GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
Opposite Safdarjung Airport, New Delhi-110003

CIVIL AVIATION REQUIREMENT
SECTION 7 – FLIGHT CREW STANDARDS TRAINING AND LICENSINGSERIES G PART III
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Subject: Aviation English Language proficiency – Training, Test and Certification

1. Introduction:

1.1 Clause 6A of Section A of Schedule II of the Aircraft Rules 1937, requires that an applicant of a Private Pilot's Licence (Aeroplanes/ Helicopters), Commercial Pilot Licence (Aeroplanes/ Helicopters), Airline Transport Pilot's Licence (Aeroplanes/ Helicopters), Flight Engineer's licence, Flight Navigator's licence,and Pilot's Licence (Microlight aircraft/Light sport aircraft/Gyroplanes) shall have the ability to speak and understand the English language used forradiotelephony communications to the level of proficiency specified by the Director General.

1.2 Further,Clause 10 of Section A of Schedule III of the Aircraft Rules 1937, also requires that an applicant of a Student Air Traffic Controller's Licence or Air Traffic Controller's Licence shall have the ability to speak and understand the Englishlanguage used for radiotelephony communications to the level of proficiency specified by the Director General.

1.3 The said rules further stipulate that the level of proficiency shall be evaluated in accordance with the procedures specified by the Director General and shall be indicated on the license.

1.4 This Civil Aviation Requirement (CAR) is issued under the provisions of Rule 133A of the Aircraft Rules 1937 and lays down the procedures for Training, Test and Certification of Aviation English Language proficiency.

2. Applicability

2.1 The CAR is applicable to an applicant/ holder of a:

(i) Private Pilot's Licence (Aeroplanes);
(ii) Private Pilot's Licence (Helicopters);
(iii) Commercial Pilot's Licence (Aeroplanes);
(iv) Commercial Pilot's Licence (Helicopters);
(v) Airline Transport Pilot's Licence (Aeroplanes);
(vi) Airline Transport Pilot's Licence (Helicopters);
(vii) Flight Engineer's Licence;
(viii) Flight Navigator's Licence;
(ix) Pilot's Licence (Microlight aircraft/Light sport aircraft/Gyroplanes);
(x) Student Air Traffic Controller's Licence;
(xi) Air Traffic Controller's Licence; and
(x) Aeronautical Station Operators.

2.2 This CAR is also applicable to DGCA approved Aviation English Language Proficiency (AELP) Training & Testing Organisations and their Post Holders/test takers.

3. Definitions

Descriptor. A brief description accompanying a band on a rating scale, which summarizes the degree of proficiency or type of performance expected of a candidate to achieve that particular score. The band may contain several descriptors.

Interlocutor. A suitably qualified and trained person with whom a candidate interacts during a test in order to complete a speaking task.

Language proficiency skills. The knowledge and abilities which impact on the capacity of a given individual to communicate spontaneously, accurately, intelligibly, meaningfully and appropriately in a given language.

Operational rater or Operational assessor. A rater/assessor whose assessment will focus not only on the linguistic features of a candidate's performance but also on the appropriateness of a candidate's performance in a test with regard to professional standards and procedures

Rater or **Assessor.** A suitably qualified and trained person who assigns a score to a candidate's performance in a test based on a judgment usually involving the matching of features of the performance to descriptors on a rating scale.

Rating scale. A scale consisting of several ranked categories used for making judgments of performance. They are typically accompanied by band descriptors which make their interpretation clear.

4. General Procedure

4.1 Pilots/ Flight engineers/ flight navigators/ Air Traffic Controllers/ Aeronautical Station operators shall be proficient in speaking and understanding the English language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix B and have endorsed it on their license.

4.2 No Person shall utilize the privileges of his license without the minimum Operational Level 4 endorsed on the license.

4.3 To meet the English language proficiency requirements, an applicant for a license or a license holder shall demonstrate to the Director General, compliance with the holistic descriptors in the Appendix A and with at least ICAO Operational Level 4 of the ICAO Language Proficiency Rating Scale in the Appendix B.

