EMBRY-RIDDLE
Aeronautical University™
SCHOLARLY COMMONS

Apr 24th, 8:55 AM - 9:45 AM

Reviewing 10+ years of the ICAO LPRs

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Pre-workshop Survey Results

Neil Bullock & Michael Kay
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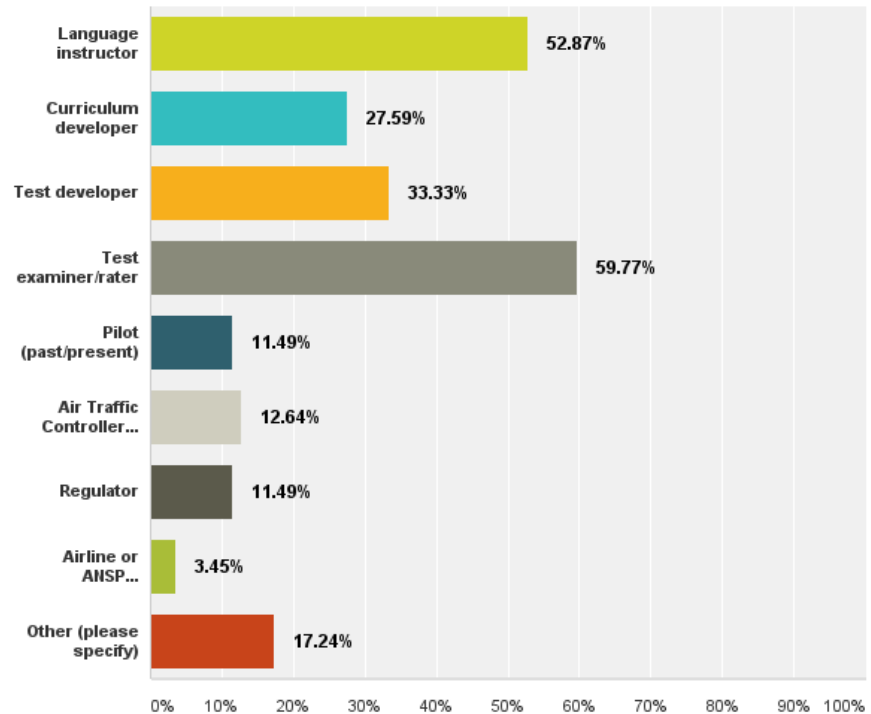INTERNATIONAL CIVIL AVIATION ENGLISH ASSOCIATION
supporting the use of English for aviation safety

www.icaea.aero

Our professions

Q1 What is/are your current professional role(s) (select one or more)?

Answered: 87   Skipped: 2

Role	Percentage
Language instructor	52.87%
Curriculum developer	27.59%
Test developer	33.33%
Test examiner/rater	59.77%
Pilot (past/present)	11.49%
Air Traffic Controller...	12.64%
Regulator	11.49%
Airline or ANSP...	3.45%
Other (please specify)	17.24%

ICAEA

English as our first language

Q2 What is your first language?

Answered: 87   Skipped: 2

English
32.18% (28)

Other (please specify)
67.82% (59)
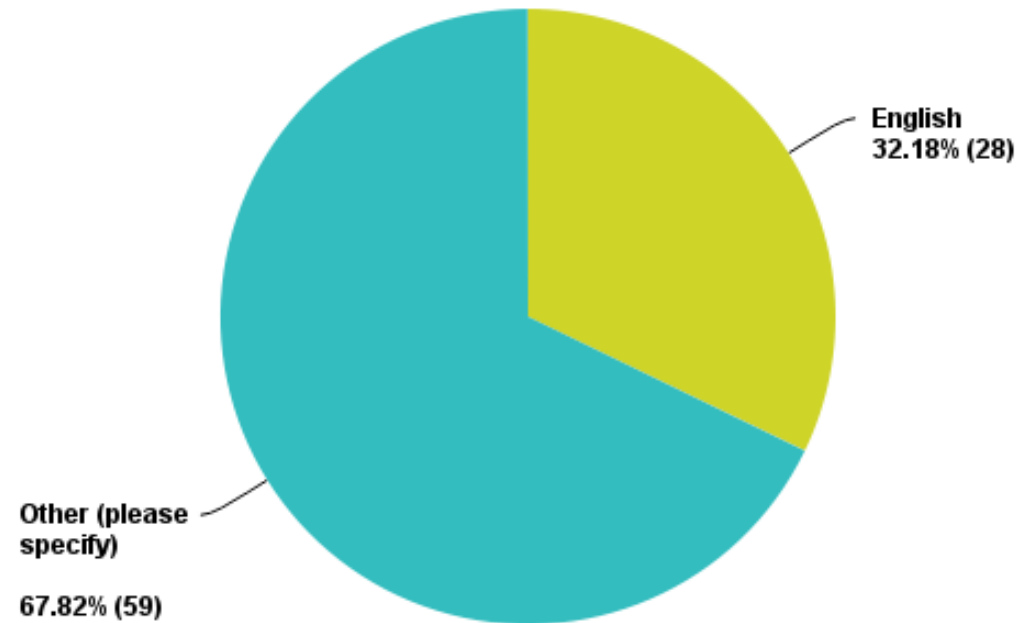
The regions where we are from

Q3 In which region are you based?

Answered: 86   Skipped: 3

South Americca
12.79% (11)

North America
4.65% (4)

Australasia
5.81% (5)

Asia
9.30% (8)

Africa
1.16% (1)

Middle East
3.49% (3)

Europe
62.79% (54)

ICAEA
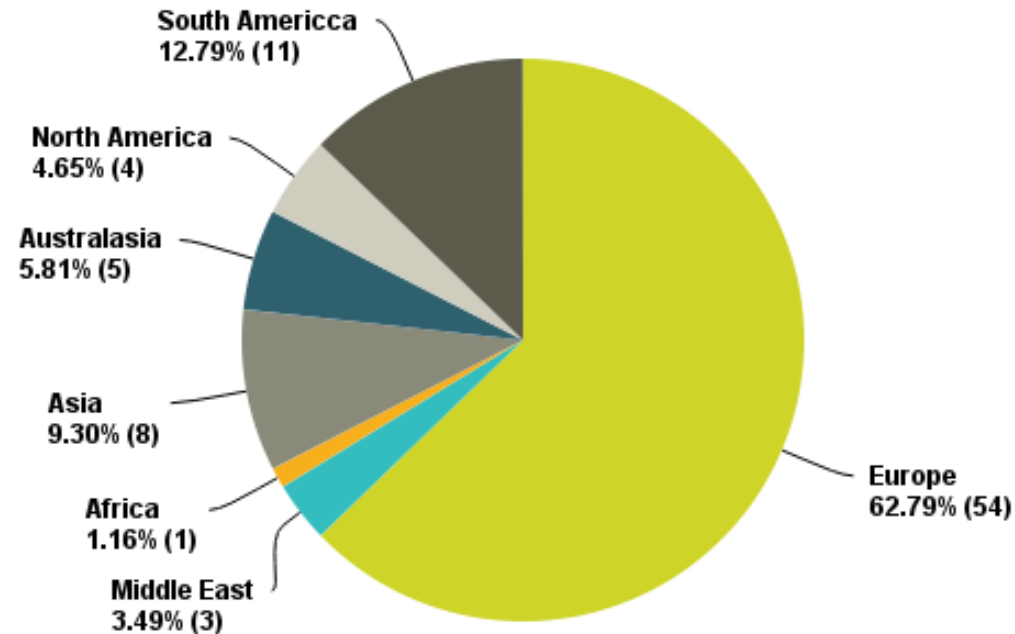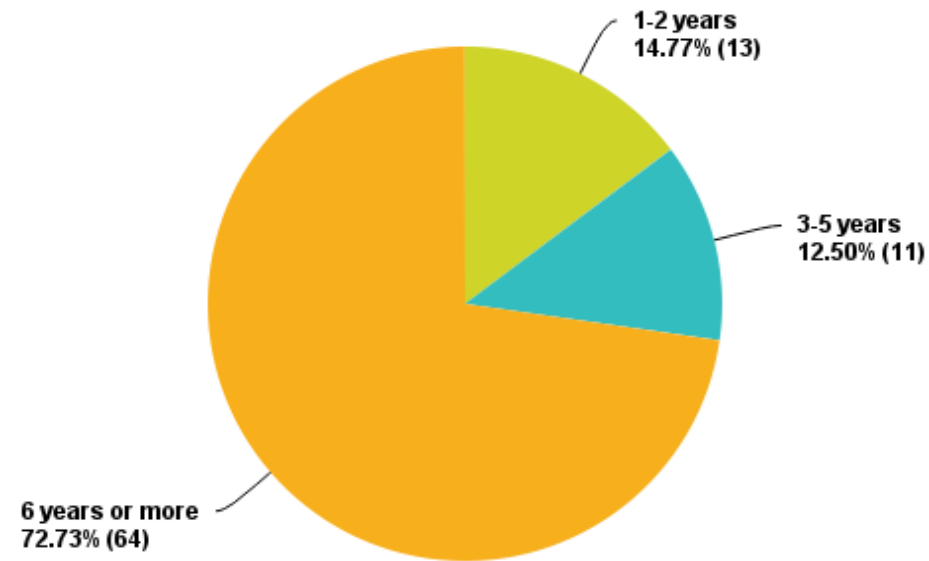
Our time involved with the LPRs

Q4 How long have you been involved in, or affected by, the ICAO Language Proficiency Requirements (LPRs)?

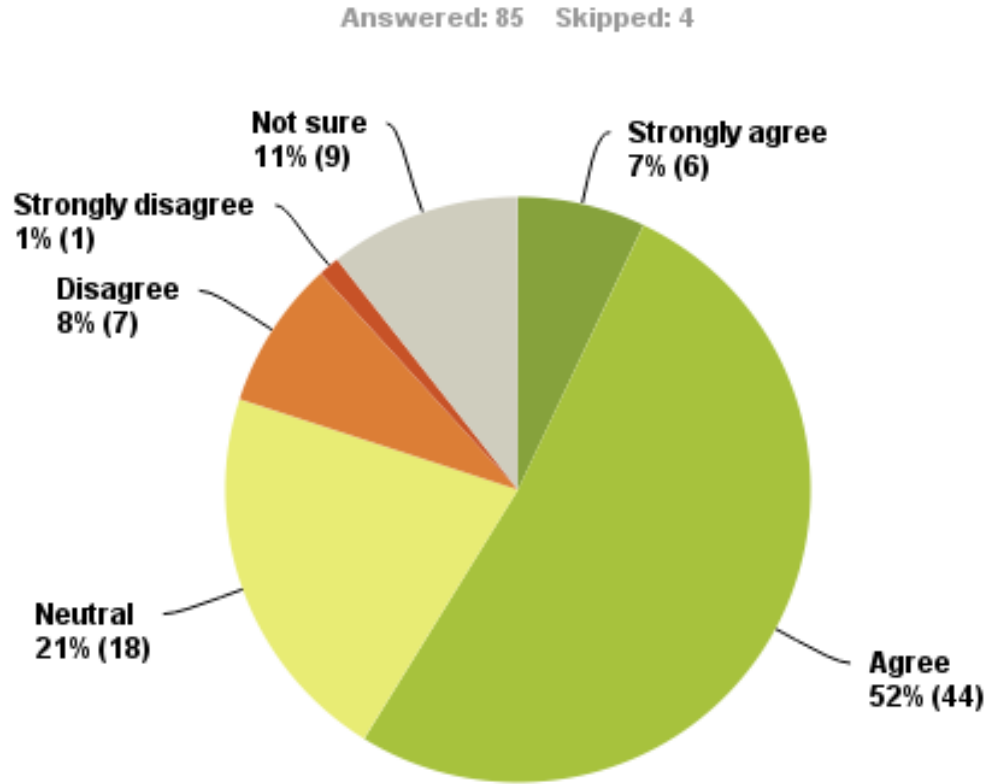Answered: 88   Skipped: 1

1-2 years
14.77% (13)

3-5 years
12.50% (11)

6 years or more
72.73% (64)

Impact of the ICAO LPRs on:
- **Operations**
- **Language testing**
- **Language training**
- **Licencing policies**

Impact of the LPRs on operations

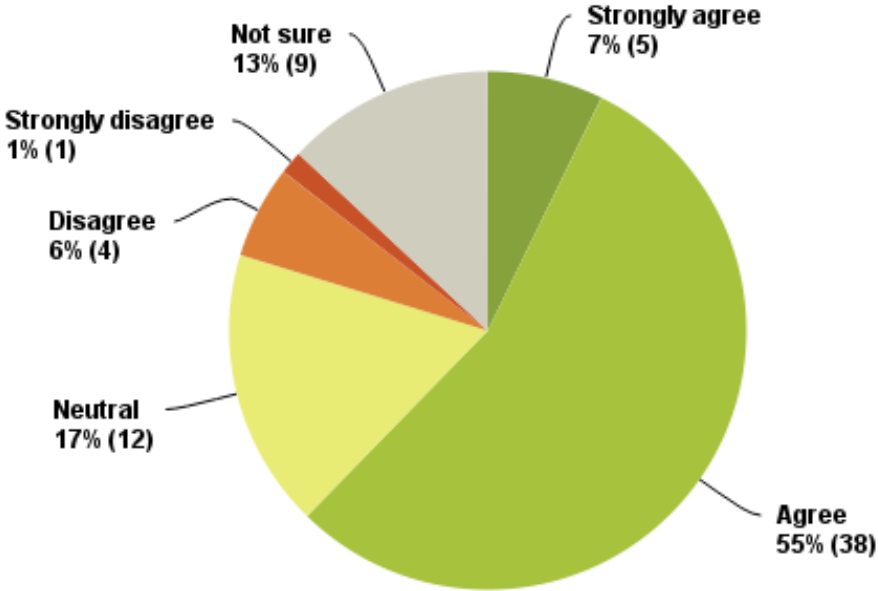# Pilots' and ATCOs' plain language proficiency has improved since the ICAO LPRs were introduced.

Answered: 85   Skipped: 4

- Not sure 11% (9)
- Strongly agree 7% (6)
- Strongly disagree 1% (1)
- Disagree 8% (7)
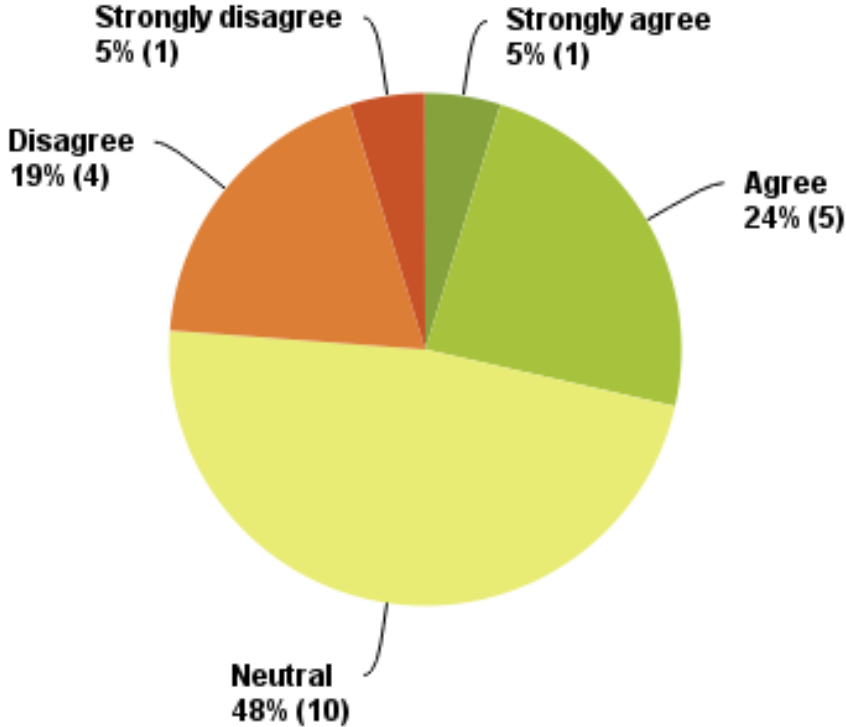- Agree 52% (44)
- Neutral 21% (18)

ICAEA

Pilots' and ATCOs' plain language proficiency has improved since the ICAO LPRs were introduced.

