

The effect of the ICAO LPRs  
on real-world operations:  
A view from a non-native  
English speaking pilot

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# My presentation

- Do not represent the country I come from
- Do not represent the company I work for
- Do not represent any association
- View from my own knowledge, expertise, and experience
- Based on no statistics or any official document
- Some information may be out of date

# Stakeholders

- Passengers
- Pilots/Air traffic controllers
- Airlines/Air traffic service providers
- Test service providers
- Authorities/regulators

# Passengers

- Know very little or nothing
- Trust other parties i.e. airlines, ATC service providers, regulators, etc.

# Pilots/ATC's

- English native speakers
- English native-like speakers
- Non English native speakers

# Native & Native-like

- No worries
- Certainly Level 6(?)

# Non-native

- A threat to their career
- (English language) Training is a waste of money and time
- (ICAO LPR's) Testing is both a threat and a waste of money
- Seek Level 4 (at least)
  - Level 5 (better)
  - Level 6 (best)

# Airlines/ATC service providers

- A threat to their routine operations
- A threat to their budgets
- Support their employees to get Level 4 or higher

# Test service providers

- An opportunity to their business
- General vs. Academic vs. Aviation English testing

# Authorities/ regulators

- The key role-player
- “CAA’s are responsible for the oversight of language proficiency assessments when issuing a licence ...”
- “They should ensure that language assessments required for licensing purposes are conducted in a manner that provides valid and reliable results ...” (ICAO Doc 9835, 2010)

# Authorities/ regulators

- Their knowledge and expertise in language testing
- Appropriate vs. inappropriate tests

# My proposed solution

- ICAO Recognized tests
  - ICAO AELTS

Thank you