

# In English, please



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## LANGUAGE PROFICIENCY REQUIREMENTS A FEW CHANGES

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### From JAR FCL 1.200/1.028 to PART-FCL.055

Were you just getting used to the European jargon of certification and on your way to mastering all the intricacies of FCL 1.200 and FCL 1.028? Well, hard luck! Next month, on the 8th of April, it will become a whole new world.

The FCL 1.200 and 1.028 requirements initially came from the JARs, a package of regulations issued over the years by the JAA, an associated body of the ECAC, to harmonize the European aeronautical industry standards among its member states. EASA, an agency of the European Commission created in 2003, is progressively taking over matters from the JAA, and converting JARs into Parts in the process. So, forget JAR FCL 1.200 and 1.028, here comes Part-FCL.055.

Unlike JARs, which were common rules that could be freely transposed into national legislations, Parts are EASA regulations and as such have force of law in the European union. They must be implemented by member states without adaptations other than those described in the AMCs. In the case of Part-FCL.055 the date of entry into force is April 2013.

### PART-FCL.055

IR Holders must demonstrate their ability to use the English language. They used to comply with this requirement by taking the FCL 1.200 exam. Starting on the 8th of April, they will take the FCL.055(d) exam. Pilots who want to fly abroad need a language proficiency endorsement on their license. Up to now, it could be done by taking the FCL 1.028 exam, IFR or VFR. It will soon become the FCL.055 exam, IFR or VFR.

### Vocabulary

Comics	BD
Fluency	aisance
Hard luck!	dommage!
Hence	d'où
Intricacy	complexité
a Requirement	une exigence
Rewarding	gratifiante
a Skill	une compétence
to Use	utiliser
Used to be	autrefois, jadis

What changes, apart from the designation? Not much, actually.

The FCL.055(d) exam works along the same lines as the FCL 1.200 exam. It still consists of 3 tests : a written multiple choice questionnaire to evaluate the candidate's ability to make use of aeronautical documentation and 2 oral exams to assess listening comprehension and communication skills. Once passed, it has never to be re-taken. As it was already the case with the FCL 1.200 and FCL 1.028 IFR, the FCL.055(d) gives an equivalence for the FCL.055 IFR, the exam which comes with an ICAO level and a validity date.

The FCL.055 IFR is similar to the oral section of the FCL.055(d), hence the equivalence mentioned above, the only addition being a third oral test to evaluate the candidate's ability to react in emergency situations. The FCL.055 VFR also consists of the same 3 oral evaluations (live traffic, fictional flight, emergency situation) but adapted to private pilots. There will be a few modifications in the exams themselves, but nothing major. The overall organization remains the same. An interesting evolution, though, that some pilots may have noticed already since it came into force in 2012, is the extension of the validity of level 4 from 3 to 4 years.

### General English

English proficiency, at large, starts with a sound knowledge of general English. If your last English class dates back to your high school years, you will definitely need to brush it up a little. English classes are widely available, organized by Chambers of commerce, universities, associations, private schools, ... They can also be taken on line or by phone. They have the advantage of setting up a regular item on your schedule that is more difficult to postpone or cancel. And English is so useful anyway, in many aspects of life, that working

on it will never be a waste of time. In addition to classes, and the homework that goes with it, a good way to improve, or maintain, fluency in a foreign language is to read newspapers, books, magazines, comics, and watch movies or TV series in that language. Cable TV, DVDs, and electronic versions of books and magazines are a great help in that respect. As for oral practice there is nothing like the real thing : travel. To be able to communicate with native speakers in a foreign country is a rewarding experience that definitely makes all the hard work well worth the trouble.

### Aeronautical English

Keeping in mind the fact that your final goal is to pass the FCL.055 to be allowed to fly abroad, you will need to add an aeronautical layer to your general English skills. A quick survey among your local aero club members might demonstrate that enough of them are willing to invest some time in the matter. If such is the case, the organization of classes within the club is an option to consider and a tandem English teacher/ pilot or air traffic controller could be a winning combination.

If not, there are quite a few resources to practice on your own. For vocabulary, Wikipedia's aviation portal at <http://en.wikipedia.org/wiki/Portal:Aviation> and Eurocontrol's Skybrary at [www.skybrary.aero](http://www.skybrary.aero) are impressive sources of reading on aviation topics.

To practice listening comprehension, the very well-known [www.liveatc.net](http://www.liveatc.net) is essential, as is [www.faa.gov/data\\_research/accident\\_incident/](http://www.faa.gov/data_research/accident_incident/) to work on emergency situations.

French publications on phraseology can be accessed in the "réglementation" section at [www.sia.aviation-civile.gouv.fr](http://www.sia.aviation-civile.gouv.fr) while their English counterparts, CAP 413, are available in the publications section at [www.caa.co.uk](http://www.caa.co.uk) with a supplement for general aviation pilots.

The exam itself can still be prepared at [www.developpement-durable.gouv.fr/Grille-evaluation-OACI.html](http://www.developpement-durable.gouv.fr/Grille-evaluation-OACI.html). ●

### Acronyms

FCL : Flight Crew Licensing - JAR : Joint Aviation Requirement - JAA : Joint Aviation Authorities - ECAC : European Civil Aviation Conference - EASA : European Aviation Safety Agency - AMC : Acceptable Means of Compliance - IR : Instrument Rating