Non operational participants vs pilot and ATCOs

Answered: 69   Skipped: 2

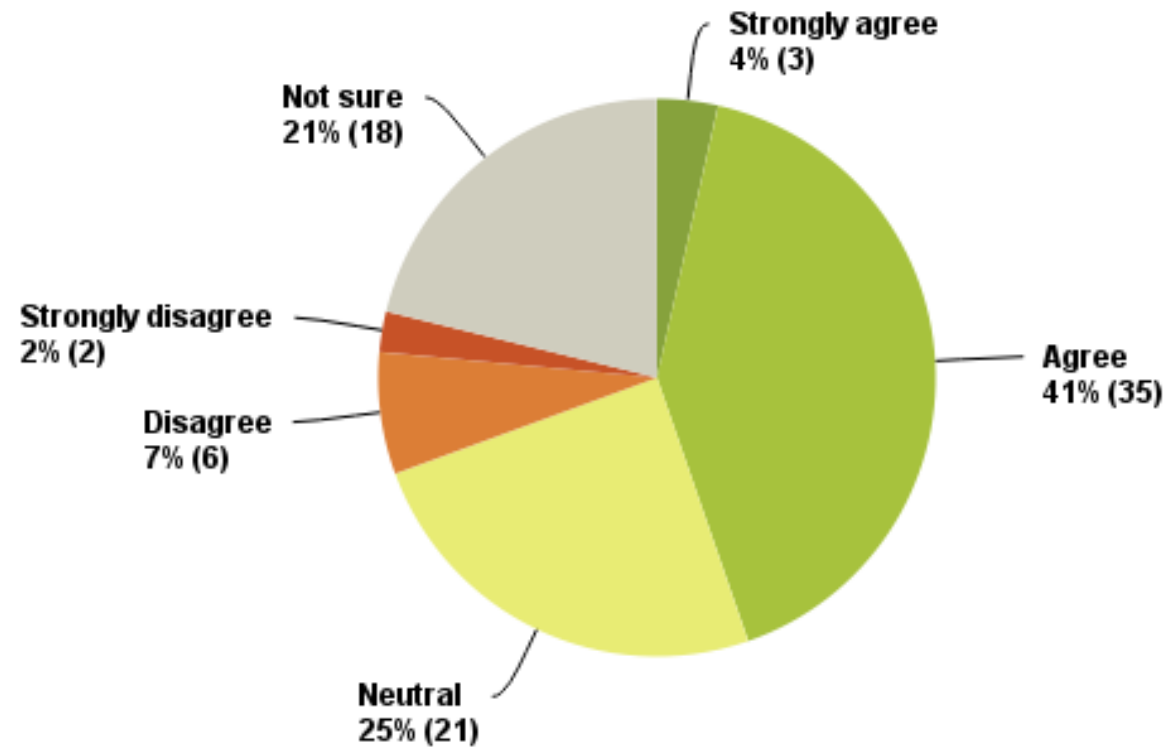Not sure
13% (9)

Strongly agree
7% (5)

Strongly disagree
1% (1)

Disagree
6% (4)

Agree
55% (38)

Neutral
17% (12)

Answered: 21   Skipped: 0

Strongly disagree
5% (1)

Strongly agree
5% (1)

Disagree
19% (4)

Agree
24% (5)

Neutral
48% (10)

ICAEA

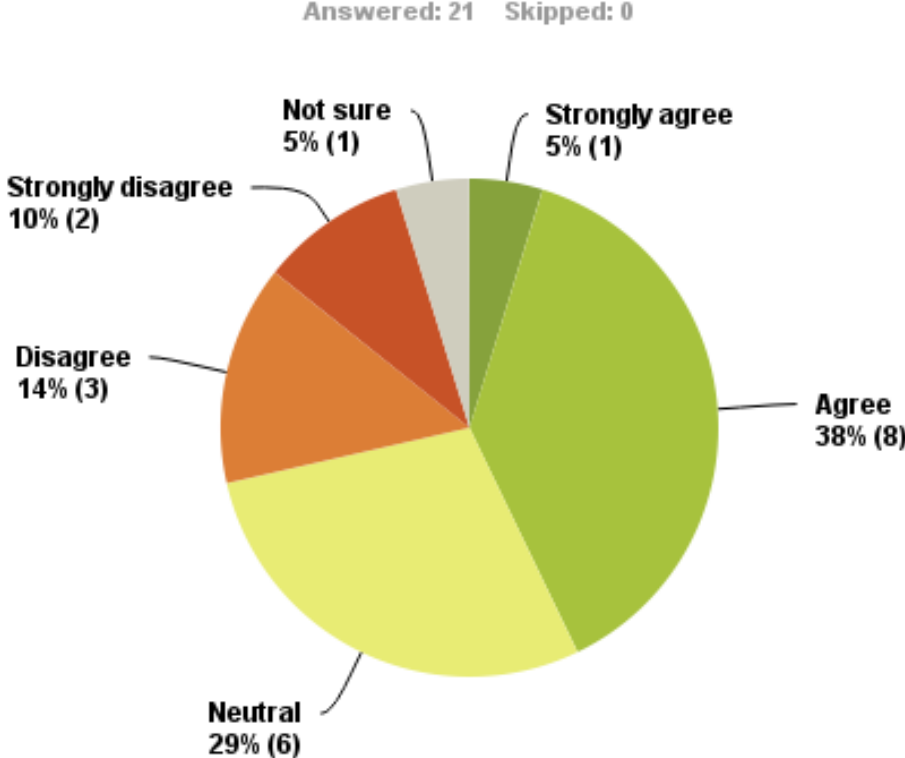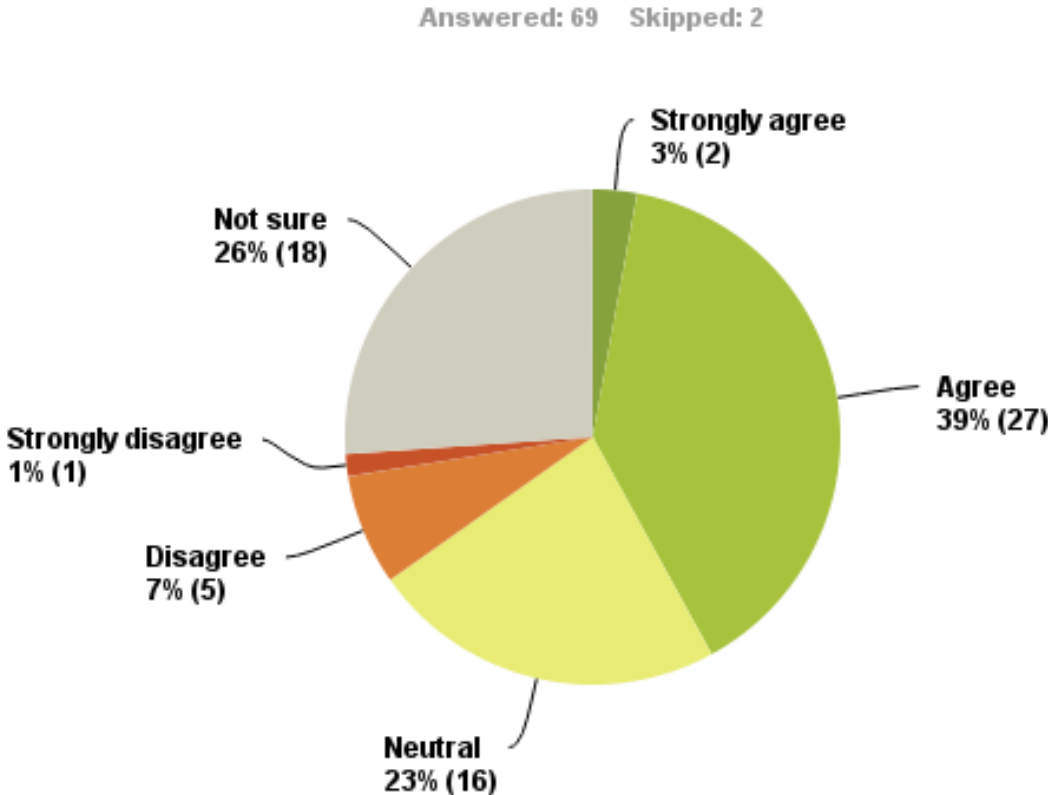# Pilots' and ATCOs' radio communications have improved since ICAO LPRs were introduced.

Answered: 85   Skipped: 4

- Strongly agree 4% (3)
- Agree 41% (35)
- Neutral 25% (21)
- Disagree 7% (6)
- Strongly disagree 2% (2)
- Not sure 21% (18)

ICAEA

Pilots' and ATCOs' radio communications have improved since ICAO LPRs were introduced.

Non operational participants vs pilot and ATCOs views

Answered: 69 Skipped: 2

Strongly agree 3% (2)
Not sure 26% (18)
Strongly disagree 1% (1)
Disagree 7% (5)
Neutral 23% (16)
Agree 39% (27)

Answered: 21 Skipped: 0

Not sure 5% (1)
Strongly agree 5% (1)
Strongly disagree 10% (2)
Disagree 14% (3)
Neutral 29% (6)
Agree 38% (8)

ICAEA

The introduction of the ICAO LPRs has led to a greater awareness of the importance of the role of English language proficiency in air ground communications.
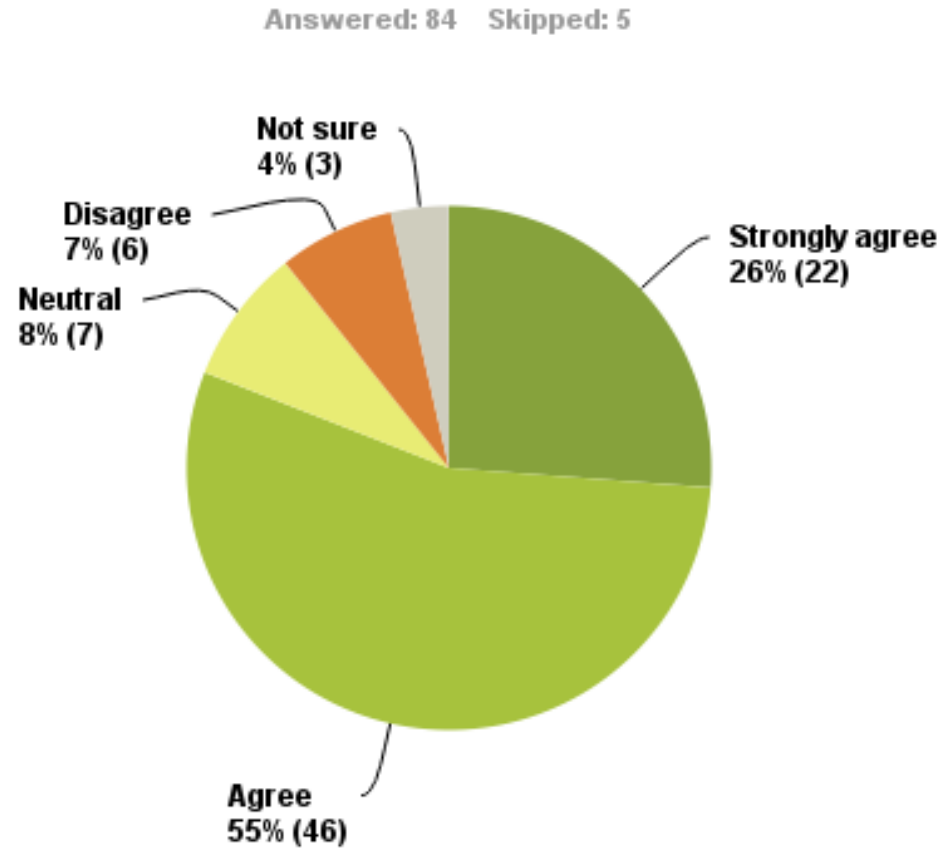
Answered: 84   Skipped: 5

Not sure
4% (3)

Disagree
7% (6)

Neutral
8% (7)

Strongly agree
26% (22)

Agree
55% (46)

ICAEA

Because the ICAO LPRs focus on proficiency in plain language, communicative competence in the use and understanding of standard phraseology has declined in air-ground communications.

Answered: 84   Skipped: 5

Strongly agree
2% (2)

Agree
11% (9)

Neutral
25% (21)

Disagree
37% (31)

Strongly disagree
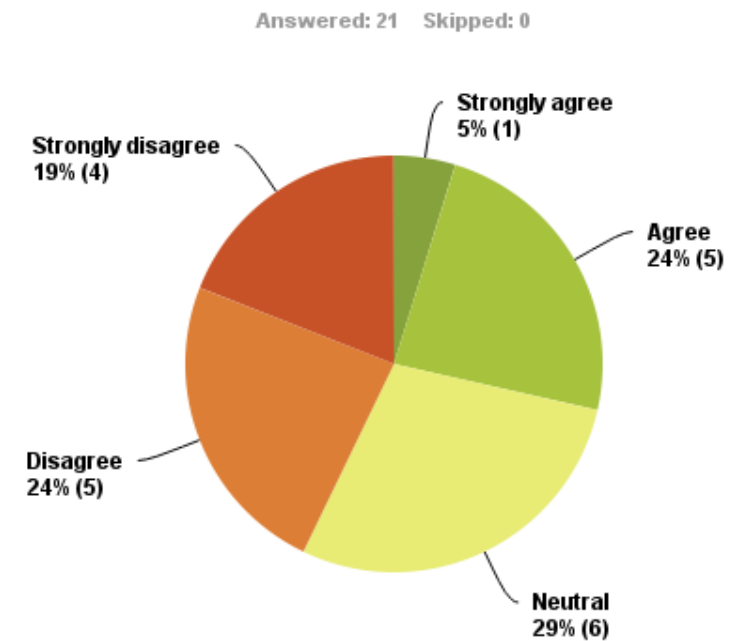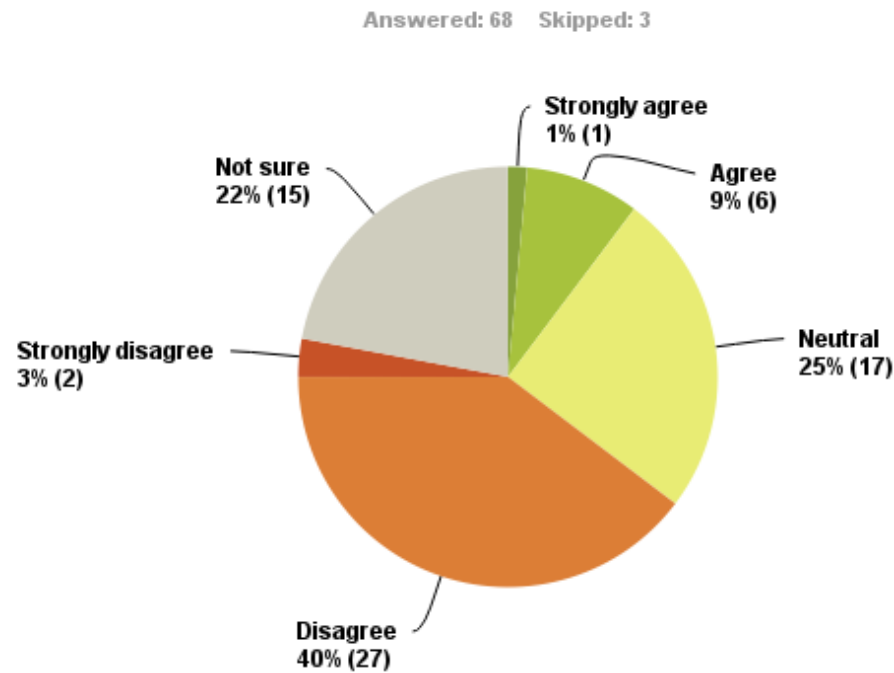7% (6)

Not sure
18% (15)

