



Flight Safety Notification

General

Flight Safety Notifications (FSNs) are not mandatory in nature, but provide means such as guidance, methods, procedures and practices acceptable to the Authority for complying with regulations and other requirements in a systematic manner. These are not necessarily the only means of compliance. FSNs may also contain explanations of regulations, other guidance material, best practices or information useful to the aviation community. Unless incorporated into a regulation by reference, FSNs are not regulatory and do not create or change a regulatory requirement. A change of a regulatory requirement may come in the form of a Directive. A Flight Safety Notification is not a Directive.

Procedures Related to Language Proficiency

Assessments

Purpose

This FSN is issued to specify the procedure for compliance with the International Civil Aviation Organization Language Proficiency Requirements as stated in Annex 1 to the Convention on International Civil Aviation.

References

Annex 1 to the Convention on International Civil Aviation, 13th Edition, Appendix 1 and Attachment A.

Civil Aviation Regulations, 2012, Regulations 206(7)(a); 209(1)(f) and Eighth Schedule, paragraphs 8.050(d), 8.165(b)(4), 8.487(a)(2), 8.627(2), 8.662(2).

Civil Aviation (English Language Proficiency Requirements) Directive, 2022

Applicability

This Flight Safety Notification applies to the following airmen:

1. Air traffic controllers
2. Flight information officers
3. Student pilots of aeroplanes, helicopters, powered lift and airships
4. Private pilots of aeroplanes, helicopters, powered lift and airships
5. Commercial pilots of aeroplanes, helicopters, powered lift and airships
6. Airline transport pilots of aeroplanes & helicopters

7. Aeronautical Station Operator
8. Remote pilots of aeroplanes, airship, gliders, rotorcraft, powered lift or free balloon
9. Ultra-light/light sport pilots
10. Flight Dispatchers

Note: Previous licence holders whose licences were initially issued by the Jamaica Civil Aviation Authority and have been endorsed with Level 6 proficiency are exempt from this requirement.

Effectivity

This mandatory action becomes effective January 1, 2023.

Background

Since March 5, 2008, the International Civil Aviation Organization (ICAO) has required pilots and air traffic controllers to demonstrate language proficiency based on the ICAO holistic descriptors and the language proficiency rating scale detailed in Annex 1 to the Convention on International Civil Aviation. ICAO, having recognized that many Contracting States were unable to meet this deadline, extended the period for States to become compliant to March 5, 2011. In the interim, States were allowed to provide endorsements to licensees to continue to operate without meeting the language proficiency requirement.

In 2012, the Civil Aviation Regulations, 2012 (the Regulations) were amended to include the provision for air traffic controllers and pilots to demonstrate language proficiency. However, no procedure is prescribed in the Regulations to ensure that a language proficiency assessment is conducted in accordance with the Language Proficiency Requirements of Annex 1. This FSN in conjunction with the Civil Aviation (English Language Proficiency Requirements) Directive, 2022 seeks to ensure that a formal method of assessment is undertaken to meet this requirement.

Action

At the effective date of the Directive, all applicants for the issuance of an initial licence for the categories listed above, shall demonstrate English language proficiency in the presence of a qualified Rater at the **ICAO Expert Level (Level 6)** to satisfy the language proficiency requirements of the Regulations. If the applicant demonstrates English language proficiency at either the ICAO Operational Level (Level 4) or the Extended Level (Level 5), the applicant may apply for an exemption from the specific Regulations.

Applicable airmen seeking conversion or validation of licences must present a foreign licence verifiable by the issuing ICAO Contracting State and upon which shall appear an endorsement of

English language proficiency indicating the level attained. Applicants whose licences are endorsed with English language proficiency without a depiction of the specific level attained, will be considered proficient at ICAO Operational Level (Level 4) and are eligible to also apply for an exemption from the specific Regulations.

English Language Proficiency certification on its own, must also be verifiable by the Civil Aviation Authority of an ICAO Contracting State. These requirements apply to all category of airmen listed in the applicability section above.

This mandatory action is issued pursuant to the Civil Aviation Regulations, 2012, Regulation 5, paragraph (6).

