

Focal Point Information				
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Compliance				
Standards and Recommended Practices (SARPs)		Yes, the regulatory framework is in place. <i>Indicate Reference</i>	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. <i>Indicate the type of provision envisaged and the expected date of introduction</i>
Annex 1	1.2.9.1	CARS Part 2 2.2.7		
	1.2.9.2	CARS Part 2 2.2.7		
	1.2.9.4, Appendix 1, Attachment A	CARS IS Part 2 2.2.7		
	1.2.9.6	CARS IS Part 2 2.2.7		
	1.2.9.7 (Recommended Practice)	CARS Part 2 2.2.7		
	5.1.1.2 XIII)	CARS IS Part 2 2.2.9		
Annex 6	Part I – 3.1.8	CARS Part 8 8.4.1.13		
	Part III – 1.1.3	CARS Part 8 8.4.1.13		
Annex 10, Volume II	5.1.1.1	CARS Part 8 8.8.2.3 (d)		
	5.2.1.2.1	CARS Part 8 8.8.2.3 (b)		
	5.2.1.2.2	CARS Part 8 8.8.2.3 (c)		
	5.2.1.2.3	CARS Part 8 8.8.2.3 (e)		
Annex 11	2.29.1			1 October 2008
	2.29.2			1 October 2008

Table 2- Estimate of National Level of Implementation

Date: February 18 th , 2008				
Pilots involved in international operations	ATPL	CPL	MPL	Method of Assessment of level of Proficiency
Level 3 and below	-----	25 %	N/A	Random sampling
Level 4	-----	37,5 %	N/A	Random sampling
Level 5	33,3 %	25 %	N/A	Random sampling
Level 6	66,6 %	12,5 %	N/A	Random sampling
PPL				
Date: February 18 th , 2008				
Indicate number of PPLs involved in international operations	38	Briefly describe the method of Assessment of level of proficiency	Random sampling	

Date: February 18 th , 2008					
Controllers involved in international operations	Aerodrome	Approach	Area	Student	Method of Assessment of level of Proficiency
Level 3 and below	100 %	100 %	100 %	-----	Random sampling
Level 4	-----	-----	-----	-----	-----
Level 5	-----	-----	-----	-----	-----
Level 6	-----	-----	-----	-----	-----

*Note: Pilot and Air Traffic Controller's Training and testing are conducted in English.
All Radio Telephony Communications in Suriname are in English.*

Table 3 – Language Proficiency Training Programmes

Language Training will be provided through: (Check all that apply)	
Air Navigation Service Provider	✓
Air Operator/Airline	✓
Educational Institutions	<input type="checkbox"/>
Private organizations	<input 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 ✓	If no, expected date of establishment: Language Test for Aviation offered by a private organization shall be endorsed by the CASAS and test delivery shall commence not later than October 1 st , 2008
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Pilots		
The Language Proficiency Assessment was/is will be developed by:		
Civil Aviation Authority		<input type="checkbox"/>
Air Operator		<input type="checkbox"/>
Educational Institution		<input type="checkbox"/>
Private Organization		✓
<i>Optionally, indicate the private organization used</i>		
The Language Proficiency Assessment was/is will be administered by:		
Civil Aviation Authority		✓
		Language Test for Aviation shall be conducted in cooperation with a private organization. These tests will be delivered at the CASAS test center. A CASAS examiner which will be accredited by the private institution

	shall administer the test. The test shall subsequently be rated locally by two accredited raters.
Air Operator	<input type="checkbox"/>
Educational Institution	<input type="checkbox"/>
Private Organization	<input type="checkbox"/>
<i>Optionally, indicate the private organization used</i>	

Controllers	
The Language Proficiency Assessment was/is will be developed by:	
Civil Aviation Authority	<input type="checkbox"/>
Air Navigation Service Provider	<input type="checkbox"/>
Educational Institution	<input type="checkbox"/>
Private Organization	<input checked="" type="checkbox"/>
<i>Optionally, indicate the private organization used</i>	
The Language Proficiency Assessment was/is will be administered by:	
Civil Aviation Authority	<input checked="" type="checkbox"/>
	Language Test for Aviation shall be conducted in cooperation with a private organization. These tests will be delivered at the CASAS test center. A CASAS examiner which will be accredited by the private institution shall administer the test. The test shall subsequently be rated locally by two accredited raters.
Air Navigation Service Provider	<input type="checkbox"/>
Educational Institution	<input type="checkbox"/>
Private Organization	<input type="checkbox"/>
<i>Optionally, indicate the private organization used</i>	

Table 5 – Interim Measures to Mitigate the Risk

Pilots (International Operations)	2008	2009	2010
Commercial multi-pilot operations	<ul style="list-style-type: none"> • Increase safety oversight • Crew pairing based on language proficiency • Special emphasis on language proficiency during route check/ check ride • Restriction on foreign air operators from states that: <ul style="list-style-type: none"> - do not comply with ICAO Language Proficiency requirements; - have not submitted their language proficiency implementation plan to ICAO; - have submitted a Language Proficiency implementation plan to ICAO which Suriname finds unacceptable; • Training and Testing done in English • All R/T done in English use of std. phraseology • Readback & confirmation technology • English is thought from elementary school as a mandatory foreign language in Suriname. 	N/A	N/A

General aviation multi-pilot operations	Same as above	N/A	N/A
Commercial single pilot operations	Same as above, except for crew pairing	N/A	N/A
General Aviation single-pilot operations	Same as above, except for crew pairing	N/A	N/A
Controllers	<ul style="list-style-type: none"> • All R/T done in English use of std. phraseology • Readback & confirmation technology • ATS QA program • Increase safety oversight • Training and Testing done in English • English is thought from elementary school as a mandatory foreign language in Suriname. 	N/A	N/A
Aeronautical Station Operators	N/A	N/A	N/A