ICAEA
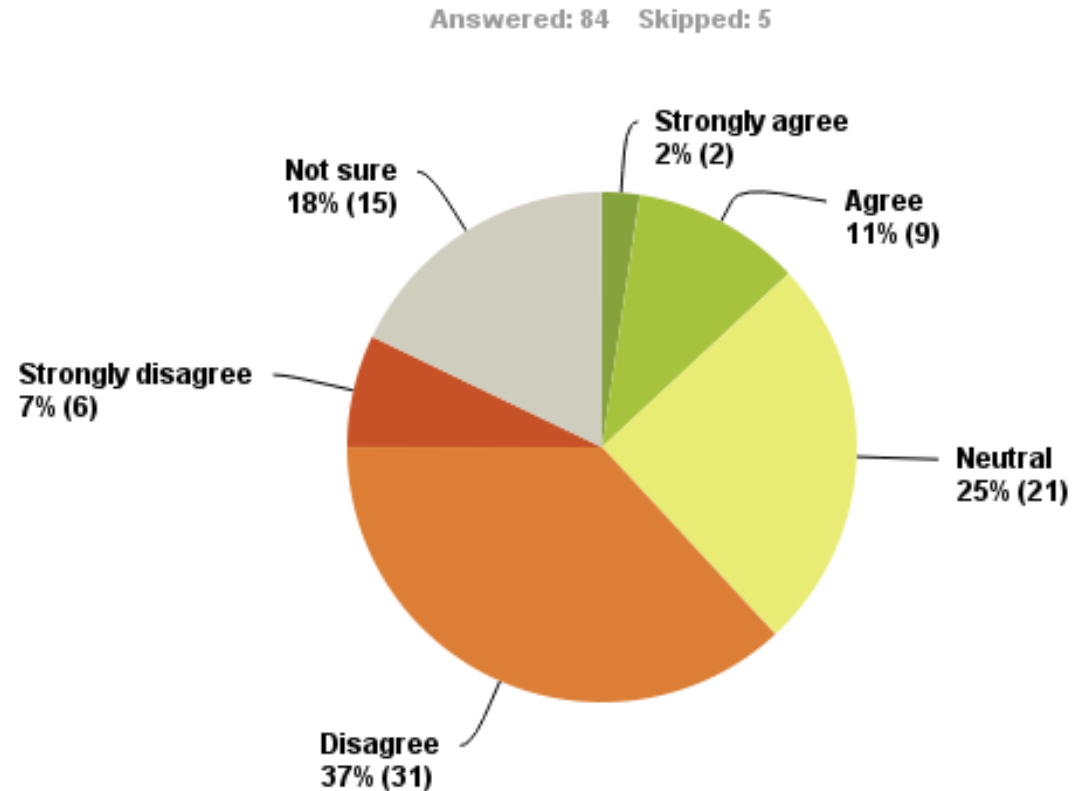
Because the ICAO LPRs focus on proficiency in plain language, communicative competence in the use and understanding of standard phraseology has declined in air-ground communications.

Non operational participants vs Pilot and ATCOs

Answered: 68   Skipped: 3

Answered: 21   Skipped: 0

Strongly agree 1% (1)
Agree 9% (6)
Not sure 22% (15)
Neutral 25% (17)
Strongly disagree 3% (2)
Disagree 40% (27)

Strongly agree 5% (1)
Strongly disagree 19% (4)
Agree 24% (5)
Disagree 24% (5)
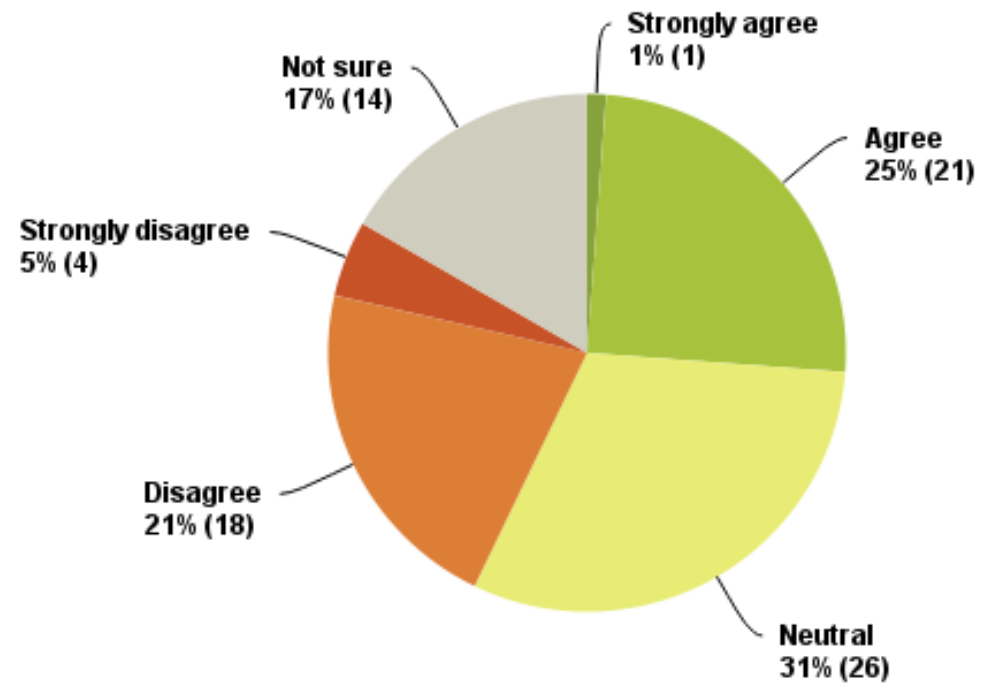Neutral 29% (6)

ICAEA

Declining competence in use of phraseology

- Pilot / ATCOs 30% agree
- Non Ops 10% agree

ICAEA

Native English speaking controllers / pilots in your region are able to effectively modify their language to accommodate non-native speaking pilots / controllers in radiotelephony communications.

Answered: 84   Skipped: 5

Strongly agree
1% (1)

Agree
25% (21)

Neutral
31% (26)

Disagree
21% (18)

Strongly disagree
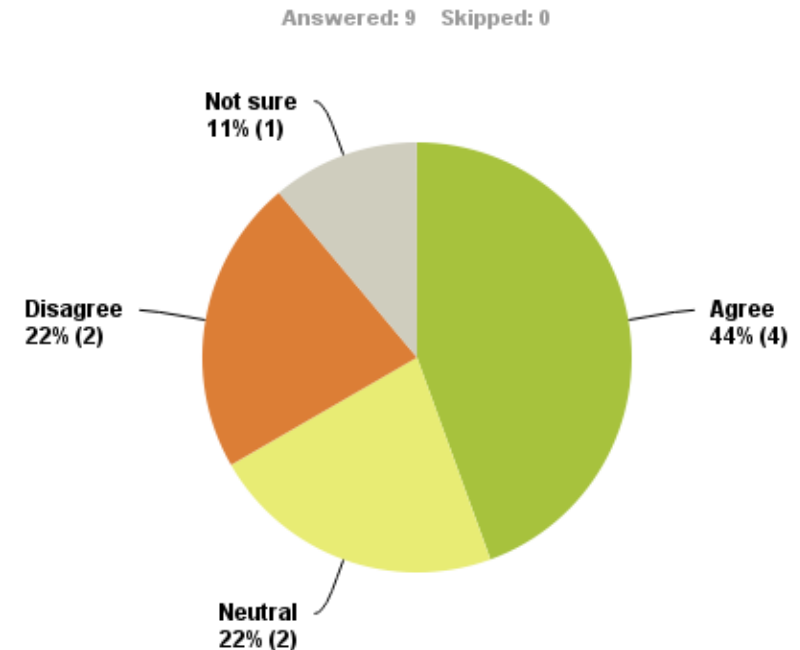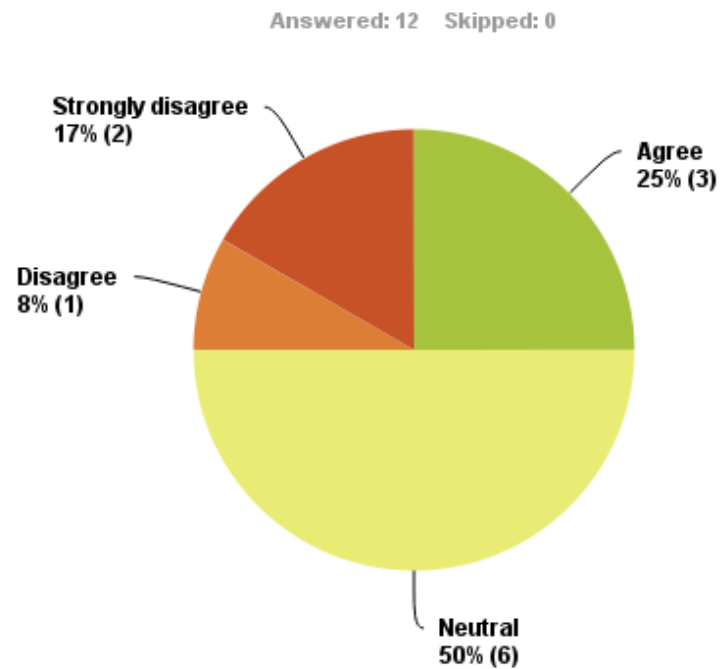5% (4)

Not sure
17% (14)

ICAEA

Native English speaking controllers / pilots in your region are able to effectively modify their language to accommodate non-native speaking pilots / controllers in radiotelephony communications.

Non native English speaking pilots and ATCOs vs Native English speaking pilots and ATCOs

Answered: 12   Skipped: 0

Strongly disagree
17% (2)

Agree
25% (3)

Disagree
8% (1)

Neutral
50% (6)

Answered: 9   Skipped: 0

Not sure
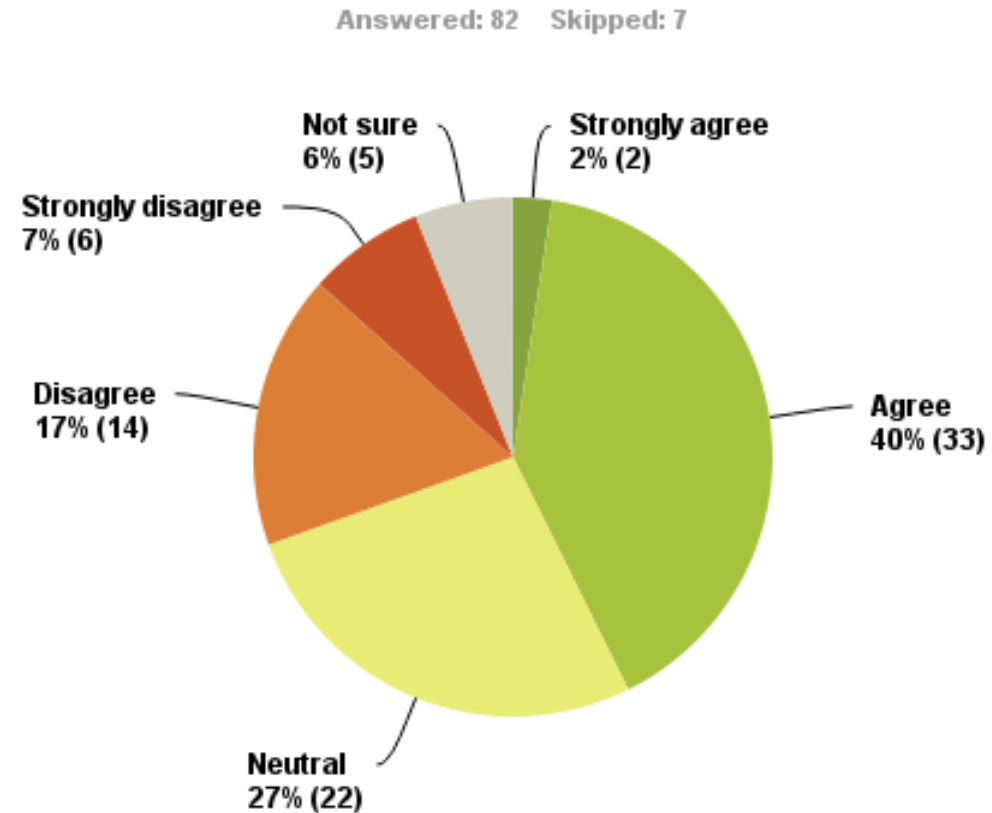11% (1)

Disagree
22% (2)

Agree
44% (4)

Neutral
22% (2)

ICAEA

Impact of the LPRs on language testing

ICAEA

ICAO LPR language tests in your region have improved since the ICAO LPRs were introduced.
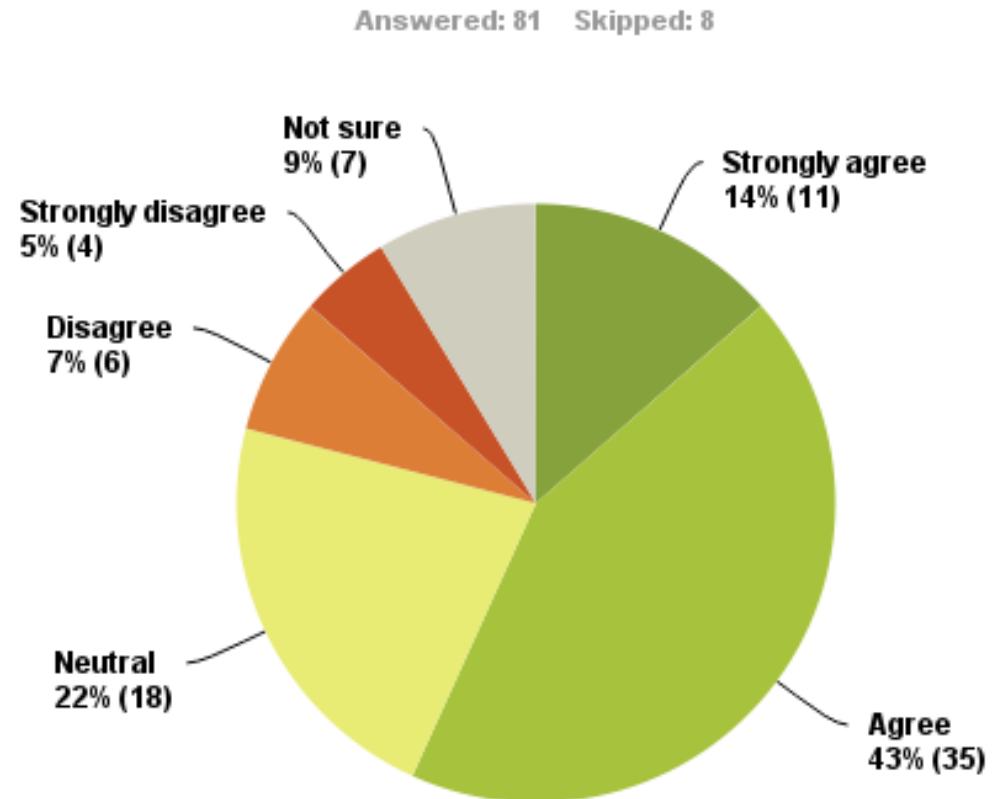
Answered: 81   Skipped: 8

Not sure
9% (7)

Strongly agree
14% (11)

Strongly disagree
5% (4)

Disagree
7% (6)

Neutral
22% (18)

Agree
43% (35)

ICAEA

ICAO LPR language tests in your region adequately assess the communication needs of pilots and controllers in air-ground communication contexts.

