

L.N. 139 of 2008**CIVIL AVIATION ACT
(CAP. 232)****Air Navigation (Amendment) Order, 2008**

IN exercise of the powers conferred by article 3 of the Civil Aviation Act, the Minister for Infrastructure, Transport and Communications, has made the following order:

1. The title of this order is the Air Navigation (Amendment) Order, 2008, and the order shall be read and construed as one with the Air Navigation Order, 1990, hereinafter referred to as “the principal Order”. Citation.
L.N. 176 of 1990.

2. In sub-article (1) of article 2 of the principal Order - Amends article 2 of
the principal Order.

(a) immediately after the definition “Directive 2004/36/CE” there shall be inserted the following definition:

“ “Directive 2006/23/EC” is the Directive 2006/23/EC of the European Parliament and of the Council of 5 April 2006 on a Community air traffic controller licence;” and

(b) immediately after the definition “record” there shall be inserted the following definition:

“ “Regulation (EC) No 550/2004” is the Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the Single European Sky;”.

3. For article 63 of the principal Order there shall be substituted the following new article: Substitutes article
63 of the principal
Order.

“Licensing of
air traffic
controllers,
student air
traffic
controllers,
apron
controllers
and student
apron
controllers.

63. (1) The Director shall grant a licence, subject to such conditions as he thinks fit, to any person to act as an air traffic controller, or as a student air traffic controller, or as an apron controller, or as a student apron controller, if he is satisfied that the applicant is a fit person to hold the licence by reason of his knowledge, experience, competence,

linguistic proficiency, skill, physical and mental fitness so to act, and for that purpose the applicant shall furnish such evidence and undergo such examinations and tests, including medical examinations, as the Director may require:

Provided that the Director shall only grant –

(a) a student air traffic controller's licence, to a person who is at least eighteen years old, and holds a secondary education certificate and who has successfully completed approved initial training relevant to the rating and, rating endorsement as applicable and as set out in Schedule 9; holds a valid medical certificate; and has demonstrated an adequate level of linguistic proficiency in accordance with the requirements set out in Schedule 9, and provided that the licence contains at least one rating and one rating endorsement, if applicable; or

(b) an air traffic controller's licence, to a person who is at least twenty one years old, holds a student licence, is sufficiently trained in safety, security and crisis management, has completed an approved unit training plan and successfully passed the appropriate examinations or assessments in accordance with the requirements set out in Schedule 9, holds a valid medical certificate; and has demonstrated an adequate level of linguistic proficiency in accordance with the requirements set out in Schedule 9. The licence shall be validated by the inclusion of one or more ratings and the relevant rating, unit and language endorsements for which training was successfully completed; or

(c) an instructor endorsement to holders of an air traffic controller licence who has provided air traffic control services for an immediately preceding period of at least one year, or such longer duration as is fixed by the Director having regard to the ratings and endorsements for which instruction is given, and has successfully completed an approved on-the-job training instructor course during which the required knowledge and pedagogical skills were assessed through appropriate examinations; or

(d) a student apron controller's licence to a person who is at least eighteen years old; or

(e) an apron controller's licence to a person who is at least twenty one years old, holds a student apron controller's licence and has completed an approved training plan and successfully passed the appropriate examination or assessments, holds a valid medical certificate and has demonstrated an adequate level of linguistic proficiency.

(2) An air traffic controller's licence, or a student air traffic controller's licence should include the items set out in Schedule 9.

(3) Every licence to act as an air traffic controller shall include:

(a) ratings of one or more of the classes set forth in Schedule 9 specifying the type of air traffic control service which the holder of the licence is competent to provide,

(b) the air traffic control unit at which the service may be provided,

(c) where applicable the operational positions or sectors on which the air traffic controller is competent to provide an air traffic control service, and

(d) the type of surveillance equipment.

