



# Charkhi Dadri Mid-Air Collision (1996)



- November 12, 1996, Aviation History's worst mid-air collision.
- Kazakhstan Airlines Flight 1907 collided with Saudi Arabian Airlines Flight 763
- killing all 349 people on board both planes.
- **Root cause of the disaster was communications difficulties** in the Kazakhstani plane.
- **None of the Kazakhstani flight crew, except the radio operator, understood English.**



# Sustaining Language Proficiency

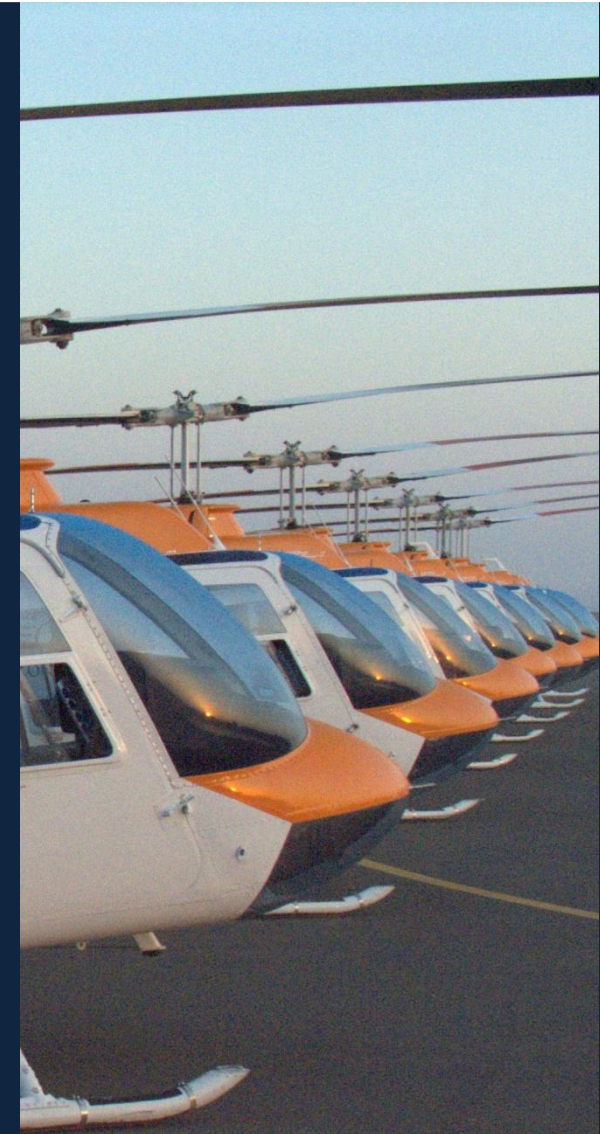
## Pilot's Perspective

By

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**Horizon International Flight Academy**

**UAE**





- **Brief History of Horizon**
- **English Language Proficiency**
- **Horizon's strategies**
- **Conclusion**





# HORIZON AT A GLANCE

- **Owned by Mubadala**
- **Inception in 2002 as a GCAA approved Rotary Wing Training Organization**
- **First batch of RW students graduated in 2003**
- **Fixed Wing Training started in 2007**
- **Total Students (to date) : more than 1500 (RW & FW)**
- **JAR Approval in 2010**
- **EASA Approval June 2015**
- **Approved ISO 9001 : 2008**
- **Aviation English Training and ELP Testing since 2010**
- **ELPAC approval by Euro Control in 2015.**