Answered: 82   Skipped: 7

Strongly agree 2% (2)

Agree 40% (33)

Neutral 27% (22)

Disagree 17% (14)

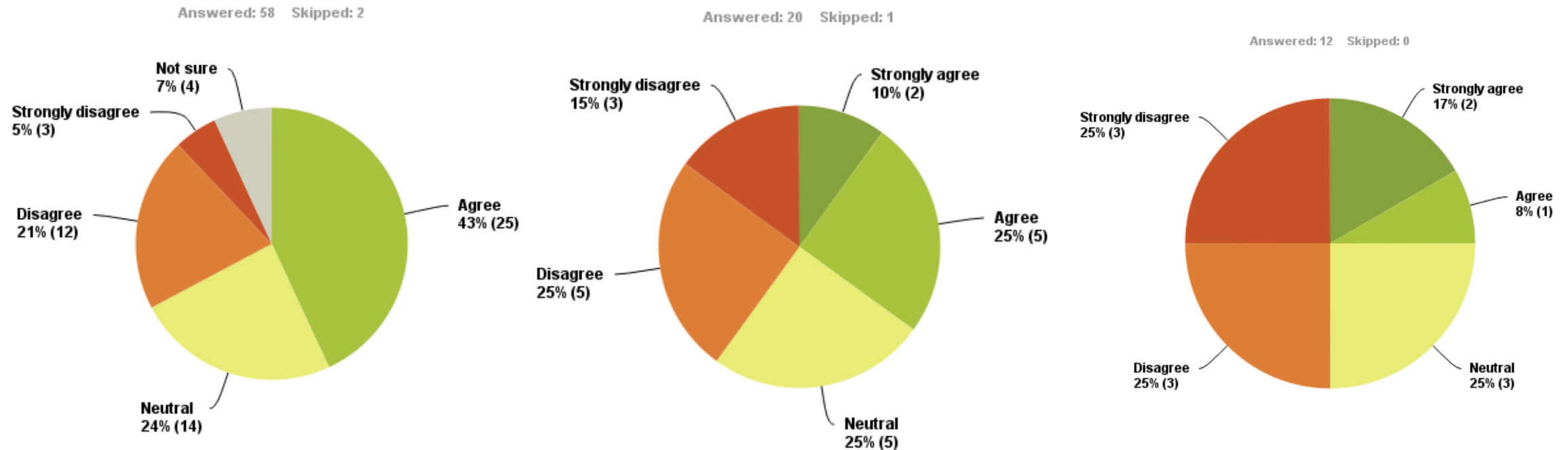**Strongly disagree** 7% (6)

Not sure 6% (5)

ICAEA

ICAO LPR language tests in your region adequately assess the communication needs of pilots and controllers in air-ground communication contexts.

Trainers and tester developers vs pilot and ATCOs vs Non-native English speaking pilots and ATCOs

Answered: 58   Skipped: 2

- Not sure 7% (4)
- Strongly disagree 5% (3)
- Disagree 21% (12)
- Neutral 24% (14)
- Agree 43% (25)

Answered: 20   Skipped: 1

- Strongly disagree 15% (3)
- Strongly agree 10% (2)
- Agree 25% (5)
- Neutral 25% (5)
- Disagree 25% (5)

Answered: 12   Skipped: 0

- Strongly disagree 25% (3)
- Strongly agree 17% (2)
- Agree 8% (1)
- Neutral 25% (3)
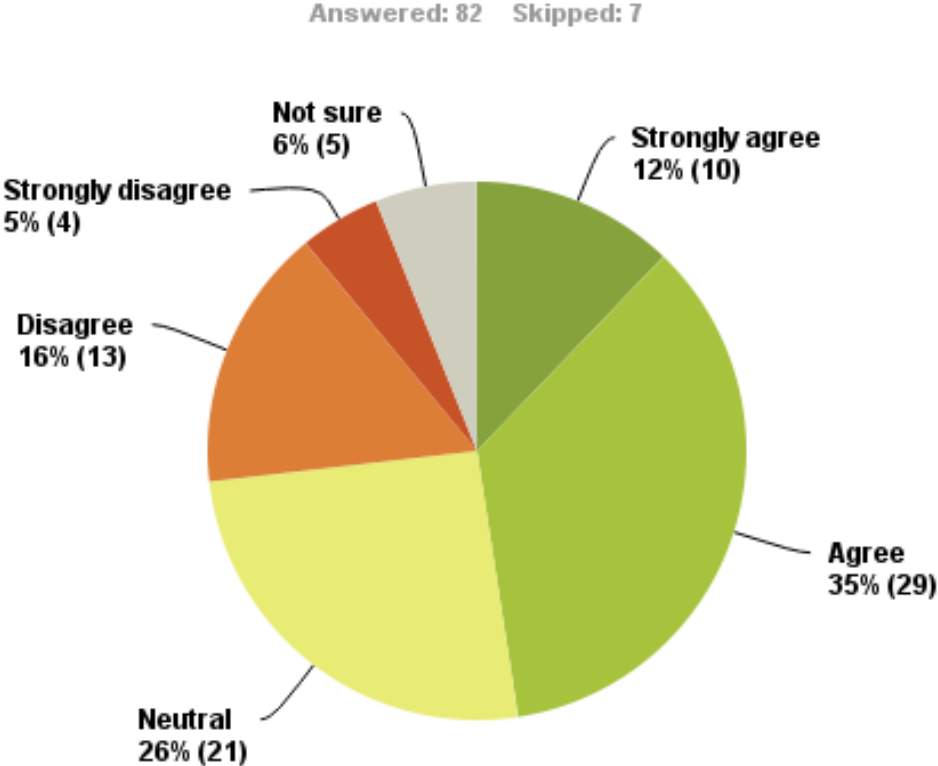- Disagree 25% (3)

ICAEA

Test adequately assess comm'n needs

- Why do you think there is such a difference in the levels of disagreement on this statement?
- 26% trainers/testers
- 40% pilots/ATCOs
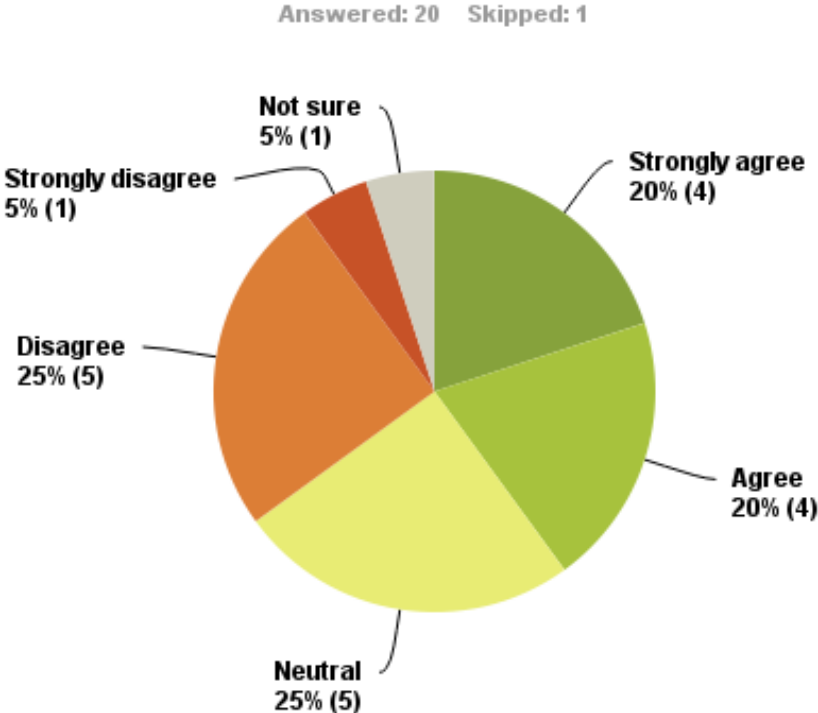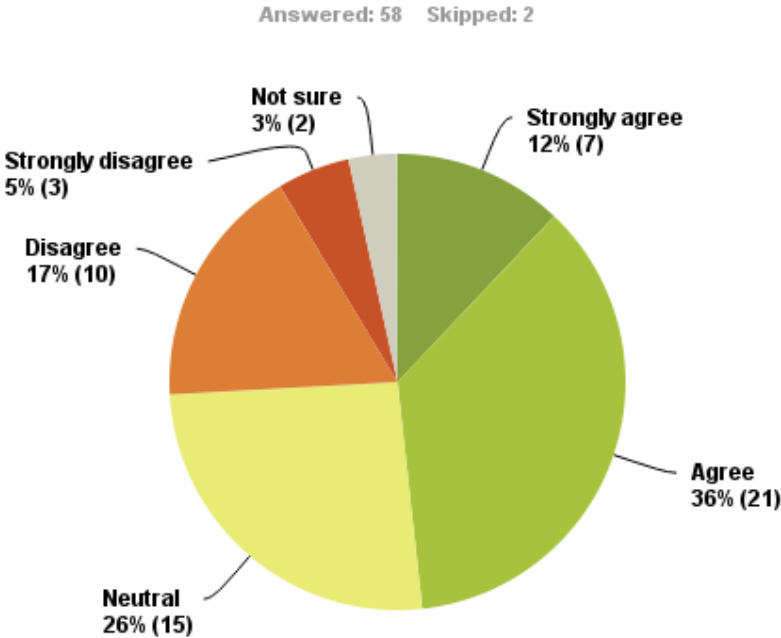- 50% non-native Eng Sp pilots/ATCOs

ICAEA

Language testing and operational experts work together effectively in the development and implementation of ICAO LPR tests.

Answered: 82   Skipped: 7

Not sure
6% (5)

Strongly agree
12% (10)

Strongly disagree
5% (4)

Disagree
16% (13)

Agree
35% (29)

Neutral
26% (21)

ICAEA

Language testing and operational experts work together effectively in the development and implementation of ICAO LPR tests.

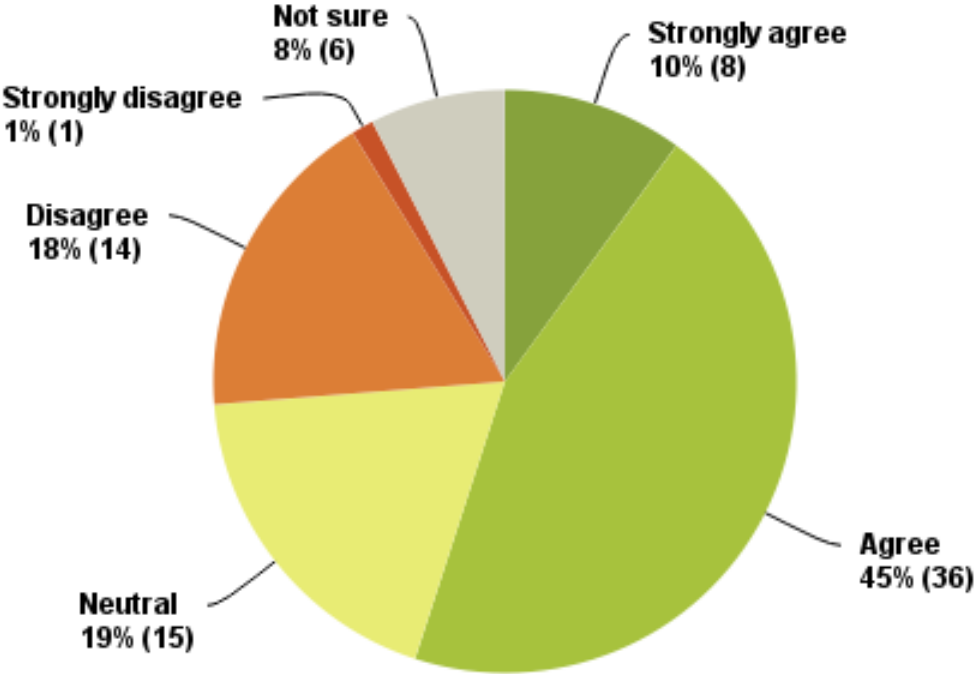## Language trainers, curriculum developers and test developers vs Pilot and ATCOs

Answered: 58   Skipped: 2

Not sure
3% (2)

Strongly disagree
5% (3)

Disagree
17% (10)

Strongly agree
12% (7)

Agree
36% (21)

Neutral
26% (15)

Answered: 20   Skipped: 1

Not sure
5% (1)

Strongly disagree
5% (1)

Disagree
25% (5)

Strongly agree
20% (4)

Agree
20% (4)
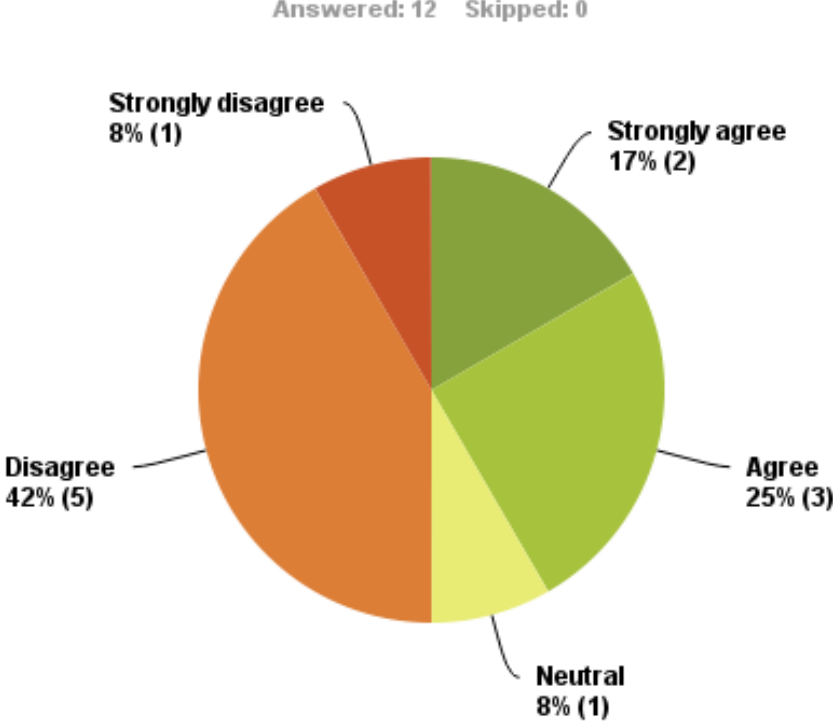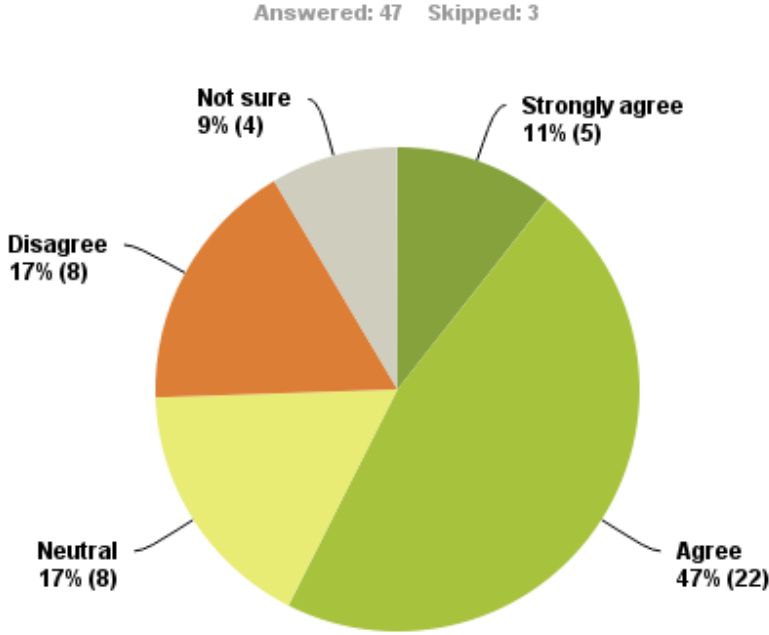
Neutral
25% (5)

ICAEA

Impact of the LPRs on language training

The introduction of the ICAO LPRs has led to a meaningful increase in the amount of language training.
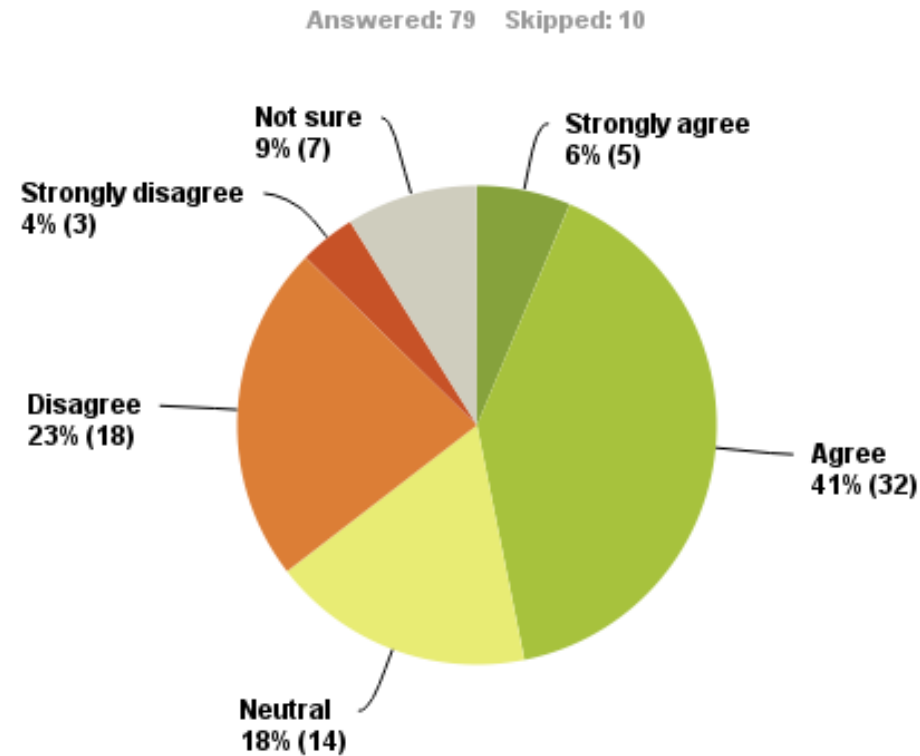

Answered: 80   Skipped: 9

Not sure
8% (6)

Strongly agree
10% (8)

Strongly disagree
1% (1)

Disagree
18% (14)

Agree
45% (36)

Neutral
19% (15)

ICAEA

The introduction of the ICAO LPRs has led to a meaningful increase in the amount of language training.