Assessment of Language Proficiency

In keeping with ICAO's Standards and Recommended Practices, the Jamaica Civil Aviation Authority (the Authority) will utilize a structured assessment process to determine the English Language Proficiency of all airmen to whom this Directive applies. The assessment will include one of the following:

- 1) The English for Aviation Test (EFAT) administered either by a qualified rater at the Authority, or by an external entity so designated by the Authority, to conduct the test on the Authority's behalf, or
- 2) An Assessment event by way of an interview with an approved rater at the Authority for an applicant who is considered a probable Expert speaker, provided that the applicant meets the requirements listed under the heading, "probable expert speakers."

The English for Aviation Test will assess a candidate's level of proficiency to:

- 1) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;
- 2) communicate on common, concrete and work-related topics with accuracy and clarity;
- 3) use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings. (for example, to check, confirm or clarify information in a general or work-related context);
- 4) handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
- 5) use a dialect or accent which is intelligible to the aeronautical community.

Each candidate will be rated in the following six (6) areas:

1. Pronunciation
2. Structure
3. Vocabulary
4. Fluency
5. Comprehension
6. Interaction

Each area will be rated according to the ICAO Language Proficiency Rating Scale. The candidate's overall assessment will be the lowest rating received in any of the six (6) areas.

The range of ratings are listed in the table below.

| | |
|---------|-----------------|
| Level 1 | Pre-elementary |
| Level 2 | Elementary |
| Level 3 | Pre-operational |
| Level 4 | Operational |
| Level 5 | Extended |
| Level 6 | Expert |

If after sitting the English for Aviation Test (EFAT), the applicant does not attain expert Level 6, he/she will not be issued an airman licence/permit under the Regulations, unless such applicant has been granted an exemption. An exemption may be granted pursuant to Regulation 86, where the applicant attains English Language Proficiency Level 4 or 5.

Applicants who have been assessed at the Operational Level (Level 4) shall be evaluated at least once every three years.

Applicants who have been assessed at the Extended Level (Level 5) shall be evaluated at least once every six years.

No additional assessment is required for applicants who demonstrate English Language Proficiency at the Expert Level (Level 6).

Probable Expert Speakers

Jamaican residents and other residents of English-speaking countries are presumed 'expert' speakers of English and will be given the privilege of an assessment event to demonstrate English Language proficiency. To qualify for the assessment event, the applicant shall meet at least two of the following:

1. The Applicant is Jamaican and has resided in Jamaica for the last 5 years or resided in a country where the first language is English, for a period of 5 years immediately preceding the application.
2. The Applicant has completed secondary education in an English-speaking country.
3. The Applicant has obtained a certificate from the Caribbean Examination Council in English Language at Grade 1, 2 or 3, or an equivalent qualification.
4. The Applicant has completed his/her aviation training programme in English.

Where an applicant fails to demonstrate expert level by way of an assessment event, the applicant must sit the English for Aviation Test (EFAT).

Appeal

An applicant who believes that the rating given is not a true reflection of his/her proficiency level may appeal to the Authority, in writing, within fourteen (14) working days of the first sitting of the EFAT/assessment event. If the appeal is granted, the review of the EFAT/assessment event will be conducted by an independent Rater. The rating given by the independent Rater will be the final rating assigned.

The Authority will communicate result of the appeal in writing to the applicant within thirty (30) days of receipt of the formal application for appeal.

Fees**Fees for English for Aviation Tests and Assessment Events Conducted Internally**

Pursuant to the Civil Aviation Regulations, 2012 Twenty Second Schedule, Table 4, Item number 22, the costs for language proficiency tests and assessment events will be applied at a reduced cost as follows:

Conduct of an oral examination for a licence or rating (including permits)

- | | |
|-------------------------|-----------|
| (a) First attempt | US\$50.00 |
| (b) Subsequent attempts | US\$50.00 |

Fees for Language Proficiency Tests conducted by an External Entity

Fees will be determined by the external entity.

Approved by: _____



Date: (01/Dec/2022)

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for Director-General of Civil Aviation
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