# Horizon Family



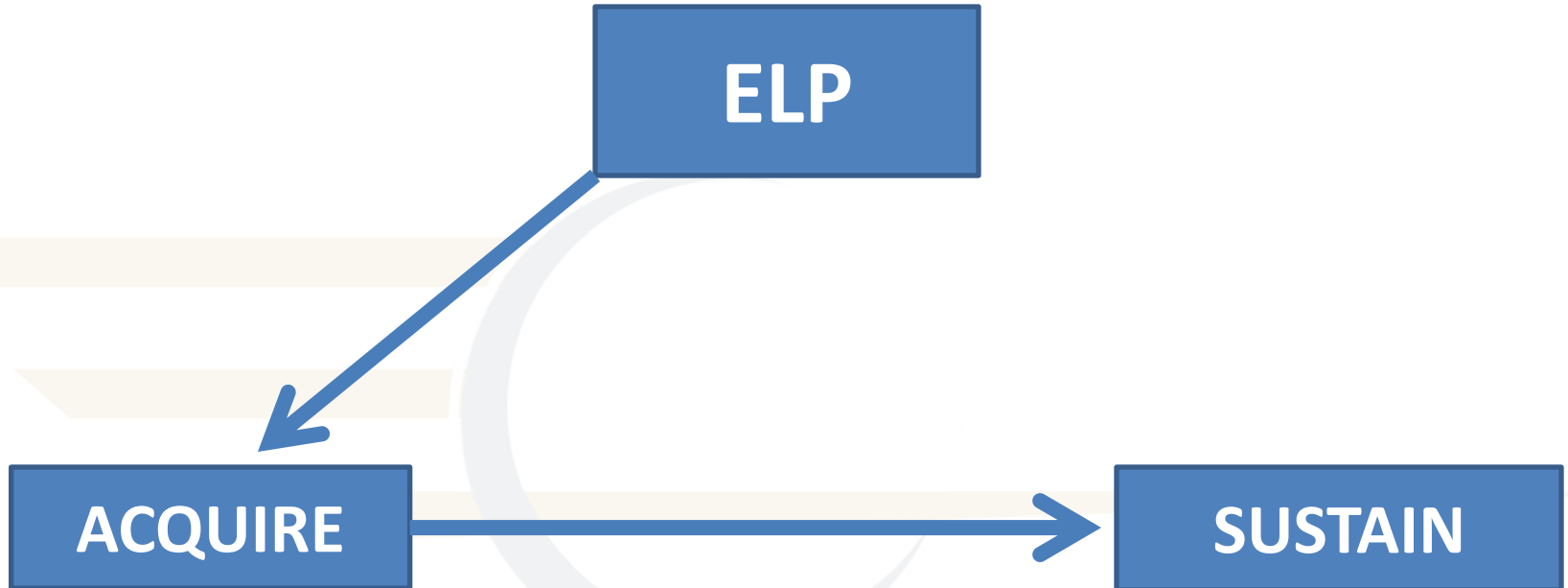


# ELT & ELP TESTING AT HORIZON

- Horizon identified a great demand for ELT in the aviation industry
- Started ELT and ELP testing in 2010
- Evolved into a very important element of Horizon Training.
- Offers Basic English Language Training (ELT) and English for Specific Purposes (ESP) i.e. Aviation English
- Provides ELP testing.