Trainers and curriculum developers vs
Non native English speaking pilots and ATCOs

Answered: 47   Skipped: 3

- Not sure 9% (4)
- Strongly agree 11% (5)
- Disagree 17% (8)
- Neutral 17% (8)
- Agree 47% (22)

Answered: 12   Skipped: 0

- Strongly disagree 8% (1)
- Strongly agree 17% (2)
- Agree 25% (3)
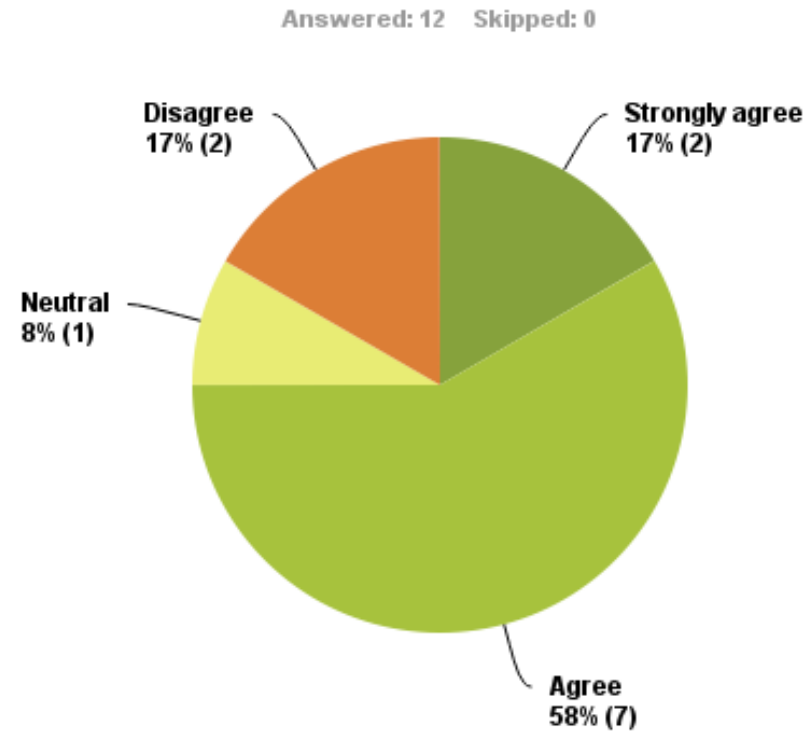- Disagree 42% (5)
- Neutral 8% (1)

ICAEA

Attention is primarily given to test preparation, focusing on practising possible responses, rather than meaningful language training that promotes learning and maintains & improves proficiency and communication skills.

Answered: 79   Skipped: 10

Not sure
9% (7)

Strongly disagree
4% (3)

Strongly agree
6% (5)

Disagree
23% (18)

Agree
41% (32)
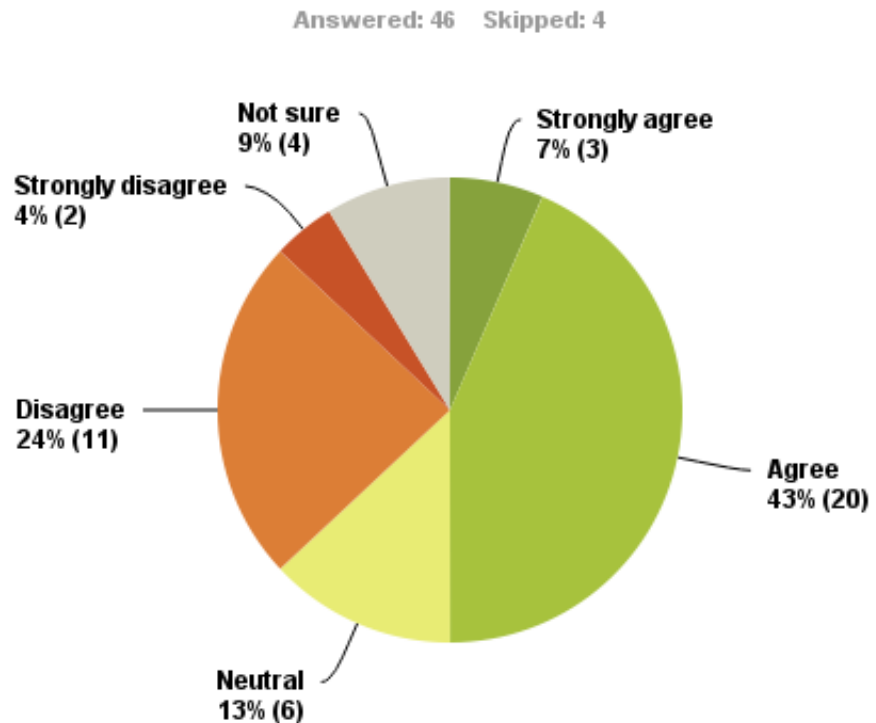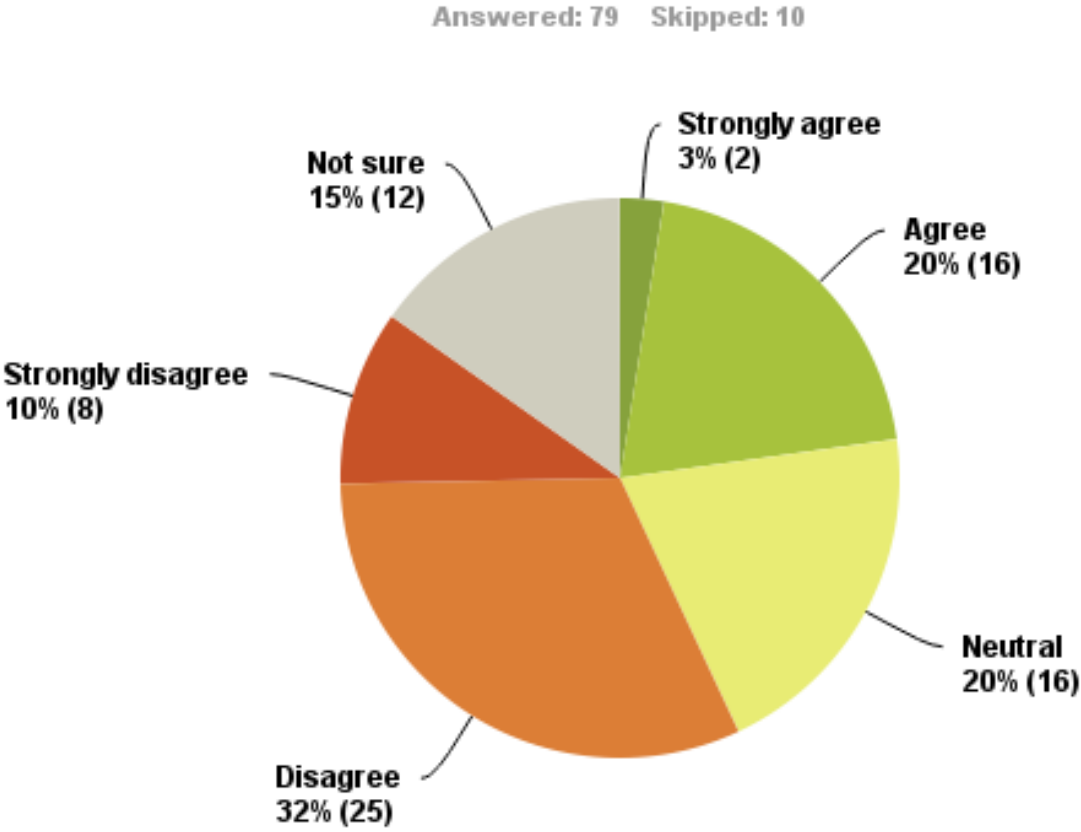
Neutral
18% (14)

ICAEA

Attention is primarily given to test preparation, focusing on practising possible responses, rather than meaningful language training that promotes learning and maintains & improves proficiency and communication skills.

Language trainers and curriculum developers vs
Non native English speaking pilots and ATCOs

Answered: 46   Skipped: 4

- Not sure 9% (4)
- Strongly agree 7% (3)
- Strongly disagree 4% (2)
- Disagree 24% (11)
- Agree 43% (20)
- Neutral 13% (6)

Answered: 12   Skipped: 0

- Disagree 17% (2)
- Strongly agree 17% (2)
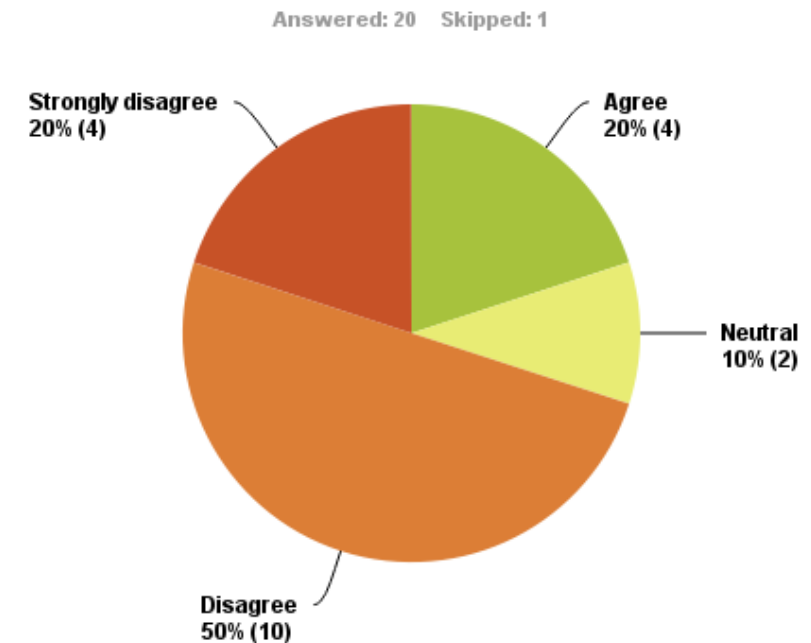- Neutral 8% (1)
- Agree 58% (7)

ICAEA

Sufficient attention is given to ongoing language training of licensed pilots and controllers to maintain and develop language proficiency between test cycles.

Answered: 79   Skipped: 10

Strongly agree
3% (2)

Agree
20% (16)

Neutral
20% (16)

Disagree
32% (25)

Strongly disagree
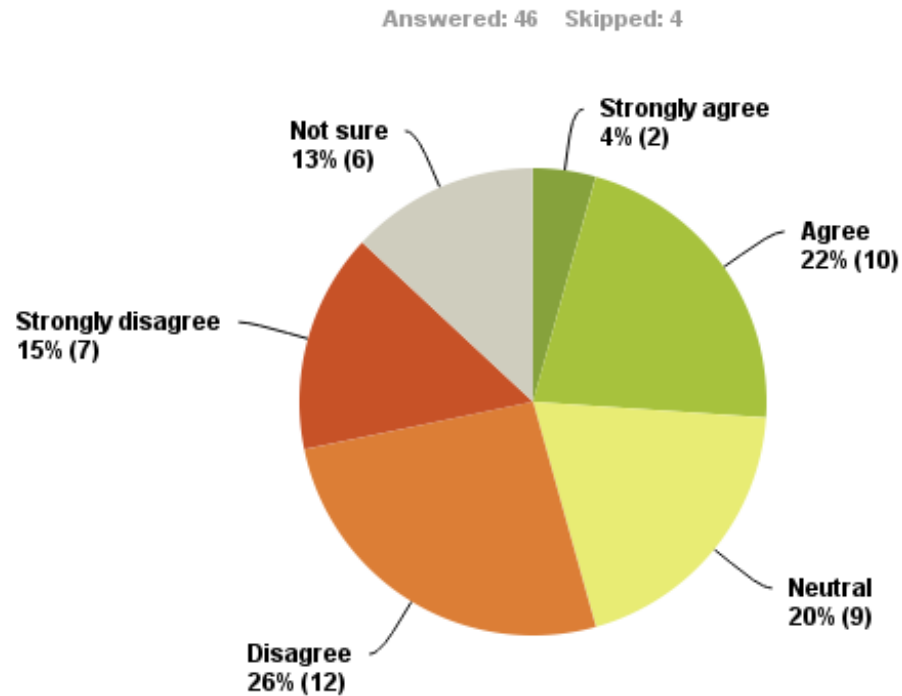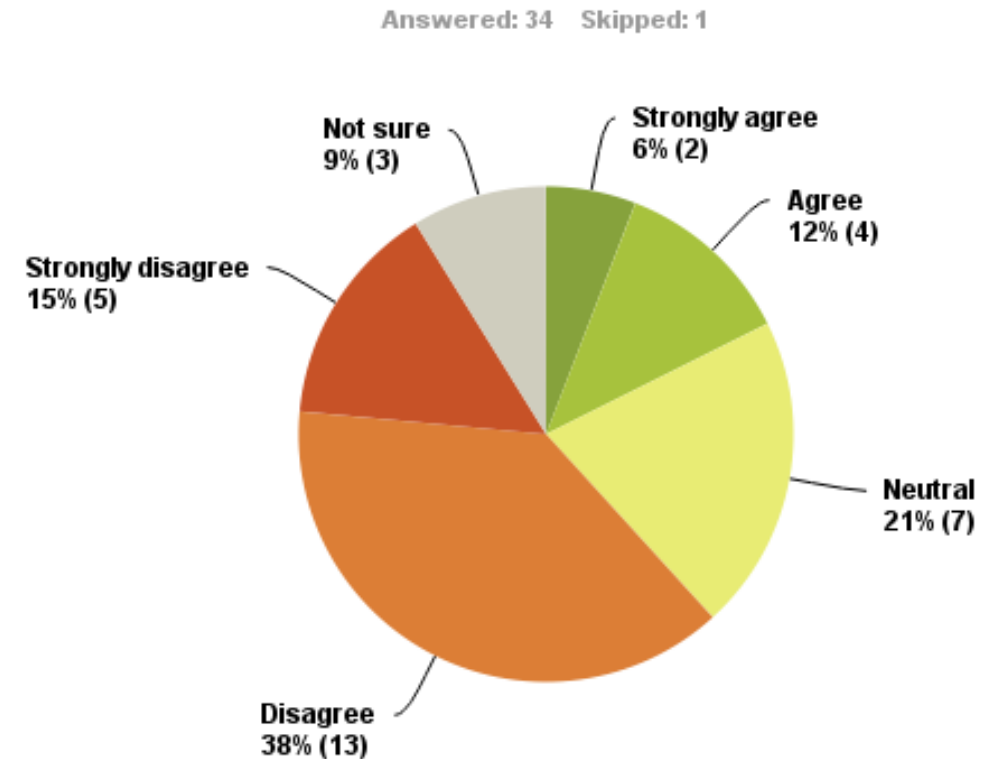10% (8)

Not sure
15% (12)

ICAEA

Sufficient attention is given to ongoing language training of licensed pilots and controllers to maintain and develop language proficiency between test cycles.

