



DG DIRECTIVE 09-2016

Issued: 19th June 2016

SUBJECT:

ENGLISH LANGUAGE PROFICIENCY TRAINING AND ASSESSMENT BODIES

APPLICABILITY:

This DG DIRECTIVE applies to all English Language Proficiency assessment bodies accepted by the GCAA to conduct English Language Proficiency assessment for the issuance of a Flight Crew licence requiring an English Language Proficiency (ELP); or an Air Traffic Controller licence requiring an ELP.

This DG DIRECTIVE also provides essential information to Aircraft Operators, Approved Training Organisations, Air Traffic Control Units, applicants for a Flight Crew licence (hereafter called "Pilots") requiring English language assessment and applicants for an Air Traffic Controller licence requiring English language assessment (hereafter called "Air Traffic Controllers").

This DG DIRECTIVE complements CAR-FCL and CAR PART VIII Subpart 4. In case of contradiction with a provision of CAR-FCL or CAR PART VIII Subpart 4, this DG DIRECTIVE will supersede that provision.

EFFECTIVE DATE:

1st January 2017

PURPOSE:

The purpose of this DG directive is to:

1. require all English Language assessment bodies accepted by the GCAA to comply with applicable requirement for each type of licence (i.e. requirement FCL.055(b) of CAR-FCL and its associated AMCs and ICAO Doc. 9835) before 1st January 2017;
2. inform Aircraft operators and applicants for a Flight Crew licence requiring English Language Proficiency about the means of assessment acceptable to the GCAA from 1st January 2017;
3. inform Air Traffic Control Units and applicants for an Air Traffic Controller licence about the means of assessment acceptable to the GCAA from 1st January 2017; and
4. inform Holders of a Flight Crew licence or Air Traffic Controller Licence endorsed with ELP 6 prior to 1st January 2017 about the obligation to be re-assessed as per the standard prescribed in this DG DIRECTIVE by 1st January 2019.



BACKGROUND:

A lack of English language proficiency among pilots and air traffic controllers has been identified as a contributory factor to aviation accidents and incidents. Subsequent to the ICAO 32nd Assembly in 1998, ICAO considered English language proficiency, and strengthened relevant provisions of ICAO Annex 1 — Personnel Licensing and ICAO Annex 10 — Aeronautical Telecommunications.

Contracting States were obliged to take steps to ensure pilots and air traffic controllers are proficient in speaking and understanding the English language by 5 March 2008. Research indicates many States are not progressing at an acceptable pace with respect to timely implementation of language training.

Despite the advent of CAR-FCL which has the particularity to introduce an English proficiency assessment method in line with the ICAO Doc 9835 (i.e. requirement FCL.055), the GCAA remains concerned about its effective implementation within the UAE aviation system.

Therefore, the GCAA has decided to take a different approach towards organisations conducting English language assessment for applicants seeking a Flight Crew licence or an Air Traffic Controller licence to ensure they comply with AMC1 and AMC2 to requirement FCL.055 of CAR-FCL or ICAO Doc. 9835 at minimum.

REQUIREMENTS:

No person shall be assigned an ELP 4 or more unless he has demonstrated compliance with the following safety objectives:

- communicate effectively in voice-only and face-to-face situations;
- communicate on common and work related topics with accuracy and clarity;
- use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;
- handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
- use a dialect or accent which is intelligible to the aeronautical community.

The above safety objectives may be achieved by implementing the following means of compliance:

1. For Pilot licences:

- Items (a) to (l) of AMC1 to requirement FCL.055 describe the assessment elements, method, requirements and objectives.



- Item (m) of AMC1 to requirement FCL.055 requires concerned bodies to appoint suitably trained and qualified persons as assessors. An English native language instructor or trainer does not necessarily qualify as an English Level Proficiency assessor. Assessors are to be either aviation specialists or language specialists with additional aviation related training.
 - Item (n) of AMC1 to requirement FCL.055 requires the language assessment body to have a management system and quality system to ensure compliance with, and adequacy of assessment requirements, standards and procedures. In addition, the language assessment shall be independent of the language training.
2. For Air Traffic Controller licences:
- ICAO Doc 9835 must be used as guidance by assessors to achieve their assessment role and ensure compliance with the safety objectives. ICAO Doc 9835 is the manual of implementation of ICAO language proficiency requirements and contains guidelines for assessment, checklists for language testing and training methods.

Mandatory Requirement 1:

- a) *From 1st January 2017, no organisation shall assess an applicant for an ELP to be endorsed on an UAE licence unless it holds a specific approval as an ELP Training Organisation (TO) authorised to conduct ELP assessment and provide English Language training.*
- b) *An ELP TO may be approved to provide assessment and training for Pilots, Air Traffic Controller, or combination of both unless its assessment and training system includes the appropriate syllabus and methods, and appropriate and qualified personnel (i.e. instructors and assessors).*
- c) *An ELP TO shall ensure that its procedures and processes ensure that an ELP Certificate is rendered valid after it has been endorsed by the GCAA.*
- d) *The ELP TO's approval shall remain valid for a maximum period of five years subject to:*
 - (1) *the organisation remaining in compliance with the Law and applicable relevant regulatory requirements including CAR PART III Chapter 9, and this DG DIRECTIVE;*
 - (2) *the GCAA being granted access to the organisation to determine continued compliance;*
 - and*
 - (4) *the associated fee has been paid; and*
 - (3) *the certificate not being surrendered or revoked.*

Mandatory Requirement 2:

From 1st January 2017, English Language Proficiency (ELP) assessments conducted by organisations not compliant with Mandatory Requirement 1 or showing unresolved concerns within their system against the safety objectives of requirement FCL.055(b) or ICAO Doc 9835 will be denied at the time of application for endorsement of the ELP (CAR-FCL or Appendix 3 of CAR PART VIII Subpart 4 refers).



Mandatory Requirement 3:

- a) *From 1st January 2017, licences with an ELP 6 endorsement issued by a foreign State shall not be converted into ELP 6 unless the assessment has been conducted by an organisation approved by the GCAA.*
- b) *Notwithstanding paragraph (a) above, those licences shall be converted as CAR-FCL or CAR PART VIII Subpart 4 with ELP 4 endorsement.*

Mandatory Requirement 4:

Before 1st January 2019, Holders of UAE licences endorsed, before 1st January 2017, with ELP 6 shall:

- *have their English Language Proficiency re-assessed by an approved organisation; and*
- *provide such evidence to the GCAA.*

This requirement does not apply to Holders of UAE licences assessed by organisations approved as ELP TO prior to 1st January 2017.

CONTACTS:

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