If throughout any period of 120 days, the holder of the licence has not for a minimum period of time specified by the Director, provided at a particular unit the type of air traffic control service specified in the rating, the rating shall, without prejudice to the Director's powers under article 60, cease to be valid for that unit at the end of that period, and upon a rating ceasing to be valid for a unit the holder of the licence shall forthwith inform the Director to that effect and shall forward the licence to the Director to enable him to endorse it accordingly.

(4) Every licence to act as a student air traffic controller shall be valid only for the purpose of authorising the holder to provide air traffic control service under the supervision of another person who is present at the time and is the holder of a valid air traffic controller's licence which includes an On-the-Job Training Instructor endorsement and a rating

specifying the type of air traffic control service which is being provided by the student air traffic controller and valid for the air traffic control unit where the service is being provided.

(5) Every licence to act as an apron controller shall include a list of the places at which he may provide apron management service. If throughout any period of one hundred and twenty days, the holder of the licence has not, for a minimum period of time to be specified by the Director, provided at a particular place apron management service, the licence shall, without prejudice to the Director's powers under article 60, cease to be valid for that place at the end of that period, and upon a licence ceasing to be valid for a place the holder of the licence shall forthwith inform the Director to that effect and shall forward the licence to the Director to enable him to endorse it accordingly.

(6) Every licence to act as a student apron controller shall be valid only for the purpose of authorising the holder to provide apron management service under the supervision of another person who is present at the time and is the holder of a valid apron controller's licence which is valid at the place in question.

(7) A licence to act as an air traffic controller, or a student air traffic controller, or as an apron controller, or as a student apron controller, shall not be valid unless it bears the signature of the holder.

(8) (a) Subject to the provision of article 60, a student air traffic controller's licence shall remain in force for a maximum period of two years, and its validity may be renewed by the Director from time to time, upon his being satisfied that the applicant is a fit person and is qualified as aforesaid.

(b) Subject to the provisions of article 60, an air traffic controller's licence shall remain in force for the period indicated in the licence and if no period is indicated in the licence, subject to the aforesaid, it shall remain in force for the lifetime of the holder.

(9) Subject to the provisions of article 60, a student apron controller's licence and an apron controller's licence shall remain in force for maximum periods of two years, and their validity may be renewed by the Director from time to

time, upon his being satisfied that the applicant is a fit person and is qualified as aforesaid.

(10) Every applicant and holder of an air traffic controller's licence, or a student air traffic controller's licence, or an apron controller's licence, or a student apron controller's licence, shall upon such occasions as the Director may require -

(a) submit himself to medical examination by a person approved by the Director either generally or in a particular case who shall make a report to the Director in such form as the Director may require; and

(b) submit himself to such examinations and tests and furnish such evidence as to his knowledge, experience, competence and skill as the Director may require, and such examinations and tests may be conducted by the Director or by a person approved by the Director; and

(c) submit himself to such tests to determine whether he is using any psychoactive substances by a person approved by the Director either generally or in a particular case who shall make a report to the Director in such form as the Director may require.

(11) On the basis of the medical examination referred to in sub-article (9), the Director or any person approved by him as competent to do so may issue a medical certificate subject to such conditions as the Director or the person approved by him thinks fit to the effect that the holder of the licence has been assessed as fit to perform the functions to which the licence relates. The certificate shall, without prejudice to article 66, be valid for such period as is therein specified, and shall be deemed to form part of the licence.

(12) (a) The holder of an air traffic controller's licence, or a student air traffic controller's licence, or an apron controller's licence, or a student apron controller's licence shall not provide any type of air traffic control service or apron management service, as the case may be, at an air traffic control unit or place as is referred to in articles 64 and 65 (1) -

(i) unless his licence includes a medical certificate issued and in force under subarticle (11), or

(ii) if he fails a medical examination whilst his previous medical certificate has not yet expired, or

(iii) he is under the influence of a psychoactive substance including any medicine that might have a negative influence on his capacity to perform a safe service, or

(iv) whenever there is any decrease in his medical fitness which might render him unable to safely and properly exercise the licence privileges.