Language trainers and curriculum developers vs Pilots and ATCOs

Answered: 46   Skipped: 4

- Strongly agree 4% (2)
- Agree 22% (10)
- Neutral 20% (9)
- Disagree 26% (12)
- Strongly disagree 15% (7)
- Not sure 13% (6)

Answered: 20   Skipped: 1

- Agree 20% (4)
- Neutral 10% (2)
- Disagree 50% (10)
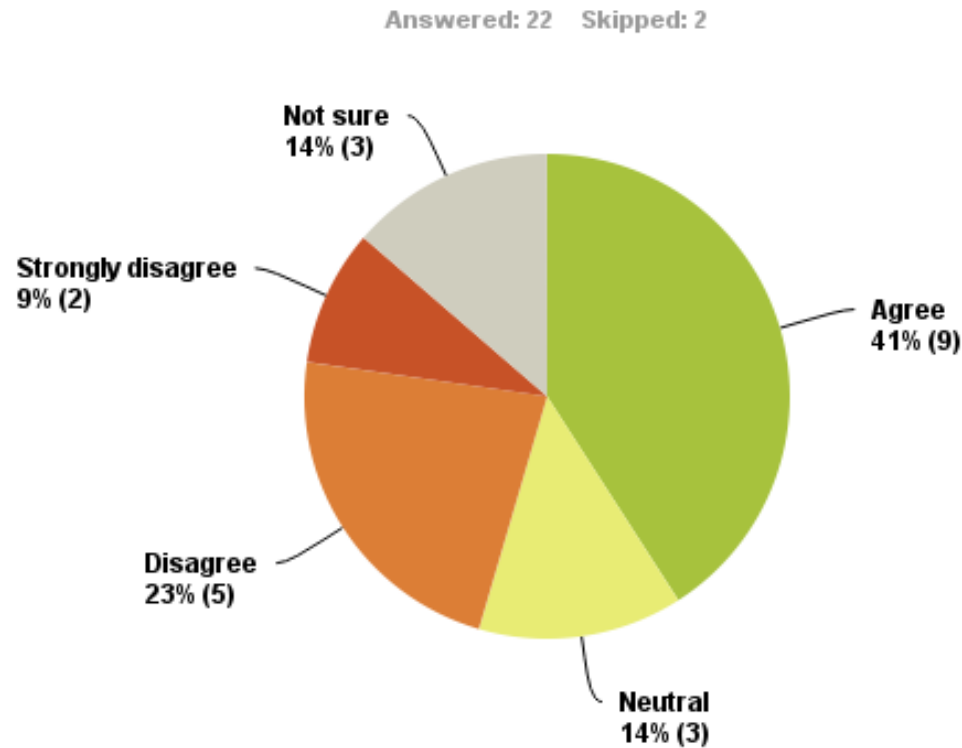- Strongly disagree 20% (4)

ICAEA

Sufficient attention is given to ongoing language training of licensed pilots and controllers to maintain and develop language proficiency between test cycles.

States with only one LPR test for pilots vs States with more than one LPR test for pilots

Answered: 22   Skipped: 2

Not sure 14% (3)
Strongly disagree 9% (2)
Disagree 23% (5)
Neutral 14% (3)
Agree 41% (9)

Answered: 34   Skipped: 1

Not sure 9% (3)
Strongly agree 6% (2)
Agree 12% (4)
Neutral 21% (7)
Disagree 38% (13)
Strongly disagree 15% (5)

ICAEA

Sufficient attention is given to ongoing language training of licensed pilots and controllers to maintain and develop language proficiency between test cycles.
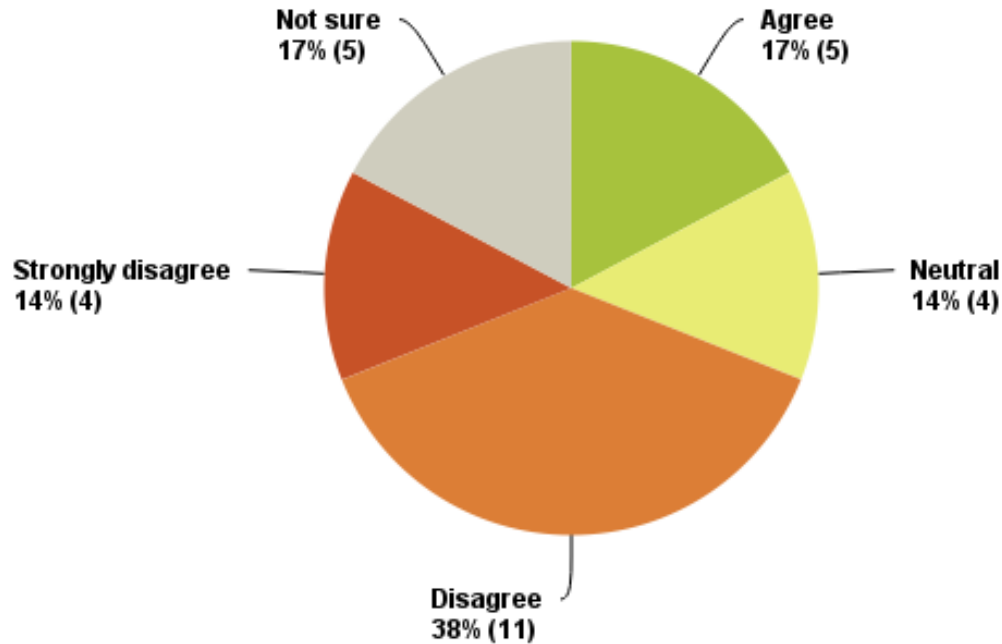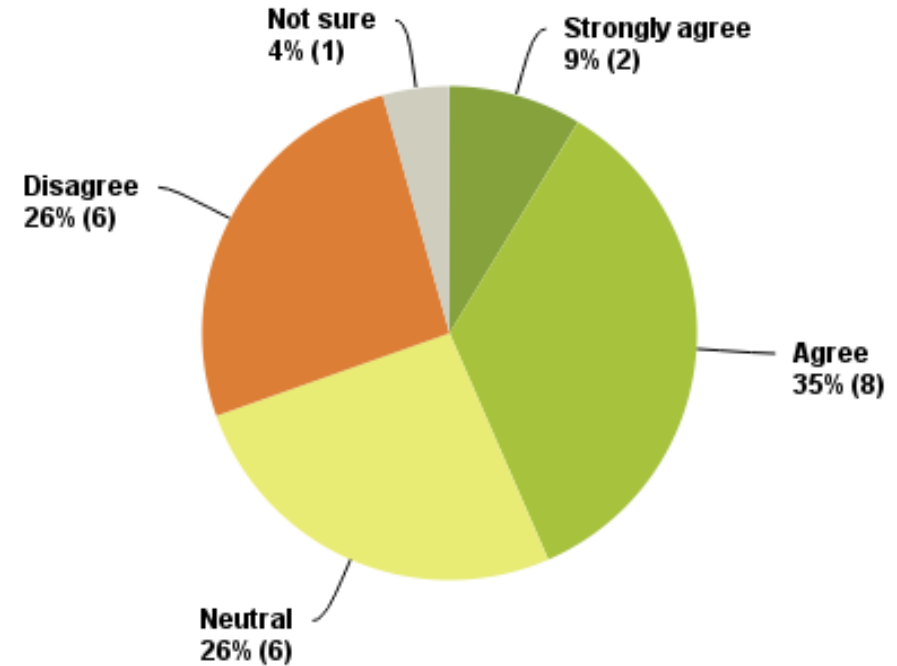
States with only one LPR test for ATCOs vs States with more than one LPR test for ATCOs

Answered: 29   Skipped: 4

- Not sure 17% (5)
- Agree 17% (5)
- Neutral 14% (4)
- Disagree 38% (11)
- Strongly disagree 14% (4)

Answered: 23   Skipped: 0

- Not sure 4% (1)
- Strongly agree 9% (2)
- Agree 35% (8)
- Neutral 26% (6)
- Disagree 26% (6)
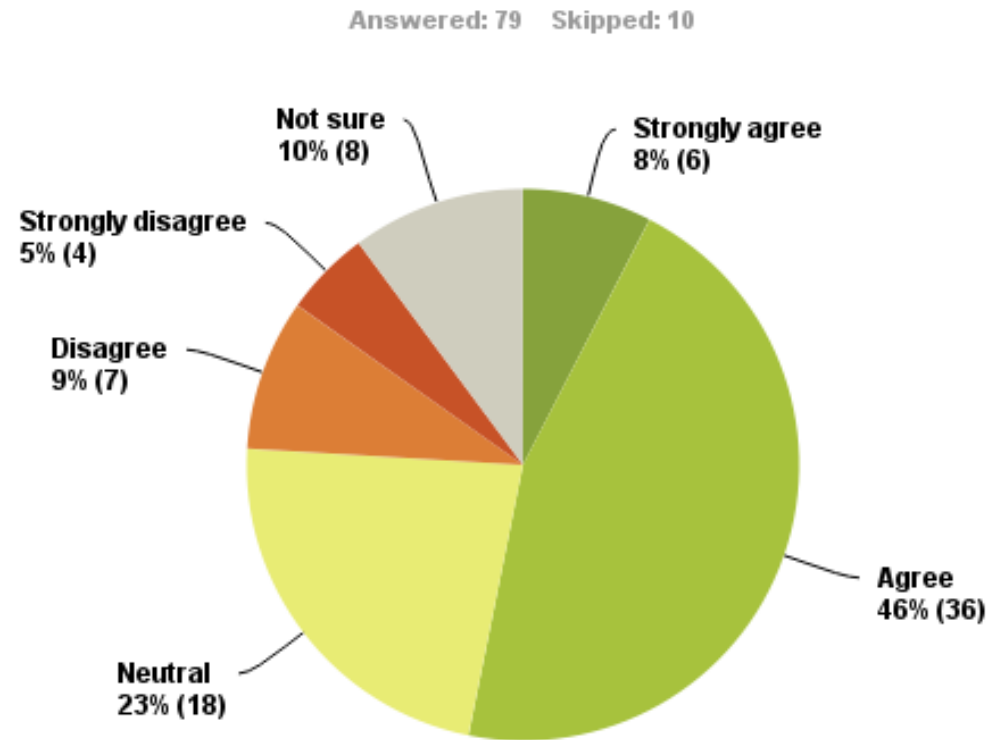
ICAEA

Sufficient training between tests

- Pilots/ATCOs v Trainers   70% v 41% disagree
- States 1 Pilot test v states 2+ tests   41% v 18% agree
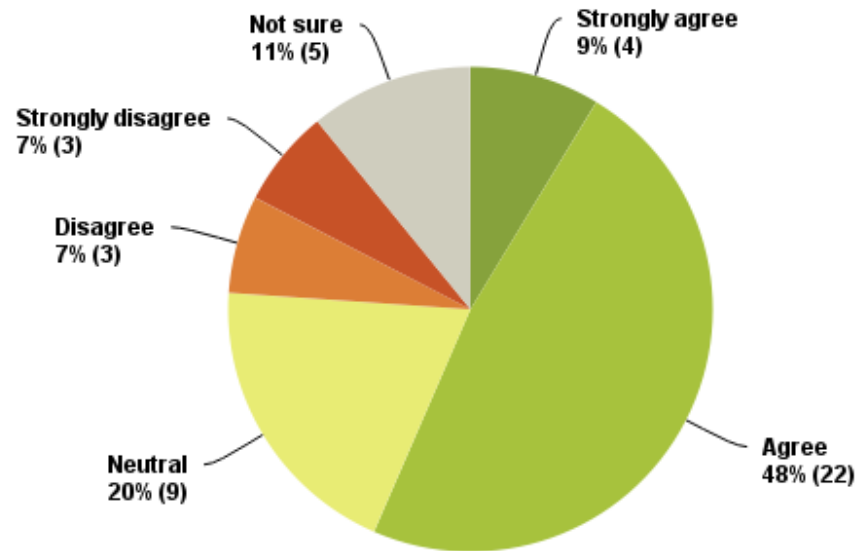- States 1 ATCO test v states 2+ tests   44% v 17% agree

ICAEA

The ICAO LPR test(s) used in your region have had a positive impact on language training course content / curriculum.
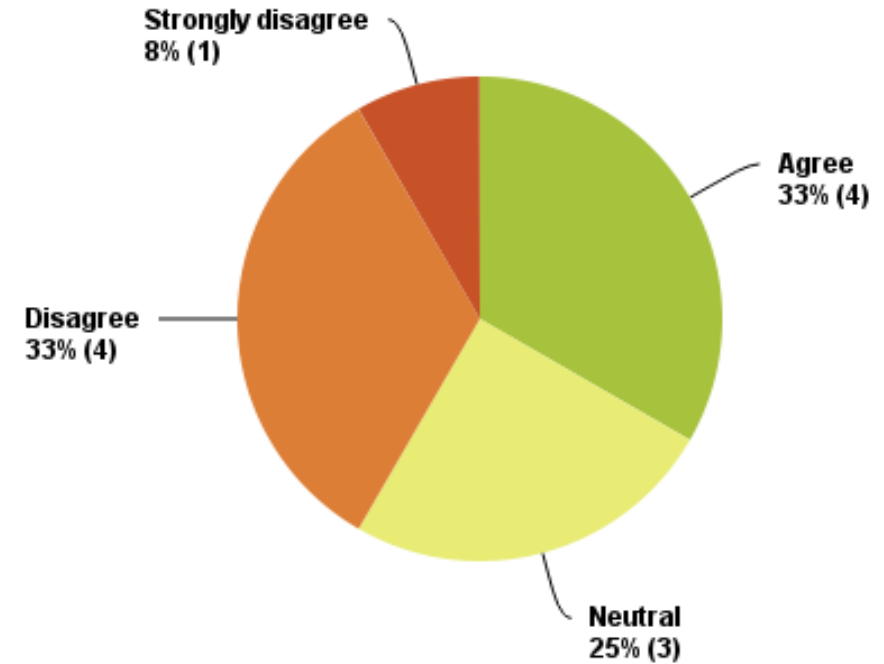
The ICAO LPR test(s) used in your region have had a positive impact on language training course content / curriculum.

