CIRCULAR DE INFORMAÇÃO AERONÁUTICA - MOÇAMBIQUE
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PRODEDURES

ENGLISH LANGUAGE PROFICIENCY TEST FOR LICENCE ENDORSEMENT

1. AUTHORITY

1.1. This circular is issued by the Executive Chairman of the Instituto de Aviação Civil de Moçambique (IACM) in pursuance of powers vested in him under Article 19 of Law number 05/2016 of 14 June and Article 12 of Resolution 19/2011 of 30 November.

1.2. This Circular supersedes AIC-International 41/12 of 15 October.

2. PURPOSE

This Advisory Circular is issued to provide guidance, information and procedures required to be followed by applicants of pilot, air traffic control, flight engineer and aeronautical station operator licence in complying with the English Language Proficiency requirements under the Mozambique Civil Aviation Regulations (MOZCAR part 61, 63 & 65).

3. REFERENCES

3.1. MOZCAR part 61, 63 and 65 specifying requirements for English language proficiency for pilot, flight engineer, air traffic control and aeronautical station operator licence holders;

3.2. Various regulations in the MOZCARs specifying speaking and understanding of English language as a requirement for grant of the specific aviation licence;

3.3. MOZCAR part 121, part 127 and part 135 requiring air operators or owner of aircraft to ensure using flight crew who speak and understand the English language;

3.4. MOZCAR part 65 requiring air navigation service providers to ensure using air traffic controllers and aeronautical station operators who speak and understand the English language;

3.5. ICAO Doc 9835 AN/453, Manual on the Implementation of ICAO Language Proficiency Requirements.

4. GUIDANCE INFORMATION

4.1. With effect from 5th March 2008, the holders of pilot, flight engineer, air traffic control and aeronautical station operator licences are required to demonstrate speaking and understanding of English language at or above Operational Level 4 of the Rating scale as established in MOZCAR part 61, 63 and 65.

4.2. IACM has established an acceptable manner for the appropriate licence holders or applicants to demonstrate compliance with the holistic descriptors and the language proficiency level stated in the respective MOZCAR for the licences. The process involves testing using an instrument adopted by IACM for the purpose.

4.3. The six elements of linguistic descriptors, which are considered in the testing are Pronunciation, Structure (grammar), Vocabulary, Fluency, Comprehension and Interactions.

4.4. **The testing serves two purposes:**

4.4.1. It fulfils the MOZCARs requirement for pilots, flight engineers, air traffic controllers and aeronautical station operators to demonstrate language proficiency for safe and efficient radiotelephony communications, and

4.4.2. It provides benchmark to evaluate and determine English language training and learning;

4.5. The above regulatory requirements for English language proficiency implements Annex 1 (Personnel Licencing) to the Chicago Convention Standard 1.2.9.1 to 1.2.9.7. As required by Article 40 of the Chicago Convention, holders of the stated licences who are involved in international operations are required to meet the English language proficiency standards in international operations otherwise states have the right to deny operations by non-conforming flight crew members.

5. TEST INSTRUMENT

5.1. A Test Centre has been established at IACM.

5.2. The TEA Test is a direct face to face interview with three principal tasks and including elements of face to face and voice only communications. Candidates and examiners are paired for the purpose of interview. The examiner acts as both the interlocutor and assessor and manages the interaction by asking questions and providing the task cues for the candidate. Across a series of communicative tasks, both individual and collaborative, a candidate demonstrates the use of spoken English in the interactions with the interlocutor. The task require the candidate to exchange information, negotiate meaning and understanding and produce extended speech within the context of aviation communications, related topics and scenarios. Candidates are assessed on their performance throughout the test according to the criteria contained in the descriptors of the ICAO Language Proficiency Rating scales and the ICAO Holistic Descriptors of operational language proficiency.

5.3. According to ICAO, tests should evaluate speaking and listening skills directly, either through direct interaction or through an audio or videotaped exchange, to meet the requirements of the ICAO language proficiency testing guidelines.

5.4. IACM, with the assistance of Test of English for Aviation (TEA) Ltd of the United Kingdom, has adopted a test instrument that tests both the speaking and listening ability of candidates in one test through an integrated listening component.

