operations)	Language training and testing route check/check ride enactment of regulations.	Oversight of English language proficiency training and assessment to ensure compliance to ICAO Annex 1 and Doc 9835 requirements	Full compliance Doc 2010
Commercial multi-pilot operations	-/-	-/-	-/-
General aviation multi-pilot operations	-/-	-/-	-/-
Commercial single-Pilot operations	-/-	-/-	-/-
General aviation single-pilot operations	-/-	-/-	-/-
Controllers	Listening skills -Standard phraseology -Tape tacking remedial training - enforcement of existing standards.	-/-	-/-
Aeronautical Station Operators	Accelerate Language Proficiency assessment and training program if needed		

- Voice Communication is the main tool that is applied to provide Air traffic services, therefore, Voice Communication between Air traffic Controllers (ATC) and pilots is a significant activity Contributing to Safety and efficiency of flight operations.
- Miscommunication occurs due to Lack of Language proficiency. There are stick instructions to use standard phraseology which acts as a tool to decrease ambiguity and improves the ability to clarify and resolve ambiguous situations.