Language trainers and curriculum developers vs Non native English speaking pilots and ATCOs

Answered: 46   Skipped: 4

- Strongly agree 9% (4)
- Agree 48% (22)
- Neutral 20% (9)
- Disagree 7% (3)
- Strongly disagree 7% (3)
- Not sure 11% (5)

Answered: 12   Skipped: 0

- Strongly disagree 8% (1)
- Agree 33% (4)
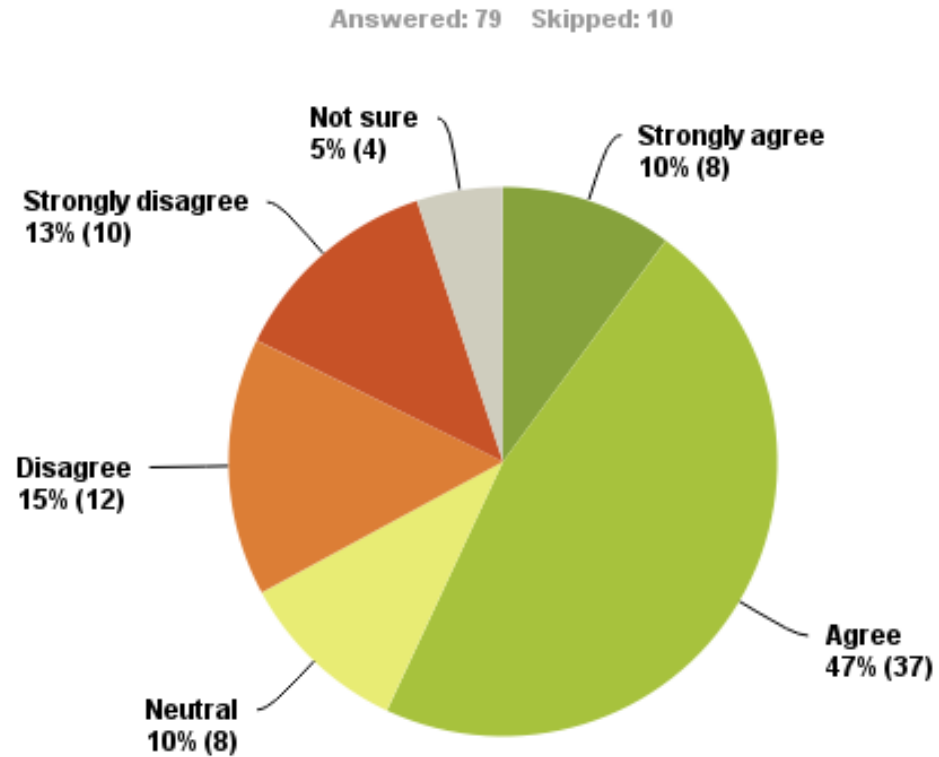- Neutral 25% (3)
- Disagree 33% (4)

ICAEA

Tests > positive effect on training content

- Trainers + Cur'm. Dvlprs   agree 57% disagree 14%
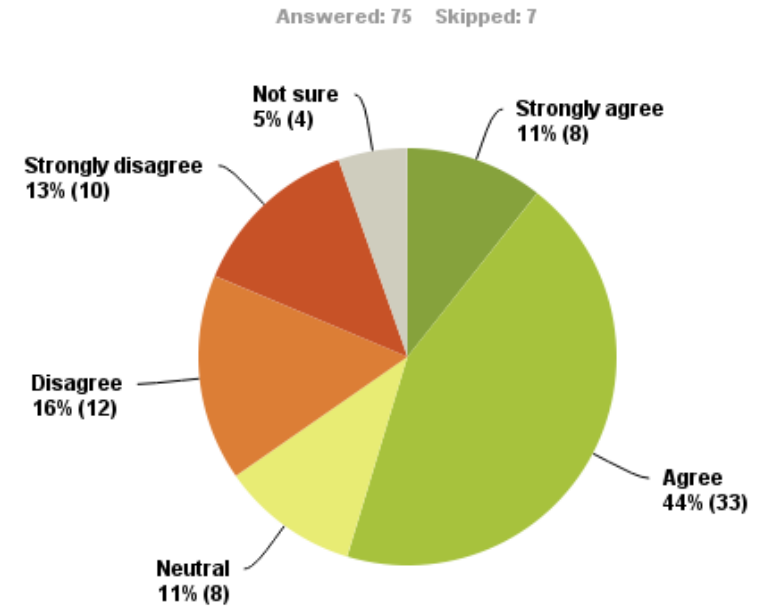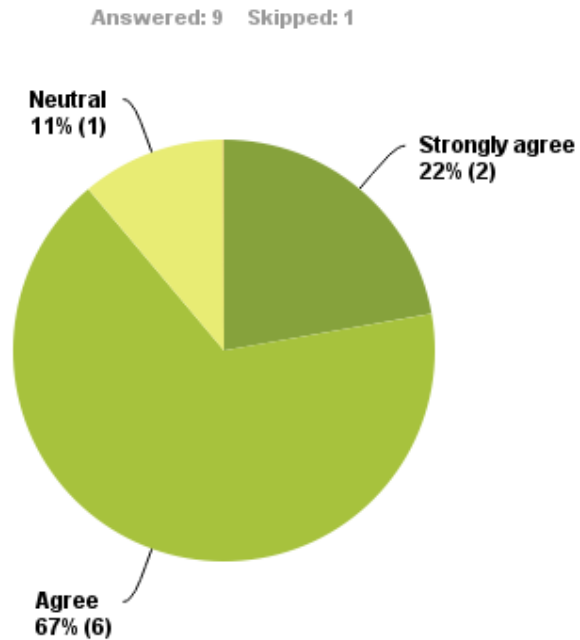- Pilots / ATCOs   agree 33% disagree 41%

Impact of the ICAO LPRs on licensing policies

Licensing authorities in your region have managed to put in place effective standards to approve/develop or commission ICAO LPR tests.

Answered: 79   Skipped: 10

Not sure 5% (4)

Strongly agree 10% (8)

Strongly disagree 13% (10)

Disagree 15% (12)

Agree 47% (37)

Neutral 10% (8)

ICAEA

Licensing authorities in your region have managed to put in place effective standards to approve/develop or commission ICAO LPR tests.

Regulators vs Others

Answered: 9   Skipped: 1

Neutral
11% (1)

Strongly agree
22% (2)

Agree
67% (6)

Answered: 75   Skipped: 7

Not sure
5% (4)

Strongly agree
11% (8)

Strongly disagree
13% (10)

Disagree
16% (12)

Agree
44% (33)

Neutral
11% (8)

ICAEA

Licensing authorities in your region have managed to put in place effective standards to approve/develop or commission ICAO LPR tests.

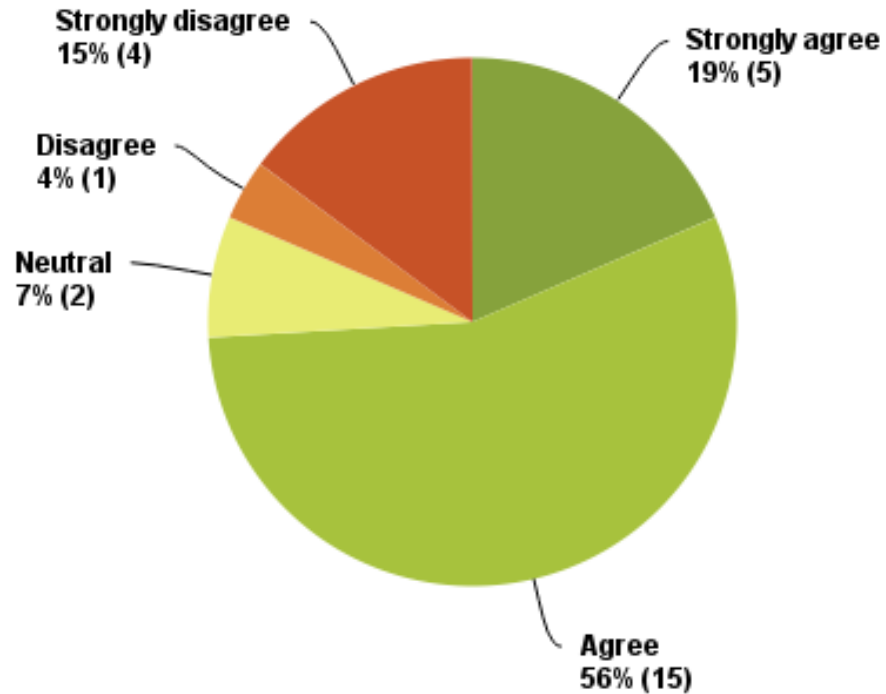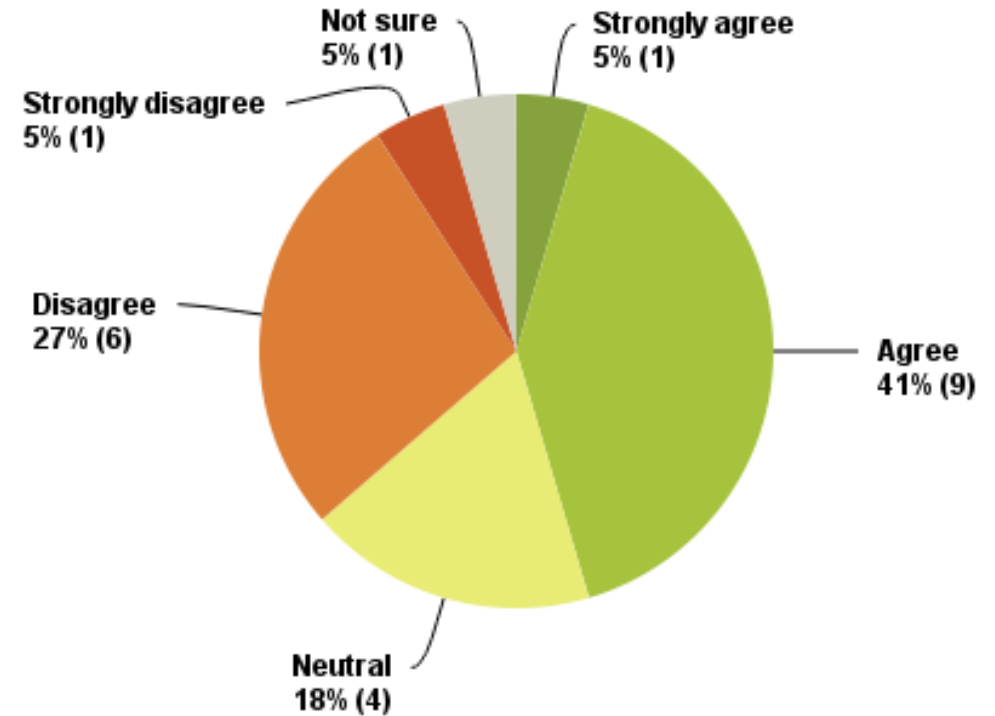## States with only one ATCO LPR test* vs
States with more than one ATCO LPR test*
(*minus the regulators)

Answered: 27   Skipped: 3

Strongly agree
19% (5)

Strongly disagree
15% (4)

Disagree
4% (1)

Neutral
7% (2)

Agree
56% (15)

Answered: 22   Skipped: 0

Not sure
5% (1)

Strongly agree
5% (1)

Strongly disagree
5% (1)

Disagree
27% (6)

Agree
41% (9)

Neutral
18% (4)

ICAEA

Licencing authorities have put in place sufficient measures to monitor the standards of ICAO LPR tests used in your region.

Answered: 78   Skipped: 11

Not sure
9% (7)

Strongly agree
6% (5)

Strongly disagree
13% (10)

Agree
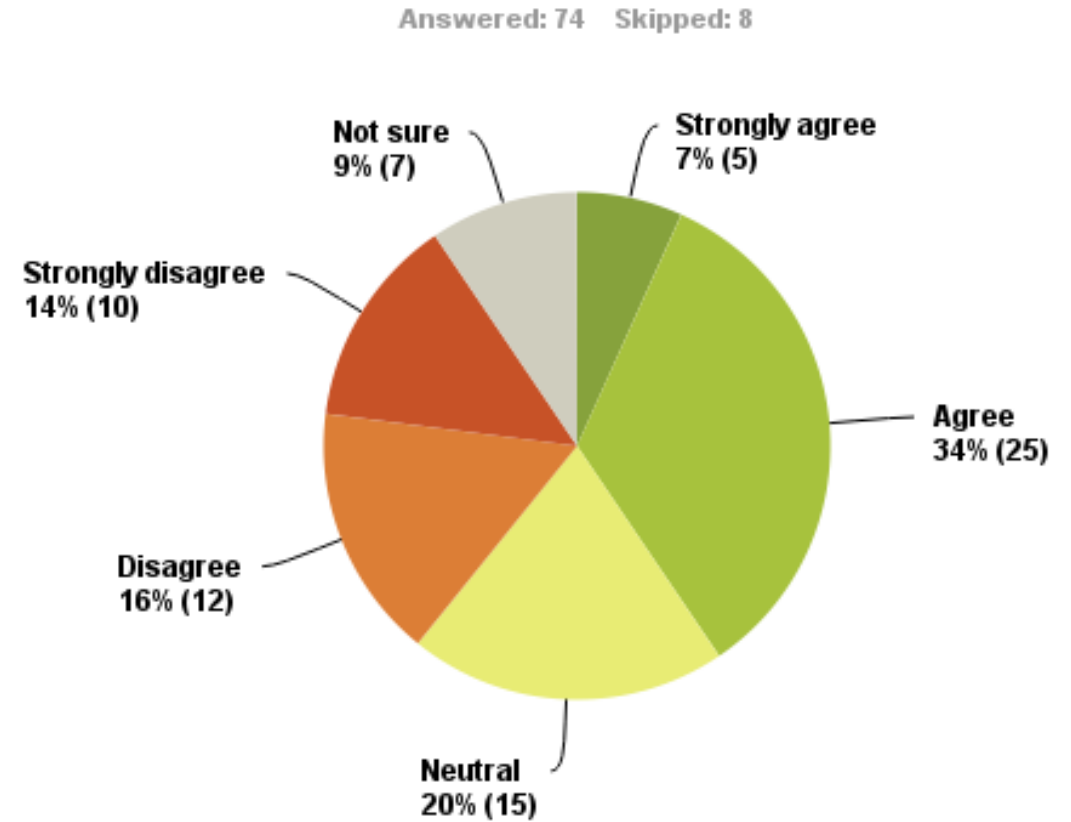36% (28)

Disagree
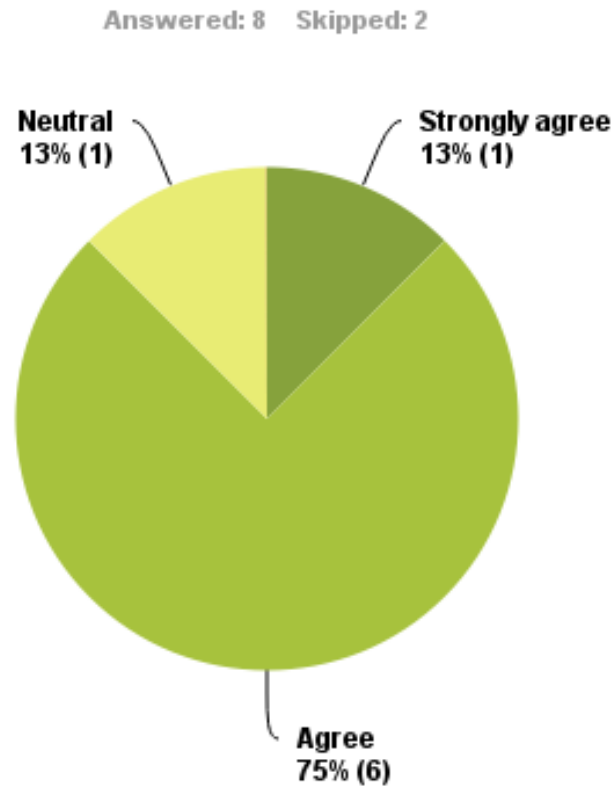15% (12)

Neutral
21% (16)

ICAEA

Licencing authorities have put in place sufficient measures to monitor the standards of ICAO LPR tests used in your region.

