

CIVIL AVIATION AUTHORITY OF MONGOLIA

*UPDATED IMPLEMENTATION PLAN OF ICAO
LANGUAGE PROFICIENCY REQUIREMENTS*

37th Session of the Assembly-Resolution A37-10

2012

1. National Regulatory Framework

The Language Proficiency Requirements used for Radiotelephony are included in several regulatory documents, the effective date and file number indicated in the table below:

Focal Point Information				
Name		ALTANTSOM Baldandorj		
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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 been established.
Annex 1	1.2.9.1	MCAR 61.11		
	1.2.9.2	MCAR 65.27		
	1.2.9.4, Appendix 1, Attachment A	MCAR 61.11 MCAR 65.27		
	1.2.9.6	MCAR 65.27		
	1.2.9.7 (Recommended Practice)	MCAR 65.27		
	5.1.1.2 XIII)	MCAR 172		
Annex 6	Part I- 3.1.8	MCAR 121.7 MCAR 125.5 MCAR 135.6		
	Part III- 1.1.3	MCAR 135.6		
Annex 10, Volume II	5.1.1.1	MCAR 172		
	5.2.1.2.1	MCAR 172		
	5.2.1.2.2	MCAR 172		
	5.2.1.2.3	MCAR 172		
Annex 11	2.29.1	MCAR 172		
	2.29.2	MCAR 172		

MCAR 61	Pilot Licenses and Ratings
MCAR 65	Air Traffic Services Personnel Licenses and Ratings
MCAR 121	Air Operations - Large Airplanes
MCAR 125	Air Operations - Medium Airplanes
MCAR 135	Air Operations - Helicopters and Small Airplanes
MCAR 172	Air Traffic Service Organizations - Certification

2.Estimate of National level of Implementation

Civil Aviation Authority of Mongolia has conducted the language benchmarking tests to define English language proficiency in pursuance with ICAO requirements since 2005 and according to the benchmark test results both controllers and pilots have been trained in appropriate language courses. The licensing test has been conducted several times and the results are given below.

PILOTS

Pilots involved in international operations	ATPL+CPL+MPL		Assessment method of proficiency level
Level 3 and below	11		TEAP test consists of a 25-30-minute interview which comprises four parts: Part 1. The introduction Part 2. Non-standard incident Part 3. Radio telephony and informal situations Part 4. Long report (monologue) This is a test of candidates' listening and speaking skills. It does not test of their decision making skills.
Level 4	35		
Level 5	8		
Level 6	2		
PPL			
Indicate number of PPLs involved in international operations	We do not have PPLs involved in international operations		

**Total number of Pilots involved in international operations - 56 Pilots
with Level 4 and above of language proficiency - 45 (80.3%)**

AIR TRAFFIC CONTROLLERS

Controllers involved in international operations	Aerodrome and Approach	Area	Student	Assessment method of proficiency level
Level 3 and below			21	TEAP test consists of a 25-30-minute interview which comprises four parts:

				Part 1. The introduction
Level 4	10	47	17	Part 2. Non-standard incident
Level 5	1	12	-	Part 3. Radio telephony and informal situations
Level 6	-	-	-	Part 4. Long report (monologue) This is a test of candidates' listening and speaking skills. It does not test of their decision making skills.

The licensing test results according to ICAO scale:

Level 4 or above: 87 ATCOs

Level 3: 20ATCOs

Total number of active ATCOs involved in international operations - **70** ATCOs with

Level 4 and above of language proficiency - **70** (100%)

Pilots and ATCOs who have not reached ICAO Level 4 so far shall be tested quarterly till December 2012. It refers to the students as well.

The implementation plan will be updated and amended according to the results of further tests shortly.

3. Language proficiency training programs

From September 2010 to January 2012 the National Air Traffic Services Division as well as two other airlines conducted an Aviation English Language training for their air traffic controllers and pilots at 'Sky Talk" specialized aviation training center, Ulaanbaatar, Mongolia. A national airline MIAT - Mongolian Airlines conducted language proficiency trainings for the pilots engaged on international navigation at the Australian RMIT English Worldwide language course and the Aviation Training centre at Florida Technological Institute, USA.

State oversight of aviation language training has been established. Yes R No	If no, expected date of establishment:
Language Training will be provided through:	
Air Navigation Service Provider R	
Air Operator/ Airline R	
Educational Institutions R	
Private organizations R	

The further trainings for pilots and air traffic controllers will be conducted at specialized national and foreign aviation English training centers in accordance with programs approved by the Civil Aviation Authority of Mongolia

4. Language Proficiency Assessment (or Testing) for Licensing Purposes

State oversight of aviation language assessment has been established. - Yes

State oversight of aviation English language assessment was conducted in February, 2011

Formal evaluation of personnel who have demonstrated level 4 and level 5 has started- Yes

Pilots	
The Language Proficiency Assessment was developed by:	
Civil Aviation Authority	
Air Operator/ Airline	
Educational Institution	√Anglo-Continental Educational Group, UK
Private Organization	
The Language Proficiency Assessment was administrated by:	
Civil Aviation Authority	√
Air Operator/ Airline	
Educational Institution	V Anglo-Continental Educational Group, UK
Private Organization	

Controllers	
The Language Proficiency Assessment was developed by:	
Civil Aviation Authority	√
Air Navigation Service Provider	
Educational Institution	V Anglo-Continental Educational Group, UK
Private Organization	
The Language Proficiency Assessment was administrated by:	
Civil Aviation Authority	√
Air Navigation Service Provider	
Educational Institution	√Anglo-Continental Educational Group, UK
Private Organization	

5. Language Proficiency assessment for licensing purposes

	No. of licenses	No. of endorsed licenses under Annex 1, paragraph 5.1.1.2, XIII for LPRs	No. of endorsed licenses under Article 39 b) of the Chicago Convention for LPRs
ATPL+CPL+MPL	56	45	45
PPL	We do not have PPLs involved in international operations.		
	No. of licensed or unlicensed personnel as appropriate	No. of endorsed licenses under Annex 1, paragraph 5.1.1.2, XIII or equivalent record for unlicensed personnel for LPRs	No. of endorsed licenses under Article 39 b) of the Chicago Convention for LPRs
Controllers	70	70	70
Aeronautical station operators		ASO have not been tested yet.	

6. Interim measures to mitigate the risk

As the current situation of LPRs implementation has not complied yet just for pilots , so Mongolia has to send it's implementation plan . A training plan for LPR implementation will be developed furtherly to bring pilots and controllers to level 4 which includes compulsory and specialized language trainings.

CAA of Mongolia has the following policies regarding the language issues:

- Continuous training program will be established to maintain the required level of LP for controllers and pilots involved in international operations
- Quarterly evaluation will be conducted for language proficiency of pilots and controllers.
- After March 05, 2012, licenses of controllers who are below level 4 were restricted.
- Shift-teams were organized with 100% of air controllers at Operational level 4.

-Present student controllers and pilots will be required to attain level 4 in order to be licensed.

-Employment requirements for controller and pilot applicants will include **Operational Level 4.**

-The Implementation Plan for ICAO language proficiency in Mongolia makes provision for continuation of intensive training course of English for aviation personnel.

7. Miscellaneous

The implementation plan will be updated quarterly until the full compliance.