(b) Medical certificates shall be issued by a competent medical body or by medical examiners approved by the Director, and shall be consistent with the provisions of Annex 1 to the Chicago Convention on International Civil Aviation and the Requirements for European Class 3 Medical Certification of Air Traffic Controllers laid down by Eurocontrol.

(c) Medical Certificates shall be valid from the date of the medical examination and for 24 months thereafter for air traffic controllers up to the age of 40 years and for 12 months above that age. A medical certificate may be revoked at any time if the medical condition of the holder so requires.

(d) The Director shall ensure that effective review or appeal procedures are in place with the appropriate involvement of independent medical advisors.

(e) A licence holder shall notify his employers that he is becoming aware of any decrease in medical fitness or is under the influence of any psychoactive substance or medicine which might render him unable to exercise the privileges of the licence safely and properly.

(13) The Director may issue to a suitably qualified air traffic controller an On-the-Job Training Instructor endorsement in an air traffic controller's licence, subject to such conditions as he thinks fit, to enable him to supervise student air traffic controller licence holders, or trainee air traffic controllers, whilst such student or trainee air traffic controller

provides an operational air traffic control service during on the job training.

The instructor endorsement shall indicate that the holder of the licence is competent to provide training and supervision at a working position for areas covered by a valid rating.”.

4. Immediately after article 63 of the principal Order there shall be added the following new article:

Adds new article 63A to the principal Order.

“Language proficiency.

63A. (1) An air traffic controller shall demonstrate the ability to speak and understand English to a satisfactory standard. Proficiency shall be determined in accordance with the language proficiency rating scale set out in Schedule 9.

(2) For reasons of safety an air traffic controller exercising privileges under an Aerodrome Control rating shall be also proficient in the Maltese language.

(3) The level required of language endorsements shall be level 4 of the language proficiency rating scale set out in Schedule 9.

(4) Language proficiency shall be demonstrated by a certificate issued under a transparent and objective assessment procedure approved by the Director.”.

5. Immediately after article 63A of the principal Order there shall be added the following new article:

Adds new article 63B to the principal Order.

“Unit Endorsements and conditions for maintaining ratings and endorsements.

63B. (1) An air traffic controller shall hold a unit endorsement entered on and forming part of his licence, indicating the ICAO location indicator and the sectors and, or working positions where he is competent to work.

(2) (a) Unit endorsements shall be valid for an initial period of 12 months, and shall be extended for the following 12 months if the air navigation service provider demonstrates that:

(i) the applicant has been exercising the privileges of the licence for a minimum number of hours, as indicated in the approved unit competence scheme, throughout the previous 12 months;

(ii) the applicant's competence has been assessed in accordance with Schedule 9; and

(iii) the applicant holds a valid medical certificate.

(b) The minimum number of working hours, leaving aside instruction tasks, required to maintain the validity of the unit endorsement may be reduced by the Director for on-the-job training instructors in proportion to the time spent in the instruction of trainees on the working positions for which the extension is applied.

(3) Where unit endorsements cease to be valid, a unit training plan must be successfully completed so as to revalidate the endorsement.

(4) The holder of a rating or rating endorsement who has not been providing air traffic control services associated with the rating or rating endorsement for any period of four consecutive years may only commence unit training in that rating or rating endorsement after appropriate assessment as to whether such holder continues to satisfy the conditions of that rating or rating endorsement, and after satisfying any training requirements that result from this assessment.

(5) The language proficiency of an applicant shall be formally evaluated at regular intervals, except in the case of applicants who have demonstrated proficiency level 6. This interval shall be no longer than 3 years for applicants who demonstrate proficiency level 4 and no longer than 6 years for applicants who demonstrate proficiency level 5.

(6) The instructor endorsement shall be valid for a renewable period of 36 months.”.

Adds new article
63C to the principal
Order.

