

English/French/Dutch or other language endorsement (Language Proficiency Endorsement)

This note is purely for information. It can be used as guidance or awareness.

Applicability:

Licensing	PART-FCL licences
Medical	
Training organisation	ATO, RF
FSTD	

Aircraft category:

Aeroplane <input checked="" type="checkbox"/>	Helicopter <input checked="" type="checkbox"/>	Sailplane <input type="checkbox"/>	Balloon <input type="checkbox"/>	Airship <input checked="" type="checkbox"/>
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1. Introduction

Following publication of the RD of 19 March 2014 on the regulation of language proficiency in civil aviation, the Licensing Service has examined the impact of this text on licences. This information note aims to explain and respond to concrete questions on the RD.

2. Guidance

Having a language proficiency endorsement on a licence as defined in FCL.055¹, is one of the requirements for the right to make use of the licence. The Licensing Service makes a distinction between the entry of the language proficiency endorsement and the issuing of the licence itself. This means that the Licensing Service can issue a licence without a language proficiency endorsement.

However, in accordance with the RD² and the European regulations¹, pilots must have the language proficiency endorsement for English (English Language Proficiency) on their licence if they fly in Belgium within a controlled airspace (CTR, TMA, etc.), or use the Flight Information Service (FIS). If they fly outside a controlled airspace and do not use the FIS but instead use the radio, they should have a language proficiency endorsement on their licence, showing that he or she has mastered the English language or the radiocommunication language used during the flight.

Specific requirements for holders of an IR or EIR rating

Holders of an instrument flight rating (IR) or En-route Instrument Rating (IER) must somehow prove that they are able to use the English language to a level that:

1. they can understand all the information that is relevant for the accomplishment of all phases of the flight, including flight preparation;
2. they can use the radiotelephone in all phases of the flight, including emergency situations;
3. they can communicate with other members of the aircraft crew during all phases of the flight, including flight preparation.

The candidate fulfils points 1) and 2) when they have taken their training, and passed their theory examinations and skill test in English. To fulfil point 3), the Licensing Service requires a language certificate for English.

¹ EC1178/2011 on assessment of technical requirements and administrative procedures for the crew of civil aircraft, according to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

² Royal Decree of 19 March 2014 on regulation of language knowledge in civil aviation.

If a pilot does not meet these requirements on the date of publication of this information note, the Licensing Department can begin a procedure to suspend the licence for a specific period of time.

Which certificates are accepted?

The BCAA only accepts language proficiency statements issued on the basis of an objective test. Certificates awarded on the basis of a sworn statement of the knowledge of the mother tongue are therefore not valid and cannot be used to obtain a language proficiency endorsement on the licence. The language proficiency statements that are valid in Belgium are those that apply to a language of the European Union as long as the language proficiency statement has been issued:

1. by a centre recognised by a competent authority in an EASA Member State or by a competent authority in an EASA Member State and
2. on the basis of an objective test.
3. This test specifically includes R/T testing in accordance with the requirements of AMC 1 to PART FCL.055.

A few practical questions and answers

1. *Must the language proficiency endorsement on the licence in Belgium necessarily be in English (ELP)?*
YES, if he or she is performing a flight in a controlled airspace (CTR, TMA) or if he or she contacts the Flight Information Service (FIS). The language proficiency endorsement must appear on his or her licence and be valid. The pilot is themselves responsible for this.
2. *Can a pilot receive a licence with only a FRENCH (FLP) language proficiency endorsement ?*
YES, on the condition that the language certificate is issued by an approved centre or by a competent authority on the basis of an objective test.
3. *Is a language skills certificate required for the passing of a skill test or proficiency check for a rating or a PART-FCL licence issued by Belgium?*
NO, but in case the candidate does not have a valid language proficiency endorsement, the examiner shall point out to the pilot, after the test, that he/she may not use the radio during a flight without an instructor or examiner on board. The examiner must mention the following in box 6 of the examination report: "The candidate was not in possession of a valid language proficiency endorsement at the time of the test".
Exception - IR rating: Prior to a candidate undergoing a **proficiency check** for the revalidation or renewal of an IR or EIR rating, the candidate's (pilot) licence should show a valid language proficiency endorsement. If the language proficiency endorsement has expired, the examiner may **not administer** the proficiency check.
4. *Is it necessary to have an English language proficiency certificate to be able to receive an IR or EIR rating?*
YES, if the candidate has taken training and passed theory and skills tests in the English language. If the candidate has passed tests in another language, they must submit proof of English language knowledge for IR.
5. *Must the examiner inspect the candidate's language certificate before they administer the exam?*
YES, this is one of the examiner's duties, even if the candidate has no language endorsement required for an exam (except for IR and EIR). If, following inspection of the candidate's personal flight log, it is revealed that they have flown without a valid language proficiency endorsement in airspace where a language proficiency endorsement is required, then the test should be cancelled and the BCAA licensing service notified.

To find out which language proficiency endorsement you should have for your licence, you should ask yourself the following questions:

1. Do you use a radio?
2. Do you fly in a controlled airspace (CTR, TMA, etc.) or do you use a flight information service (FIS)?

Is your answer

- **yes and yes:** then you should have an English language proficiency endorsement on your licence;
- **yes and no:** then you should have a language proficiency endorsement for English or for a relevant language on your licence. A relevant language is a national language used by the airport and/or used during the flight; you can find this information in the AIP.
- **no and no:** then you do not need a language proficiency endorsement on your licence.

3. Reference in the regulation

RD of 19 March 2014

EU1178/2011, FCL.055 & AMC1 FCL.055 & AMC3 FCL.055

ICAO doc 9835, version 2010 (4.4.5, 4.4.8, 4.4.9, 4.4.11, 5.2.10)

4. Annulment

This information note remains in force until further notice.

The Licensing Service