

# English course « permis de piste »

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# Legal obligation

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- From January 2026, the European Union Safety Agency is expanding regulations even further for member countries, meaning vehicle drivers operating on the manoeuvring area, in addition to pilots and air traffic controllers, will be required to hold an ICAO English Language Proficiency certificate at Level 4 or above.
- However in France certain airports have negotiated a lower level A2 and this has been accepted for airport firefighters and certain other airport ground personnel



# English is the language of aviation

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- English proficiency underpins every aspect of aviation operations.
- Pilots and air traffic controllers rely on precise phraseology to avoid misunderstandings that could lead to catastrophic errors. Cabin crew and ground staff need English to serve passengers, deliver safety briefings, and respond effectively in emergencies.
- The stakes are high: based on an ICAO analysis of 28,000 incidents and accident reports, more than 70% of the issues were connected to language-related problems.
- **Miscommunication due to language barriers can cause confusion over vital instructions – potentially leading to collisions or other dangerous situations.**



# Key personnel

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- COURSE DESIGN, WEBSITE AND TEACHING
- Peter Vaughan – Aeronautical English teacher and flight instructor
- TEST DESIGN, TEST SUPERVISION AND CERTIFICATE ISSUE
- Mark Brenner – EASA approved and certified English examiner



# Objectives



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- Given the above, the objective has been to design a course to allow the person to be able to speak and understand English to a level A2 in an aeronautical environment and to pass a test to be able to obtain or revalidate the « permis de piste »

# Target Audience

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- Airport firefighters
  - Other airport personnel with access to the « Aire de manoeuvre » and « Aire de trafic »



# Test design

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- The test has been designed and devised bearing in mind that the persons concerned are not native speakers and have relied until now on an air traffic controller to translate between them and the aircraft.
- More airports are now allocating designated frequencies to allow direct communication between the emergency services and the aircraft. This implies the need for a course and a test which provides the basic framework for understanding and communication.



# An intermodular course

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- The course is divided into:-
- 6 modules (to include a mock test in the last module)
- The modules are self study modules, but it is recommended that an additional 3-hour lesson with an English teacher prior to taking the test is undertaken either in person or via teams.



# Course content

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- The course is divided into 5 learning modules
- 1) English grammar
- 2) Radio communications focused on the obligatory phrases that the person must understand
- 3) Airport
- 4) Emergency situations in relation to runways
- 5) Airport lighting and markings
- Each module has additional material and a practice online test as well as a final mock test



# Link to course content



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- The course content material is to be found on the following website:-
- <https://www.airport-firefighters-english.com/>

# Test

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- Test derived by Mark Brenner, EASA qualified and approved English examiner
- Type of test:- Multiple choice questions
- 35 questions
- Test time 35 minutes
- Pass level:- 70%
- Test when started must be finished in one session



# Test security

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- On-line test with registration process
- Unique access code to take test for each candidate
- Must show photo ID to screen with photo taken of ID
- 3 photos taken automatically and at random during test of candidate
- Movement detector to see if candidate moves away from the screen during the test
- No physical marking of test, done on automatic basis
- Full audit trail



# Certificate

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- Signature of Mark Brenner, EASA qualified and approved English examiner on certificate
- Certificate in French
- Each certificate has a unique computer-generated number



# Other information

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- The candidate will complete a declaration that he/she understands that the photos and photo ID will be conserved on a secure server for a period of 30 days after which it will be automatically destroyed.
- Mark Brenner, EASA qualified and approved English examiner will not do any course teaching to avoid a conflict of interest



**End of  
presentation**

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