4.4 The ICAO language proficiency requirements apply to speaking and listening proficiency only and do not address the ability to read or write. In assessing a person's language proficiency, it is necessary to analyze individual categories of that person's language use, as well as assess the person's overall ability to communicate in a relevant context.

4.5 In terms of effective aviation communication, it is required the proficient speakers to be able to

4.4.1 Communicate effectively in voice only and in face to face situations;

4.4.2 Communicate on common and work related topics with accuracy and clarity;

4.4.3 Use appropriate communicative strategies, to exchange messages and to recognize and resolve misunderstandings in a general or work related context;

4.4.4 Handle successfully 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

4.4.5 Use a dialect or accent which is intelligible to the aeronautical community.

4.6 Standardized ICAO phraseology retains its importance and should always be used when applicable. However, a finite list of phraseology cannot cover every conceivable situation and thus must be augmented by plain language, especially to describe unusual events or for when clarification or explanation is required.

4.7 English Language Proficiency (Proficient/Level 4 or above) endorsed on the licenses issued by member contracting States of ICAO may be accepted at the time of conversion of such licenses subject to necessary verification. In all such cases, Operational Level 4 only shall be endorsed on the Indian License.

5. Minimum Qualification for English language proficiency test.

A candidate appearing for English Language Proficiency assessment shall meet the following requirements:

(a) **Age: -** He shall be not less than sixteen years of age on the date of application.

(b) **Educational Qualification: -** He shall have passed Class Ten Examination or its equivalent examination from a recognized Board.

(c) **Training: -** Minimum Aviation English training from DGCA Approved organization as specified in Para 6.3 below.

6. Minimum Aviation English Training Requirements for Candidate

6.1 Aviation English Training will seek to address, in a systematic way, the six skills in the ICAO Rating Scale. Training will also aim to go beyond the test and provide the extensive practice that is necessary to consolidate language skills, build confidence and ensure adequate safety margins when operating in stressful conditions

6.2 The primary objective of aviation English training is voice-only communication. The training shall address all six language skill areas specified in the ICAO rating scale (Appendix B) and holistic descriptors i.e. Pronunciation, Structure, Vocabulary, Fluency, Comprehension and Interaction.

6.3 Candidate who need to comply with ICAO Operational Level 4 normally may require between 200 to 400 hours of aviation English language training. However, with respect to speakers to whom English is a second language or non-native language the purpose of the training is with a view to correcting or attenuating unintelligible features of their speech. Therefore, an applicant shall undergo offline/online training from DGCA approved organization in Aviation English for a minimum duration of at least 200 hours before appearing for the English language proficiency test;

Or

An Applicant who has passed English language Exam in Class 10 or 10+2 Examination shall undergo offline/online training from DGCA approved organization in Aviation English language for a minimum duration of at least 30 hours before

appearing for the English language proficiency test subject to applicant having passed all written examinations for issue of Licence.

Note: - Defense Personnel with Flying Experience of 1500 hours and above may be exempted from Aviation English Training.

7. English language proficiency test

7.1 An Applicant shall undergo English language proficiency test by a test team consisting of at least:

(a) Interlocutor; and
(b) At least two member Rater Team comprising of
  (i) Operational Expert; and
  (ii) Language Specialist Expert.

7.2 Role of Testing Team members

7.2.1. The interlocutor will play the role of administrator and is responsible for interaction with the candidate during the test in order to complete the speaking task. He/she is also responsible for conduct and completion of the assessment process.

7.2.2. The two raters shall be responsible for assessing the candidate for aspects of assigning the score to a candidate's performance in a test. A third rater (who is an accepted Rater 2) should be consulted in case of divergent scores.

7.3 The parameters to conduct an assessment shall cover six skill areas of linguistic performance: pronunciation, structure, vocabulary, fluency, comprehension and interactions.

7.4 Further, the holistic descriptors and Rating Scale descriptors as per Appendix A and Appendix B are designed as a frame of reference for trainers and assessors to be able to make consistent judgments about pilot and controller language proficiency. These descriptors are placed at Appendix 'A' and 'B' respectively for reference by the testing team.