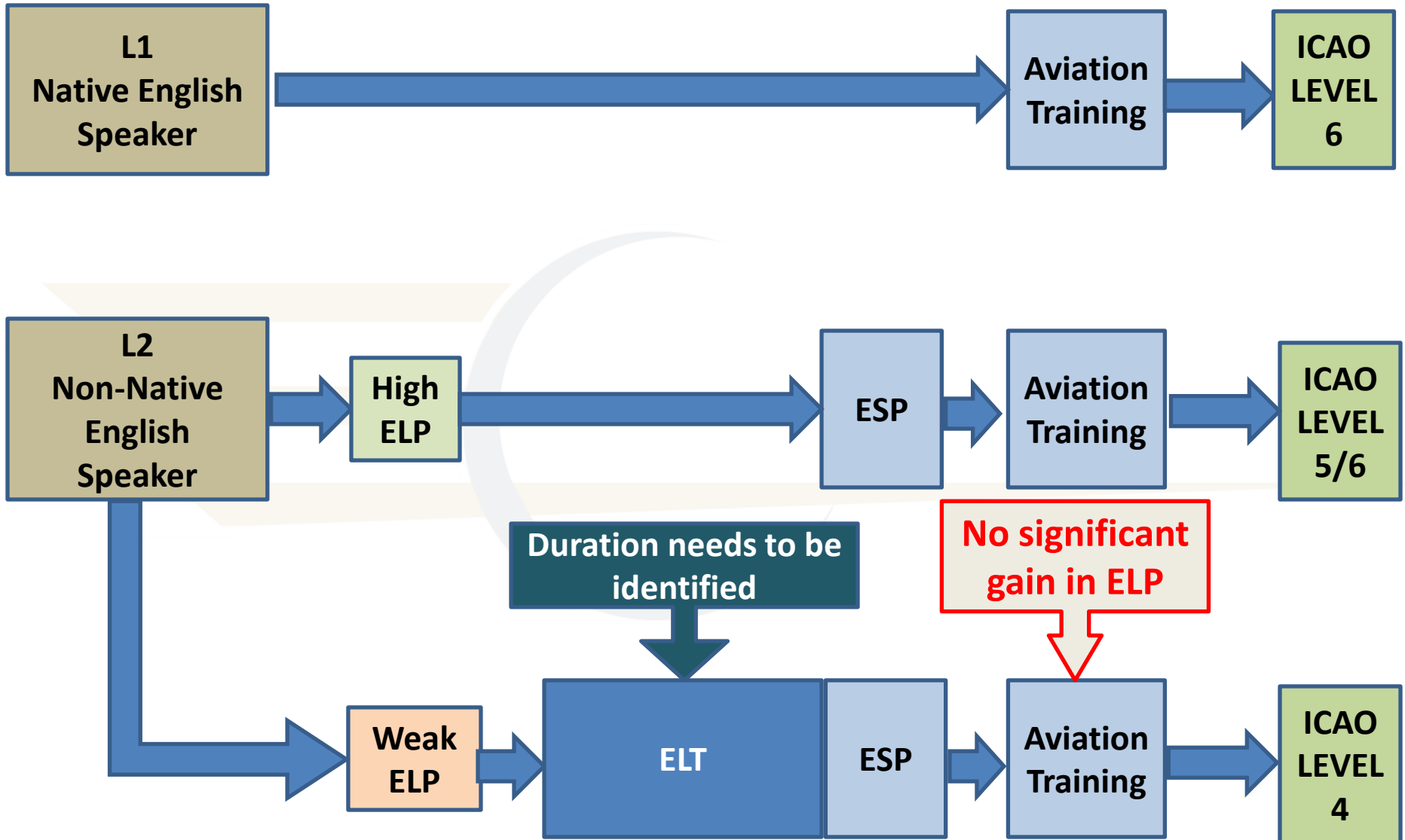


# ENGLISH LANGUAGE PROFICIENCY





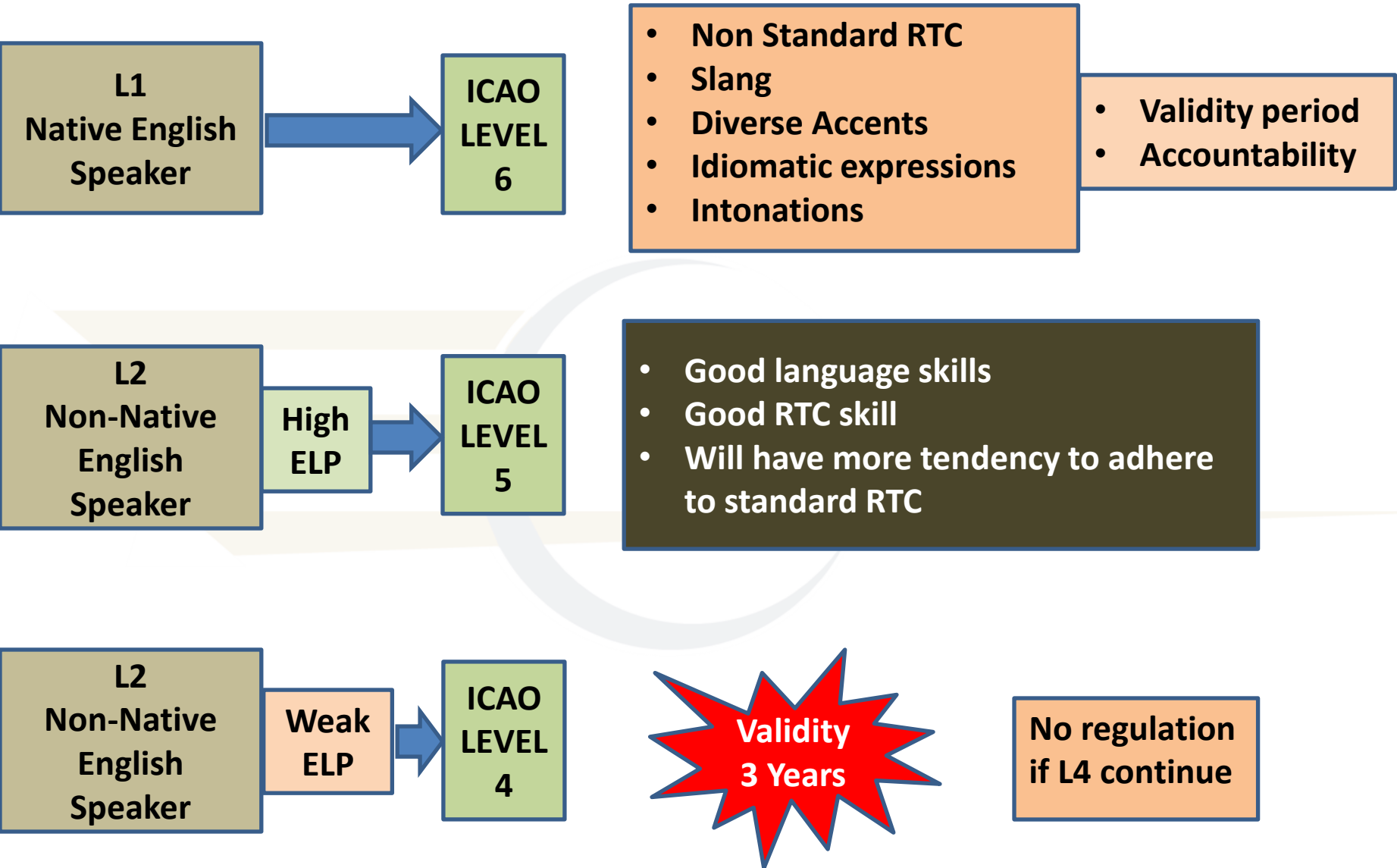
# AQUIRING ELP





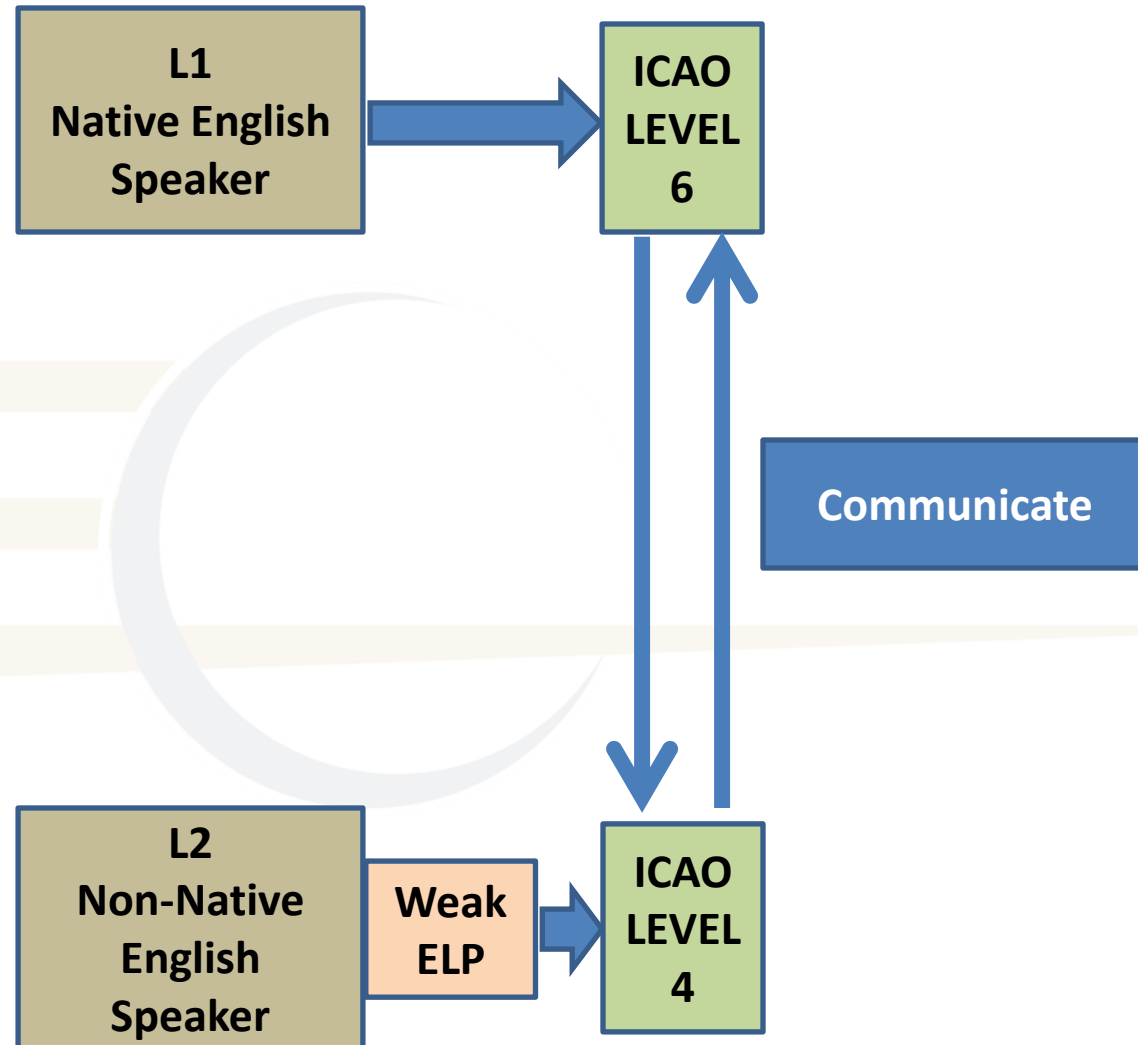


# SUSTAINING ELP





# POTENTIAL PROBLEM



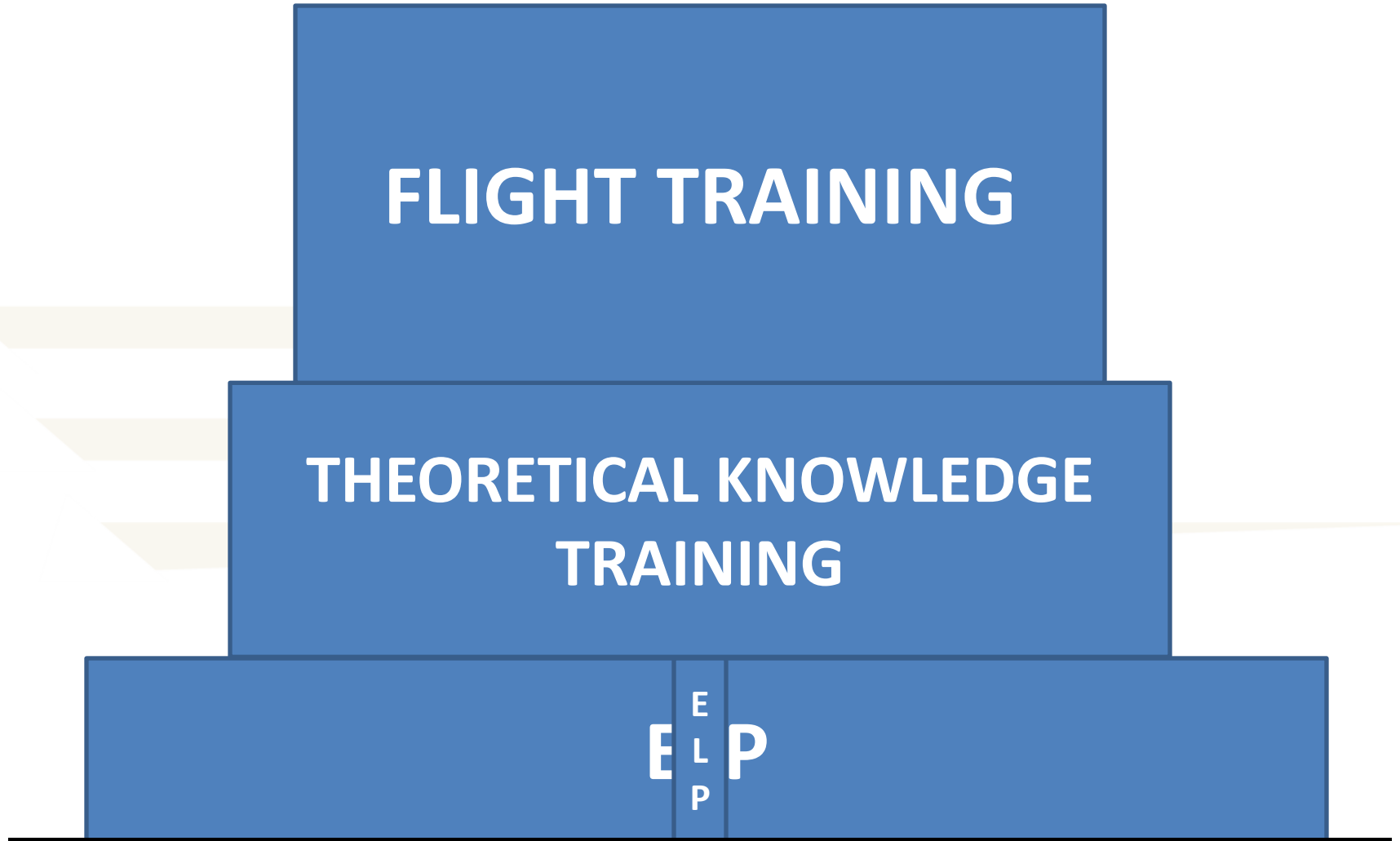


Ground: Air china 981 make a right turn here  
at Juliette, join Alpha, hold short of  
Mike Alpha



**Low ELP poses a potential hazard for safety in terms of:**

- **RTC**
- **Professional Aviation training**
  - **Flight crew**
  - **ATC**
  - **Engineers and Technicians**
  - **Ground handling staff**





## Holistic Perspective

**Design and  
Development**

**Training**

**Testing**



Limitations resulting from mass produced curriculums:

- One size fits all concept
- Aviation English designed to address candidates with higher ELP levels (generally CEFR B1)
- Most programmes do not cater for target demographics and cultural sensitivity.
- Important pre-requisite for ESP: “Needs Analysis” is missing
- Scenario based designs that may not be applicable.
- Most focus on fixed wing



ICAO Doc 9835

Chapter 4

Page 4-9

**Memorization of ICAO phraseologies alone does not constitute language proficiency and aviation English training should not be limited to phraseologies.**