5.5. The integrated listening component (Part 2) of the test allows candidates to listen to a number of recorded tests featuring a range of aeronautical communications. The recordings feature a range of aeronautical communications. The recordings include a variety of English accents, both native and non-native speakers. The candidates demonstrate their comprehension of the recordings by their responses to aural prompts for details. The recordings and their accompanying aural prompts are heard only once, though a candidate may request for a replay only once. Candidates are assessed according to the criteria contained in the descriptors for Comprehension listed in the ICAO Language Proficiency Rating Scale and those relating to aural comprehension included in the ICAO Holistic Descriptors of operational language proficiency.

6. ELIGIBILITY

6.1. Holders or applicants of pilot, air traffic control and aeronautical station operator licences are eligible for the test to demonstrate the ability to speak and understand English as required by Regulations.

6.2. Holders of the above licences will be subjected to the TEA Test.

7. GUIDANCE, PROCEDURES

7.1. English Language proficiency testing will be part of examinations for applicants of pilots, air traffic control, flight engineer or aeronautical station operator licences. Thus, there will not be any different application form specially designed for English language testing.

7.2. Employers of current holders of pilot, flight engineer, air traffic control and radio telephone operator licences are responsible for ensuring compliance with this requirement.

8. TESTING AND SCORING PROCEDURES

8.1. Pilots, Air traffic controllers, and aeronautical station operators are tested in context similar to that in which they work. The test content should therefore be relevant to their roles in the work place.

8.2. The test provides the test takers with sufficient and varied opportunities to use plain language in aviation work related context in order to demonstrate their ability with respect to each holistic descriptor in the Language Proficiency Rating scale shown in the relevant MOZCARs.

8.3. The date and time at which the test is taken are by arrangement with the Test Centre. The TEA test takes the form of a direct face to face interview with a qualified and trained examiner.

8.4. The TEA test is conducted in a test location offering appropriate comfort, privacy and quietness. A digital audio player and recorder capable to record in MP3 format is used for the speaking part. For the listening part, a single PC terminal with broadband connection with earphones will be used. The test will take about 30 minutes. At the conclusion of the test, the candidate is thanked for attending, but no indication of the level of achievement is given.

8.5. The test results are typically made available to the candidate within 10 working days of the completion of the test. The test scores provided can be used as evidence of language proficiency as may be required for licence endorsement purposes. The scores are valid, reliable and consistent. Candidates receive level ratings in accordance with the ICAO Language proficiency rating scale from Pre-elementary Level 1 to Expert Level 6. A score is reported for each of the 6 fixtures of language contained in the Rating Scale. The scores achieved in each of the individual features are then reviewed, and the lowest score attained from among the six becomes the overall score or Rating awarded to the candidate. All documentation and records in relation to candidate's performance and assessment are stored securely.
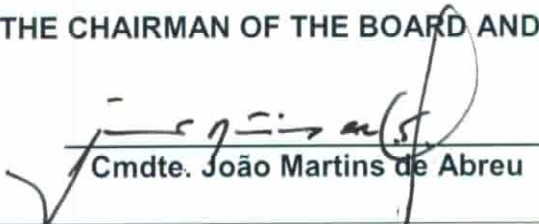
9. RE-SIT AND APPEAL

9.1. A candidate failing to achieve Operational Level 4, depending on the assessment by examiners, will be required to undergo or re-sit Aviation English approved course before allowed to resit.

9.2. A candidate wishing to question the accuracy of a TEA result may apply to the Test Centre for a review of the assessment. The appeal must be received within 28 calendar days of the issue of the results. The review takes the form of an investigation of the original assessment procedure and a re-assessment of the candidate's test materials. An applicant for review will incur a fee equivalent to the full test fee payable at the time of application.

10. RE-EVALUATION

10.1 In conformity with MOZCARs, licence holders who demonstrate proficiency level below Expert Level 6 shall be re-evaluated every 3 years for Operational Level 4 and every 6 years for Extended Level 5.

INSTITUTO DE AVIAÇÃO CIVIL DE MOÇAMBIQUE

THE CHAIRMAN OF THE BOARD AND CEO

Cmdte. João Martins de Abreu