7.5 The rating provided by the testing team should be based on the following:-

(i) Rating assigned should be based on spoken language (speaking and listening) and not on reading and writing skills;

(ii) The assessment should have a distinct aeronautical radiotelephony focus, addresses the use of language in a work-related aviation context, voice-only communications, using strategic competences for safe communications in case of complications or unexpected turn of events, and emphasizing intelligibility in an international community of users;

(iii) Operational Level 4 should not target high degrees of grammatical

correctness or native-like pronunciation. Grammar, syntax, vocabulary and

pronunciation should be primarily judged to the extent that they do not interfere with effective oral communication; and

7.4 The final rating shall not be the average or aggregate of the ratings in each of the six ICAO language proficiency skills but the lowest of these six ratings.

7.5 Trainers shall not test candidates/test takers to whom they have imparted language training.

7.6 English language Proficiency tests shall be conducted directly, through face-to-face only at approved address of testing services provider and shall be recorded on audio and video media.

8. Language loss and language maintenance

8.1 The English language proficiency levels and the minimum period of re-evaluation shall be as specified below:

Level	Description	Acceptability	Re-evaluation period
6	Expert	Yes	Re-evaluation not required
5	Extended		Every 6 years
4	Operational		Every 3 years
3	Pre-operational	No	Further training required
2	Elementary		
1	Pre-elementary		

8.2 Candidates whose rating falls below the Operational Level 4 will have to provide evidence of having undergone at least 30 hours of fresh aviation English language offline/online training before appearing for a retest or as recommended by language Specialist Expert Rater of the testing team, whichever is higher. Such recommendations shall clearly enumerate the specific areas of training and duration required.

8.3 Deterioration to some degree in the language proficiency of individuals who do not use their second or foreign language for a long time is a common experience. In view of the above, candidates who appear for renewal of Operational Level 4 or extended Level 5 may obtain a rating below the previous assessment. In all such cases the same will be endorsed on their license.

9. Result Declaration

9.1 The outcome of the operational language assessment should comprise written comments on language performance in each skill area of the ICAO Rating Scale as well as the test result in terms of the demonstrated level of proficiency.

9.2 It will be the responsibility of the Interlocutor of the testing team to ensure that the results are compiled for the assessments undertaken and intimate the result to the applicant within two working days. A consolidated list of the result in soft copies shall be submitted to DGCA HQs and Regional offices

(Licensing Section for Pilots and ATCO Licensing Division for ATCOs) every

fortnight from the authorized email id of the testing service provider.

9.3 It will be the responsibility of the Testing Service Provider to inform DGCA HQ (DTL/ALD) via email in case of the test taker/candidate was found to be assessed below the Operational Level 4.

9.4 Results of testing shall be held in strict confidence and released only to test-takers, their sponsors or employers, and the DGCA, unless test-takers provide written permission to release their results to another person or organization.

10. Appeal Procedure

Applicant who feel their scores are not accurate may request for re-rating of their test. In such cases, the test taker may appeal to DGCA in writing against the rating assessed by the testing team within 30 days from the date of test result declaration. The appeal shall clearly justify the extenuating circumstances that affected the test takers performance. Test-takers who claim that they were having a bad day or were nervous shall not be allowed an appeal since they will need to communicate in operational situations when they are having a bad day or feeling nervous.

11. Endorsement and renewal of English Language Proficiency.

ELP Assessment results i.r.o flight crew candidates shall be forwarded by the concerned AELP Training & Testing organization for initial endorsement to DGCA HQs and renewal of AELP to regional office (s) through the eGCA portal.

For Air Traffic Controllers, an application for endorsement or renewal of AELP shall be made in eGCA -ELP endorsement service by the candidate routed through concerned organization.

Note 1: Applications for issue of license may be submitted with valid ELP irrespective of the date of AELP assessment.

Note 2: For the purpose of renewal of AELP, the date of AELP assessment shall not be earlier than preceding six months from date of expiry of previous ELP validity.

12. Enforcement

In case of violation of this Civil Aviation Requirements (CAR) or associated rules/regulations, concealment or misrepresentation of facts by trainees/test-takers/post-holders, suitable action may be taken by DGCA.