6. Immediately after article 63B of the principal Order there shall be added the following new article:

“Certification
of Training
Providers.

63C. (1) The provision of training to air traffic controllers, including related assessment procedures, shall be subject to certification by the Director. The requirements for certification shall relate to technical and operational competence and suitability to organise training courses as set out in Schedule 9.

(2) Application for certification shall be submitted to the Director, where the applicant has its principal place of operation and, if any, its registered office in Malta.

(3) The Director shall issue certificates for training providers whenever the applicant training provider fulfils the requirements laid down in Schedule 9. Certificates may be issued for each type of training or in combination with other air navigation services, whereby the type of training and the type of air navigation service shall be certified as a package of services. Certificates shall specify the information as given in Schedule 9.

(4) Certificates of Training Providers issued by another EU Member State in accordance with the provisions of Directive 2006/23/EC shall be recognised as valid under this Order.”.

7. Immediately after article 63C of the principal Order there shall be added the following new article:

Adds new article 63D to the principal Order.

Compliance with competence standards.

63D. (1) The Director shall supervise and monitor the training of air traffic controllers in order to ensure the levels of competence required for them to perform their work to high safety standards. In performing the oversight the Director shall, to the extent of his responsibility, include:

- (a) the issuing and revocation of licences, ratings and endorsements for which the relevant training and assessment was completed;
- (b) the maintenance and suspension of ratings and endorsements;
- (c) the certification of training providers;
- (d) the approval of training courses, unit training plans and competence schemes;
- (e) the approval of competence examiners or competence assessors;
- (f) the monitoring and auditing of training systems;

(g) the establishment of appropriate appeal and notification mechanisms.

(2) For the purposes of the effective application of Directive 2006/23/EC the Director shall provide appropriate information and mutual assistance to other competent authorities of EU Member States, particularly in cases involving the free movement of air traffic controllers within the European Community.

(3) The Director shall ensure that a data base is maintained listing the competencies of all licence holders under his responsibility and the validity dates of their endorsements. To this end, operational units within air navigation service providers shall keep records of the hours effectively worked in the sectors, group of sectors or in the working positions for every licence holder working in the unit and shall on request provide this data to the Director.

(4) The Director shall approve licence holders who are entitled to act as competence examiners or competence assessors for unit and continuation training. Approval shall be valid for a renewable period of three years.

(5) The Director shall either directly or through delegation to recognised organisations in accordance with article 3 of Regulation (EC) No 550/2004 audit training providers on a regular basis and may make on-the-spot visits with a view to guaranteeing effective compliance with the standards laid down in Directive 2006/23/EC.”.

Adds new article
63E to the principal
Order.

8. Immediately after article 63D of the principal Order there shall be added the following new article:

Mutual
recognition of
air traffic
controller
licences.

63E. (1) In accordance with the provisions of Directive 2006/23/EC and subject to the minimum age limit of twenty-one years and to language proficiency requirements, licences and their associated ratings, ratings endorsements and language endorsements as well as medical certificates issued by the competent authority of a Member State of the European Community shall be recognised as valid under this Order.

(2) Licence holders exercising in Malta the privileges of a licence issued by another Member State of the

European Community in accordance with the provisions of Directive 2006/23/EC, shall have the right to exchange their licence for a licence issued under this Order, without additional conditions being imposed.

(3) In order to grant a unit endorsement, the Director shall require an applicant to fulfil the particular conditions associated with this endorsement, specifying the unit, sector or working position. When establishing the unit training plan, the training provider shall take due account of the acquired competencies and experience of the applicant.

(4) The Director shall approve and give a reasoned decision on the unit training plan containing the proposed training for the applicant not later than six weeks after presentation of the evidence, without prejudice to the delay resulting from any appeal that may be made. In his decision, the Director shall ensure that the principles of non-discrimination and proportionality are respected.”.