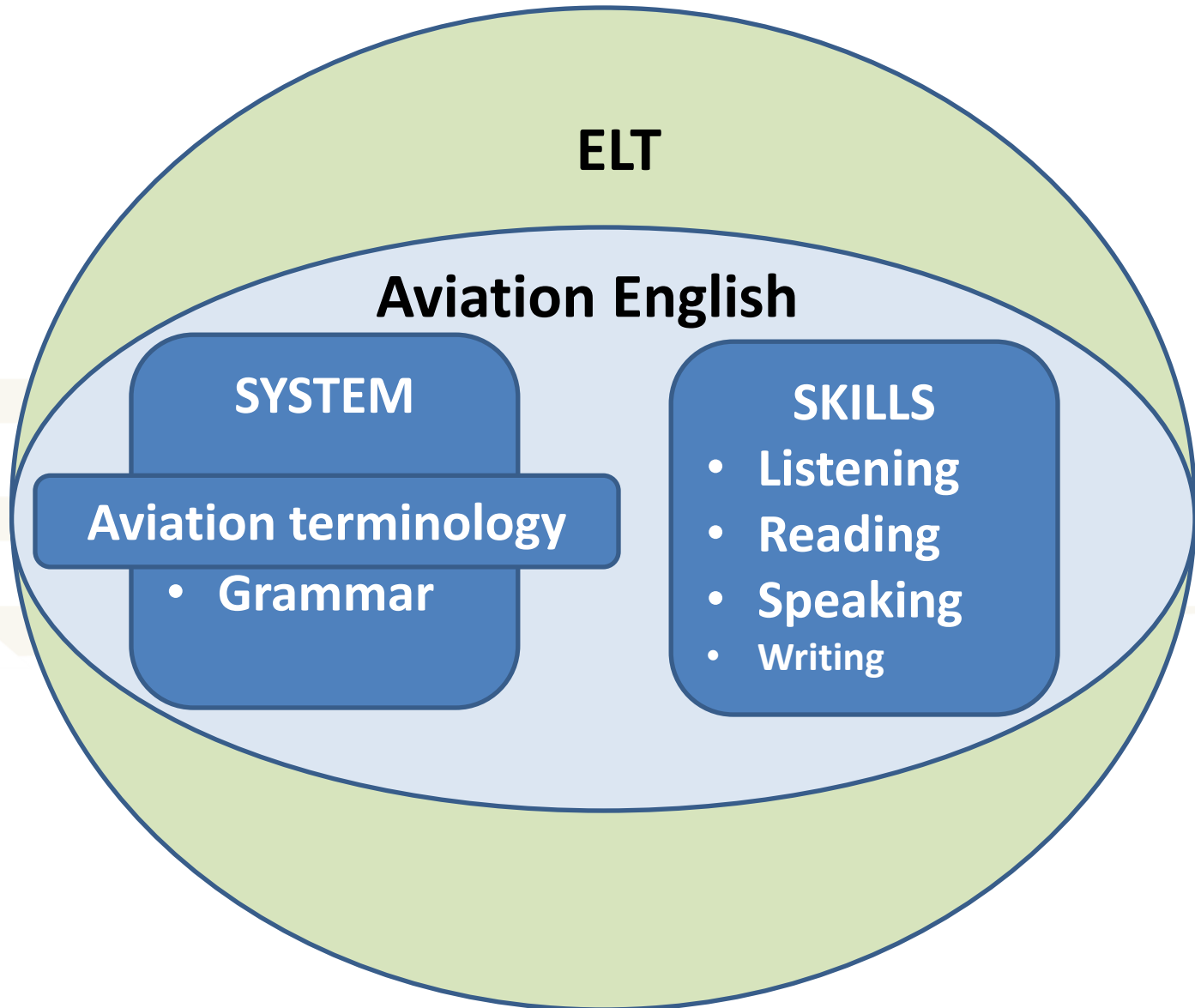
## MODULES

**ELT**

**ESP**

**Foundation**

**Advanced**





## Holistic Perspective

**Design and  
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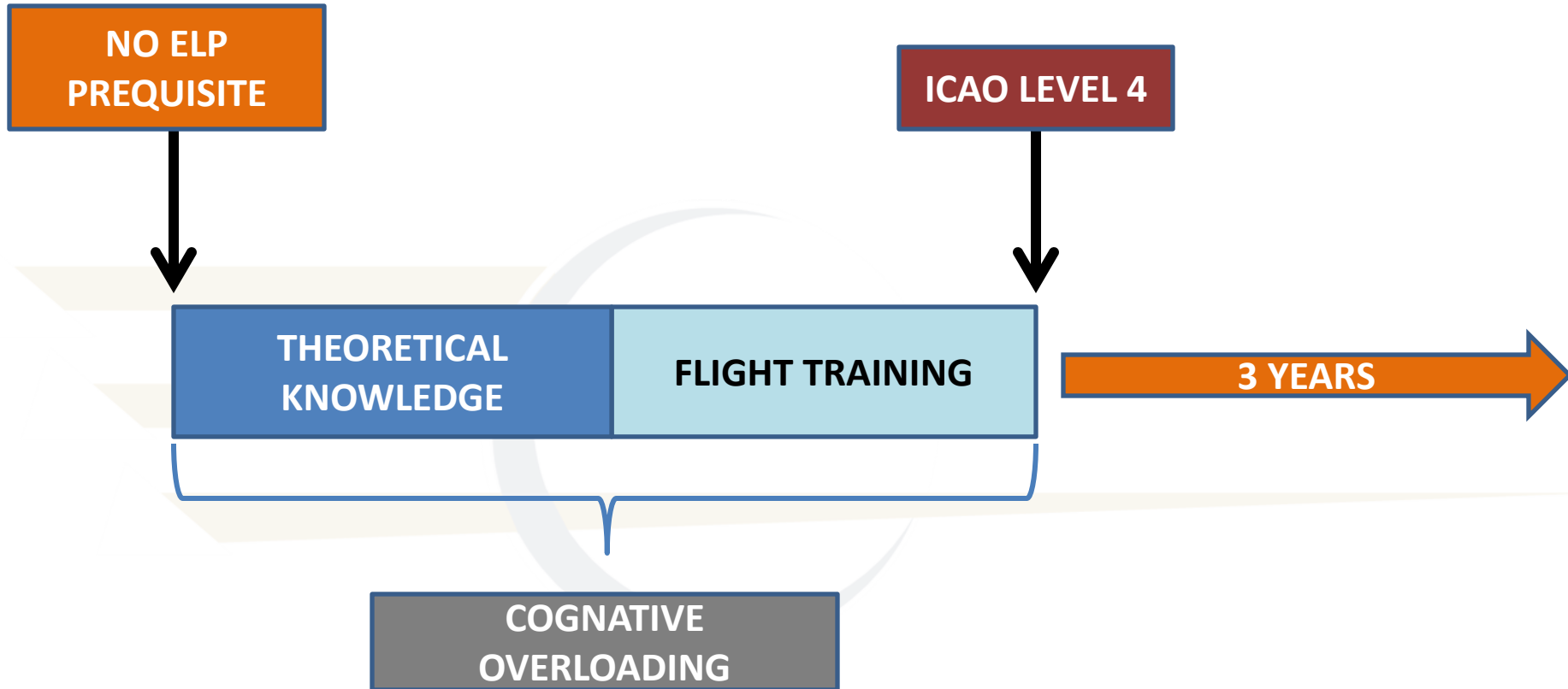


## Limitations and issues:

- **Lack of regulatory framework**
  - Pre-entry level
  - Training duration and requirements
  - ICAO Level 4 minimum at the time of issuance of aircrew license
- **Fossilized Errors**
- **ELT Instructors**
  - Native speaker???
  - Qualification
  - Experience
  - Lack of appreciation and sympathy (for/from)
- **Customer approach**
  - No regulations for Non-licensed flight crew training
  - “Language training providers encounter unrealistic expectations on the part of clients and sponsors who want short term language training solutions, a “magic bullet” for language learning.” ICAO Doc 9835 Page 4-11