(**Faiz Ahmed Kidwai**)
Director General of Civil Aviation

Appendix A

Holistic descriptors

1. The holistic descriptors in the Rating Scale are designed as a frame ofreference for trainers and assessors to be able to make consistent judgment about pilot's and controller's language proficiency. Each descriptor is explainedbelow.

2. Proficient speakers shall:

   (i) Communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;

   (ii) Communicate on common, concrete and work-related topics with accuracy and clarity;

   (iii) Use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;

   (iv) 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

   (v) Use a dialect or accent which is intelligible to the aeronautical community.

Appendix-B

ICAO LANGUAGE PROFICIENCY RATING SCALE

1.1 Expert, extended and operational levels

LEVEL	*PRONUNCIATION Assumes a dialect and/or accent intelligible to the aeronautical community.*	*STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.*	*VOCABULARY*	*FLUENCY*	*COMPREHENSION*	*INTERACTIONS*
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.
Extended 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/ listener relationship effectively.
Operational 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work- related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunder-standings by checking, confirming, or clarifying.

Levels 1, 2 and 3 are on subsequent page.

1.2 Pre-operational, elementary and pre-elementary levels						
LEVEL	*PRONUNCIATION Assumes a dialect and/or accent intelligible to the aeronautical community.*	*STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.*	*VOCABULARY*	*FLUENCY*	*COMPREHENSION*	*INTERACTIONS*
Levels 4, 5 and 6 are on preceding page.						
Pre-operational 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work- related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.
Elementary 2	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized gram-matical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow and often inappro-priate. Interaction is limited to simple routine exchanges.
Pre-elementary 1	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.

Note.— The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication. Levels 1 through 3 describe Pre-elementary, Elementary, and Preoperational levels of language proficiency, respectively, all of which describe a level of proficiency below the ICAO language proficiency requirement. Levels 5 and 6 describe Extended and Expert levels, at levels of proficiency more advanced than the minimum required Standard. As a whole, the scale will serve as benchmarks for training and testing, and in assisting candidates to attain the ICAO Operational Level (Level 4).

ENGLISH LANGUAGE ASSESSMENT CERTIFICATE

1. PERSONAL DETAILS		
PMR File No.	eGCA Id	
Title	First Name	Last Name
Place of birth		Date of Birth
Country of birth		Nationality
Correspondence address		Permanent address

2. CERTIFICATE OF ENGLISH LANGUAGE ASSESSMENT	
(a) The person named above has demonstrated and been assessed for English Language Proficiency in accordance with requirements given in CAR Section 7 Series 'G' Part III and found to be at least Operational Level (4) as per the ICAO language proficiencyrating scale: Tick as appropriate YES ☐ NO ☐ The demonstrated Level of Proficiency is ☐ *(Specify the demonstrated level 1-6*)*	
Name and Stamp of Approved Organisation DGCA Approval No	Place of Test Assessment Date (dd/mm/yyyy) Valid up to ((dd/mm/yyyy) {for Level 4 & 5} **N/A for level 6**

Interlocutor/ Administrator	Signature	Name	Date

* Level 6 – Expert; Level 5 – Extended; Level 4 – Operational;
Level 3 – Pre-operational; Level 2 – Elementary; Level 1 – Pre-elementary

DGCA File no. **Name of Applicant:**

Assessment Check List * (to be completed **by the Assessor only)**

S.no.	ICAO language proficiency skills	Obtained level (1-6*) in AELP assessment	
		Rater 1	Rater 2
1	Pronunciation intelligible, ease of understanding		
2	Grammatical structure and sentence patterns consistently well controlled		
3	Vocabulary range and accuracy sufficient to communicate effectively		
4	Fluent, natural flow of speech, varies style for emphasis, uses appropriate markers		
5	Comprehension consistently accurate and includes comprehension of linguistic and cultural subtleties		
6	Interacts with ease and responds appropriately to verbal and non-verbal cues		

The demonstrated Level of Proficiency is ☐

Note: - The final score for each test-taker should not be the average or aggregate of the ratings in each of the six ICAO language proficiency skills but the lowest of these six ratings

Recommendations:- (If any)

Role	Rater 1	Rater 2	Interlocutor
Name			
Signature			
Date of Assessment			