9. For Schedule 9 to the principal Order, there shall be substituted the following:-

Substitutes
Schedule 9 to the
principal Order.

“Ninth Schedule

(Articles 63(1), 63(2), 63(3), 63A, 63B,63C)

Air traffic controller ratings and endorsements

Licences shall contain one or more of the following ratings in order to indicate the type of service which the licence holder may provide:

- (a) the Aerodrome Control Visual rating (ADV), which shall indicate that the holder of the licence is competent to provide an air traffic control service to aerodrome traffic at an aerodrome that has no published instrument approach or departure procedures;
- (b) the Aerodrome Control Instrument rating (ADI), which shall indicate that the holder of the licence is competent to provide an air traffic control service to aerodrome traffic at an aerodrome that has published instrument approach or departure procedures and shall be accompanied by at least one of the rating endorsements described in paragraph 1 below;

- (c) the Approach Control Procedural rating (APP), which shall indicate that the holder of the licence is competent to provide an air traffic control service to arriving, departing or transiting aircraft without the use of surveillance equipment;
- (d) the Approach Control Surveillance rating (APS), which shall indicate that the holder of the licence is competent to provide an air traffic control service to arriving, departing or transiting aircraft with the use of surveillance equipment and shall be accompanied by at least one of the rating endorsements described in paragraph 2 below;
- (e) the Area Control Procedural rating (ACP), which shall indicate that the holder of the licence is competent to provide an air traffic control service to aircraft without the use of surveillance equipment;
- (f) the Area Control Surveillance rating (ACS), which shall indicate that the holder of the licence is competent to provide an air traffic control service to aircraft with the use of surveillance equipment and shall be accompanied by at least one of the rating endorsements described in paragraph 3 below.

1. The Aerodrome Control Instrument rating (ADI) shall bear at least one of the following endorsements:

- (a) the Tower Control endorsement (TWR), which shall indicate that the holder is competent to provide control services where aerodrome control is provided from one working position;
- (b) the Ground Movement Control endorsement (GMC), which shall indicate that the holder of the licence is competent to provide ground movement control;
- (c) the Ground Movement Surveillance endorsement (GMS), granted in addition to the Ground Movement Control endorsement or Tower Control endorsement, which shall indicate that the holder is competent to provide ground movement control with the help of aerodrome surface movement guidance systems;
- (d) The Air Control endorsement (AIR), which shall indicate that the holder of the licence is competent to provide air control;
- (e) The Aerodrome Radar Control endorsement (RAD), granted in addition to the Air Control endorsement or Tower Control endorsement, which shall indicate that the holder of the licence is competent to provide aerodrome control with the help of surveillance radar equipment.

2. The Approach Control Surveillance rating (APS) shall bear at least one of the following endorsements:

- (a) the Radar endorsement (RAD), which shall indicate that the holder of the licence is competent to provide an approach control service with the use of primary and, or secondary radar equipment;
- (b) the Precision Approach Radar endorsement (PAR), granted in addition to the Radar endorsement, which shall indicate that the holder of the licence is competent to provide ground-controlled precision approaches with the use of precision approach radar equipment to aircraft on the final approach to the runway;
- (c) the Surveillance Radar Approach endorsement (SRA), granted in addition to the Radar endorsement, which shall indicate that the holder is competent to provide ground controlled non-precision approaches with the use of surveillance equipment to aircraft on the final approach to the runway;
- (d) the Automatic Dependent Surveillance endorsement (ADS), which shall indicate that the holder is competent to provide an approach control service with the use of automatic dependent surveillance;
- (e) the Terminal Control endorsement (TCL), granted in addition to the Radar or

Automatic Dependent Surveillance endorsements, which shall indicate that the holder is competent to provide air traffic control services with the use of any surveillance equipment to aircraft operating in a specified terminal area and, or adjacent sectors.