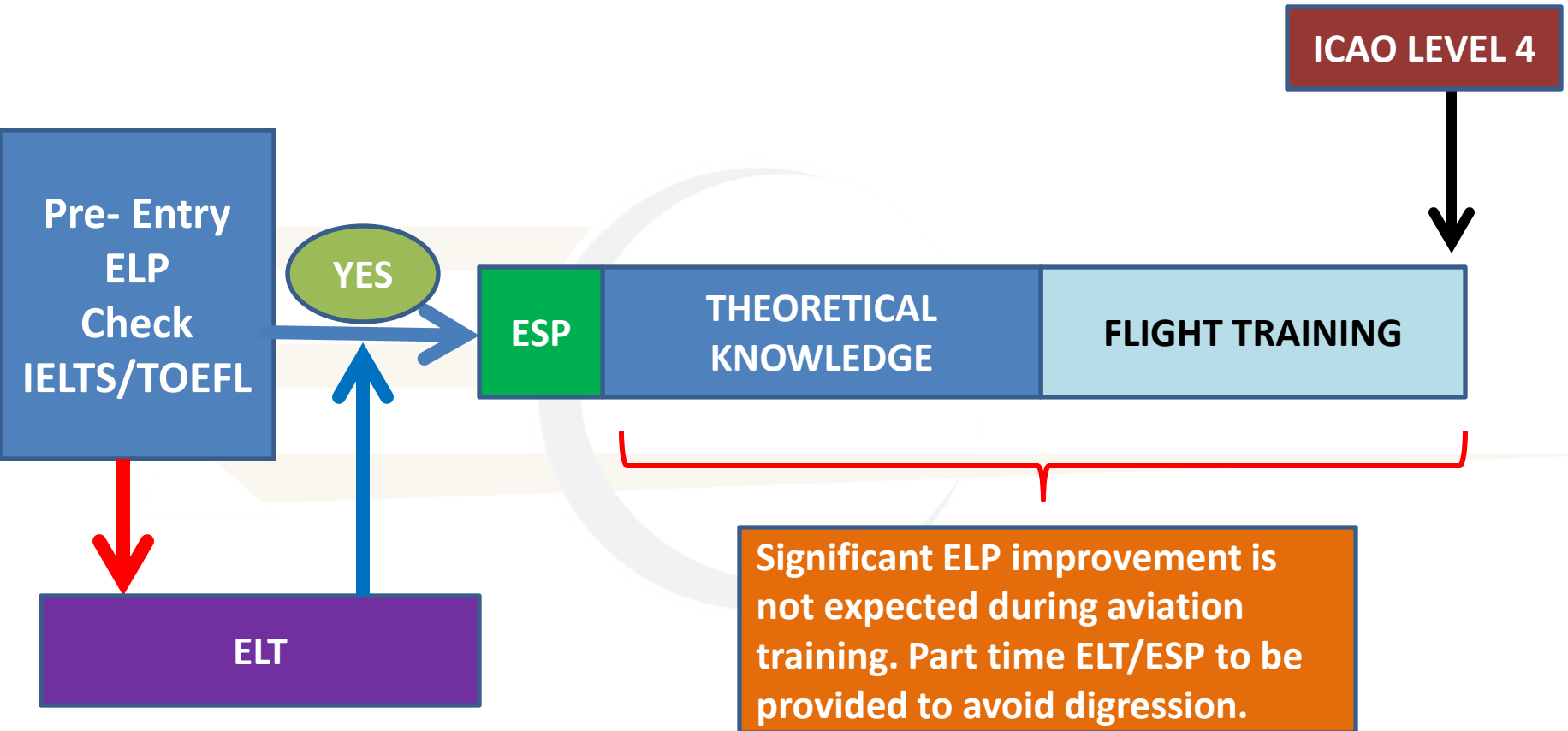


# EXISTING MODEL





# HORIZON MODEL





## Holistic Perspective

**Design and  
Development**

**Training**

**Testing**



## Limitations and Issues:

- **Most of the tests being used are:**
  - Not ICAO approved
  - Not all tests require the evaluators to be formally trained and approved.
- **Regulatory authorities accept test even if its not approved by ICAO**
- **ICAO Level 4 validity period needs to be revised**
- **ICAO Testing scales leave a room for margin**
- **ICAO Level 6 criteria; a potential risk for RTC?**





<p><b>ICAO RATING</b></p> <p><b>LEVEL</b></p> <p><b>VOCABULARY</b></p> <p>Vocabulary is <u>idiomatic</u>, nuanced and sensitive register.</p> <p>ICAO Doc 9835 Para 3-1</p>	<p><b>CHAPTER 3 LINGUISTIC AWARENESS</b></p> <p>Pilots and Controllers should:</p> <ul style="list-style-type: none"><li>• <u>Avoid</u> jargon, slang, and <u>idiomatic expressions</u></li><li>• Be clear, concise, and direct</li><li>• Speak slowly and clearly</li></ul> <p>ICAO Doc 9835 Page 3-1</p>
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**ICAO Doc 9835 Appendix E Page E-13 Para 3.6.1**  
Gives an account of RTC between two native English speakers using non-standard language and causing stress on non-native listeners on the same frequency



# OUR STRENGTHS IN ELT

- **Qualified and Experienced Instructors**
- **Aviation Background**
- **Indigenously designed and developed unique Aviation English program, tailor made for our customers, based on “Needs Analysis”**
- **Ability to customize and design ESP program to customer requirements**
- **Feedback system to continuously monitor training effectiveness and identifying areas for improvement**
- **Work in close harmony with flying department to cater for student needs.**
- **Measurable improvements in our students.**



## ELPAC

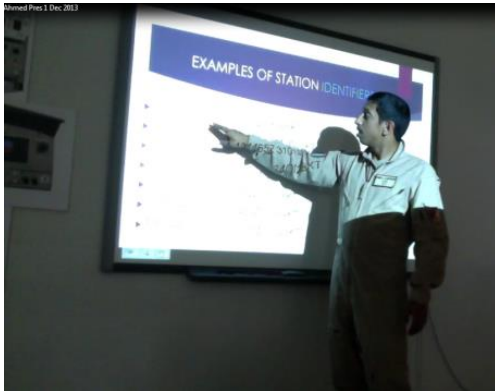
- In March 2015 Horizon achieved approval by EURO CONTROL as a English Language Proficiency Test center.
- In October 2015 Horizon got GCAA approval for ELPAC



Horizon Trained and Approved  
Instructors conducting ELPAC test



# Blended Learning



CLASS ROOM LEARNING

TECHNOLOGY

ACTIVITIES





# HORIZON ELT TEAM



Group of 20 Students

English Comprehension Test (ECT) Score Average = 39



Horizon ELT + ESP training = 1100 hours (average)



After HIFA ELT/ESP programme ECT Score Average = 70



- Global Harmonization for ELT and testing systems
- More regulatory oversight of ELT and ELP Testing
- Level 4 validity needs to be revised
- Mandatory to enhance Level 4 to 5 after 3 re-validations
- Level 6 training to be ensured for effective communicative interaction with low ELP ( Pilot-ATC )
- Minimum Level 4 requirement for all aviation personnel involved with RTC of any sort, e.g. Fire fighters, Mechanical Sweepers, airport security personnel etc
- Refresher RTC course before re-validation of ELP test, including Level 6
- All other aviation personnel to acquire a minimum basic ELP