3. The Area Control Surveillance rating (ACS) shall bear at least one of the following endorsements:

- (a) the Radar endorsement (RAD), which shall indicate that the holder is competent to provide area control services with the use of surveillance radar equipment;
- (b) the Automatic Dependent Surveillance endorsement (ADS), which shall indicate that the holder is competent to provide area control services with the use of automatic dependent surveillance;
- (c) the Terminal Control endorsement (TCL), granted in addition to the Radar or Automatic Dependent Surveillance endorsements, which shall indicate that the holder is competent to provide air traffic control services with the use of any surveillance equipment to aircraft operating in a specified terminal area and, or adjacent sectors;
- (d) the Oceanic Control (OCN) endorsement, which shall indicate that the holder is competent to provide air traffic control services to aircraft operating in an Oceanic Control Area.

4. Without prejudice to paragraphs 1, 2 and 3, the Director may, in exceptional cases which only arise due to particular characteristics of the air traffic in the airspace under his responsibility, develop national endorsements. Such endorsements shall not affect the overall freedom of movement of air traffic controllers.

Specifications for Licences

Licences issued by the Director must conform to the following specifications:

1. Details

1.1 The following details must appear on the licence, an asterisk indicating those items which must be translated into English:

- (a) *Name of State or Authority issuing the licence (in bold type);
- (b) *Title of licence (in very bold type);
- (c) Serial number of the licence, in arabic numerals, given by the authority issuing the licence;
- (d) Name of holder in full (in roman alphabet also if script of national language is other than roman);
- (e) Date of birth;
- (f) Nationality of holder;
- (g) Signature of holder;
- (h) *Certification concerning validity and authorisation for holder to exercise privileges appropriate to the licence, indicating:
 - (i) the ratings, rating endorsements, language endorsements, instructor endorsements and unit endorsements,
 - (ii) the dates when they were first issued,
 - (iii) the dates on which their validity expires;
- (i) Signature of officer issuing the licence and the date of such issue;

(j) Seal or stamp of authority issuing the licence.

1.2 The licence must be accompanied by a valid medical certificate.

2. Material

First quality paper or other suitable material must be used and the items mentioned under point 1 must appear clearly thereon.

3. Colour

The distinguishing colour of the air traffic controller licence shall be yellow.

Training Requirements

Part A

Initial training requirements for air traffic controllers

The initial training will ensure that student air traffic controllers satisfy at least the objectives for basic and rating training, as described in Eurocontrol's "Guidelines for air traffic controller Common Core Content Initial Training", edition of 10.12.2004, so that air traffic controllers are capable of handling air traffic in a safe, quick and efficient way.

Initial training will cover the following subjects: Aviation Law, Air Traffic Management, including Procedures for Civil-Military Co-operation, Meteorology, Navigation, Aircraft and Principles of Flight, including an understanding between air traffic controller and pilot, Human Factors, Equipment and Systems, Professional Environment, Safety and Safety Culture, Safety Management Systems, Unusual/Emergency Situations, Degraded Systems and Linguistic Knowledge, including Radiotelephony Phraseology.

The subjects will be taught in such a way that they prepare the applicants for the different types of air traffic services and highlight safety aspects. The initial training will consist of theoretical and practical courses, including simulation, and its duration will be determined in the approved initial training plans. Acquired skills must ensure that the candidate can be considered competent to handle complex and dense traffic situations, facilitating the transition to unit training. The competence of the candidate after initial training will be assessed through appropriate examinations or a system of continuous assessment.

Part B

Unit training requirements for air traffic controllers

Unit training plans will detail the processes and timing required to allow the application of the unit procedures to the local area under the supervision of an on-the-job training instructor. The approved plan will include indications of all elements of the competence assessment system, including work arrangements, progress assessment and examination, together with procedures for notifying the national supervisory authority. Unit training may contain certain elements of the initial training which are specific to national conditions.

The duration of unit training will be determined in the unit training plan. The required skills will be assessed through appropriate examinations or a system of continuous assessment, by approved competence examiners or assessors who will be neutral and objective in their judgement. To this end, the national supervisory authorities will put in place appeal mechanisms to ensure fair treatment of candidates.

Part C

Continuation training requirements for air traffic controllers

Rating and unit endorsements on air traffic controllers' licences will be kept valid through approved continuation training, which consists of training to maintain the skills of air traffic controllers, refresher courses, emergency training and, where appropriate, linguistic training.

Continuation training will consist of theoretical and practical courses, together with simulation. For this purpose, the training provider will establish unit competence schemes detailing the processes, manning and timing necessary to provide for the appropriate continuation training and to demonstrate competence. These schemes will be reviewed and approved at least every three years. The duration of the continuation training will be decided in accordance with the functional needs of the air traffic controllers working in the unit, in particular in the light of changes or planned changes in procedures or equipment, or in the light of the overall safety management requirements. The competence of each air traffic controller will be appropriately assessed at least every three years. The air navigation service provider will ensure that mechanisms are applied to guarantee fair treatment of licence holders where the validity of their endorsements cannot be extended.

Requirements for proficiency in languages

The language proficiency requirements laid down in Article 8 are applicable to the use of both phraseologies and plain language. To meet the language proficiency requirements an applicant for a licence or a licence holder will be assessed and must demonstrate compliance with at least the Operational Level (Level 4) of the Language Proficiency Rating Scale set out in this Annex.

Proficient speakers must:

- (a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;
- (b) communicate on common, concrete and work-related topics with accuracy and clarity;
- (c) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings (e.g. to check, confirm or clarify information) in a general or work related context;
- (d) 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
- (e) use a dialect or accent which is intelligible to the aeronautical community.

Language proficiency rating scale: Expert, Extended and Operational Levels

Level	Pronunciation	Structure	Vocabulary	Fluency	Comprehension	Interaction
	Uses a dialect and/or accent intelligible to the aeronautical community.	Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.				
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 emphasise 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	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase	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	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	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings

		unusual or unexpected circumstances, but rarely interfere with meaning.	successfully when lacking vocabulary in unusual or unexpected circumstances.	this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	by checking, confirming, or clarifying.
--	--	---	--	--	--	---

Language proficiency rating scale: Pre-Operational, Elementary and Pre-Elementary Levels

Level	Pronunciation	Structure	Vocabulary	Fluency	Comprehension	Interactions
	Uses a dialect and/or accent intelligible to the aeronautical community.	Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.				
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 grammatical 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	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow, and often inappropriate. Interaction is limited to simple routine exchanges.

				Words.		
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.

Requirements to be attached to Certificates awarded to Training Providers

1. Compliance with the requirements referred to in Article 13 must be demonstrated by evidence that training providers are adequately staffed and equipped and operate in an environment suitable for the provision of the training necessary to obtain or maintain student air traffic controller licences and air traffic controller licences. In particular training providers must:

- (a) have an efficient management structure and sufficient staff with adequate qualifications and experience to provide training according to the standards set out in this Directive;
- (b) have available the necessary facilities, equipment and accommodation appropriate for the type of training offered;
- (c) provide the methodology they will use to establish details of the content, organisation and duration of the training courses, unit training plans and unit competence schemes; this will include the way examinations or assessments will be organised. For qualifications of the examiners must be indicated in detail;
- (d) furnish proof of the quality management system in place to monitor compliance with the adequacy of the systems and procedures which ensure that the training services provided satisfy the standards set out in this Directive;
- (e) demonstrate that sufficient funding is available to conduct the training according to the standards set out in this Directive and that the activities have sufficient insurance cover in accordance with the nature of the training provided.

2. Certificates must specify:

- (a) the national supervisory authority issuing the certificate;
- (b) the applicant (name and address);
- (c) the type of services which are certified;
- (d) a statement of the applicant's conformity with the requirements defined in point 1;
- (e) the date of issue and the period of validity of the certificate".