Regulators vs Others

Answered: 8   Skipped: 2

Neutral 13% (1)
Strongly agree 13% (1)
Agree 75% (6)

Answered: 74   Skipped: 8

Not sure 9% (7)
Strongly agree 7% (5)
Strongly disagree 14% (10)
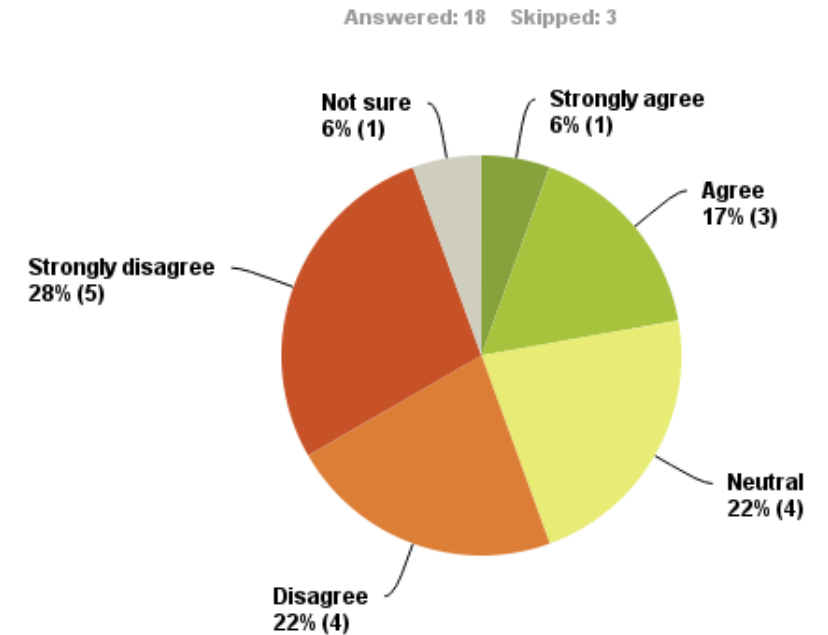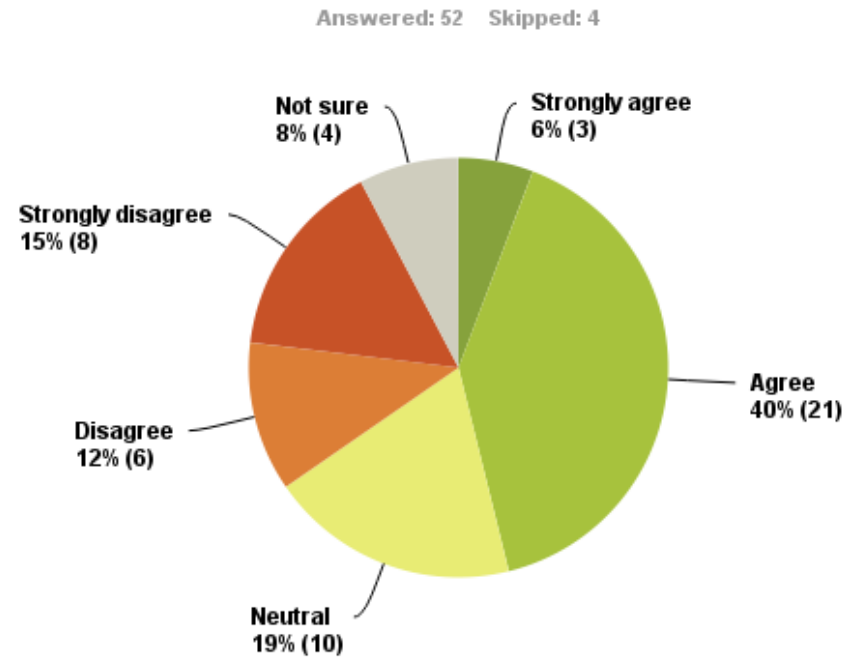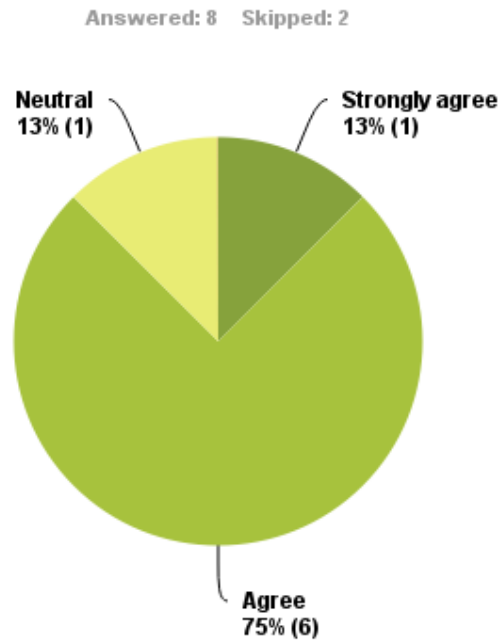Agree 34% (25)
Disagree 16% (12)
Neutral 20% (15)

ICAEA
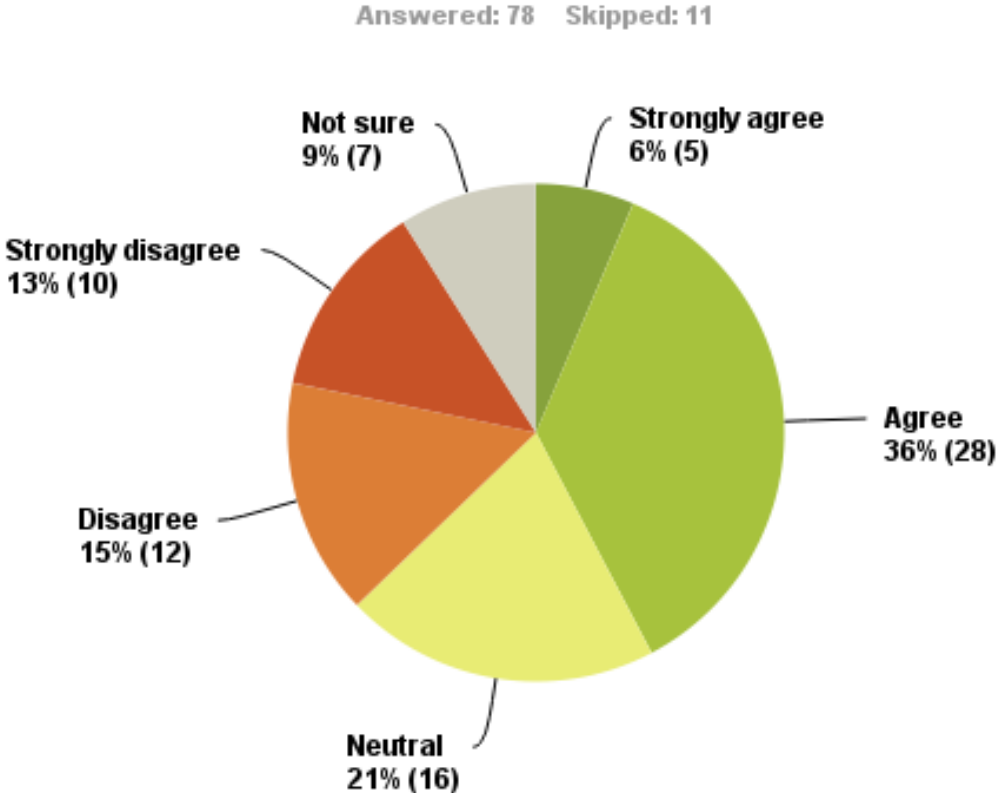
Licencing authorities have put in place sufficient measures to monitor the standards of ICAO LPR tests used in your region.

Regulators vs Testers vs Pilots and ATCOs

Regulators — Answered: 8 Skipped: 2
- Neutral 13% (1)
- Strongly agree 13% (1)
- Agree 75% (6)

Testers — Answered: 52 Skipped: 4
- Not sure 8% (4)
- Strongly agree 6% (3)
- Agree 40% (21)
- Neutral 19% (10)
- Disagree 12% (6)
- Strongly disagree 15% (8)

Pilots and ATCOs — Answered: 18 Skipped: 3
- Not sure 6% (1)
- Strongly agree 6% (1)
- Agree 17% (3)
- Neutral 22% (4)
- Disagree 22% (4)
- Strongly disagree 28% (5)
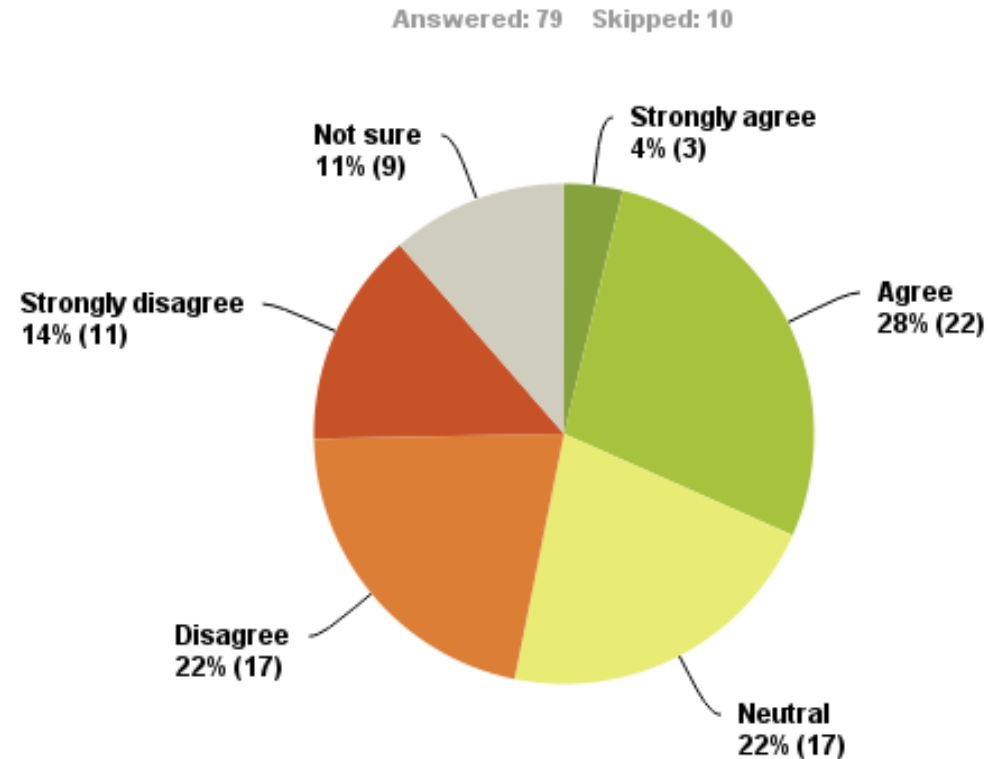
ICAEA

Sufficient monitoring standards

- Regulators   88% agree / 0% disagree
- Testers   46% agree / 27% disagree
- Pilots and ATCOs   23% agree / 50% disagree

ICAEA

Licencing authorities in your region are sufficiently aware of the problems associated with approving multiple test providers with varying standards.

Answered: 79   Skipped: 10

Strongly agree
4% (3)

Agree
28% (22)

Neutral
22% (17)

Disagree
22% (17)

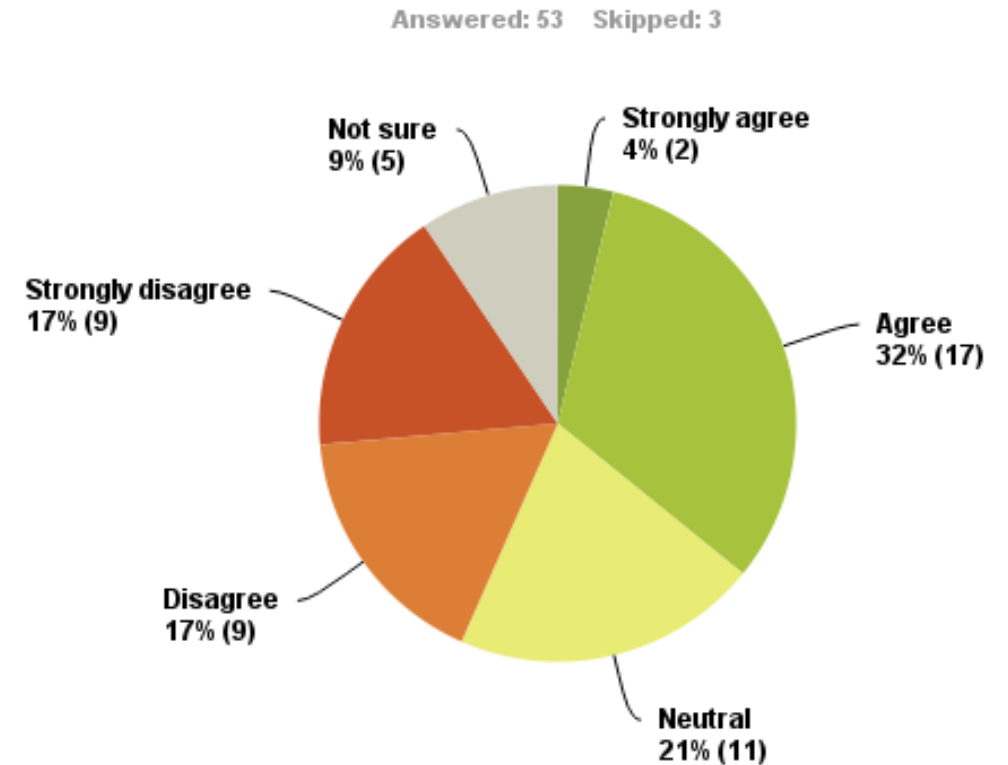Strongly disagree
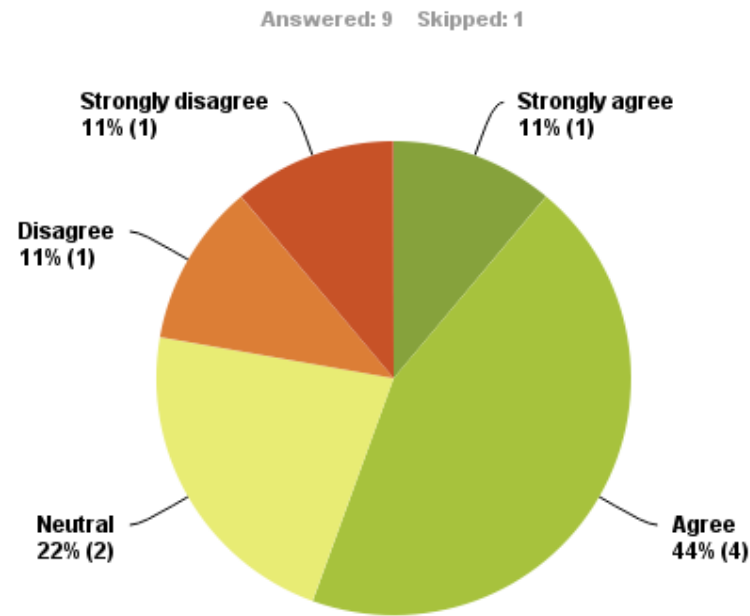14% (11)

Not sure
11% (9)

ICAEA

Licencing authorities in your region are sufficiently aware of the problems associated with approving multiple test providers with varying standards.

Regulators vs Testers

Answered: 9   Skipped: 1

Strongly disagree
11% (1)

Strongly agree
11% (1)

Disagree
11% (1)

Neutral
22% (2)

Agree
44% (4)

Answered: 53   Skipped: 3

Not sure
9% (5)

Strongly agree
4% (2)

Strongly disagree
17% (9)

Agree
32% (17)

Disagree
17% (9)

Neutral
21% (11)

ICAEA

Licencing authorities in your region are sufficiently aware of the problems associated with approving multiple test providers with varying standards.
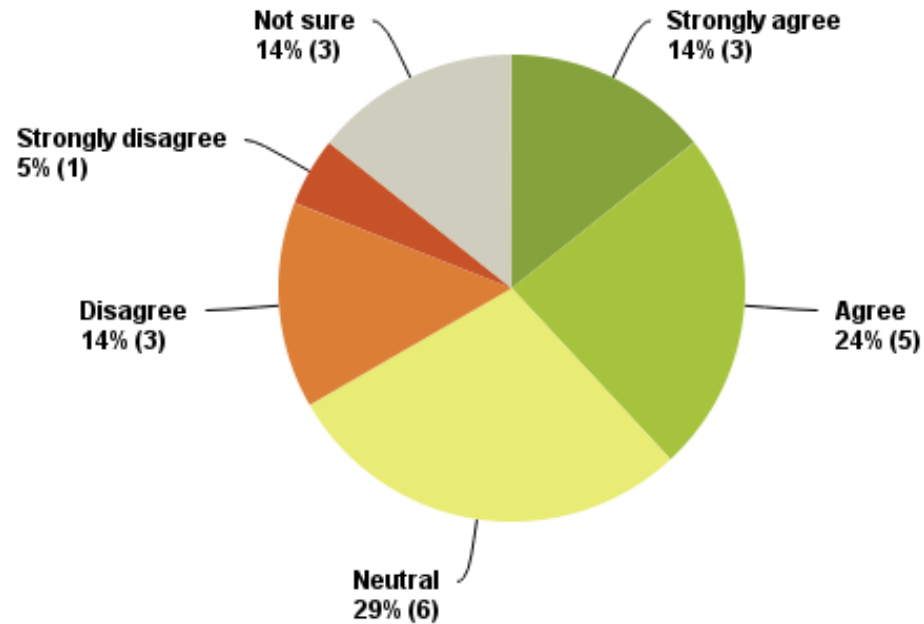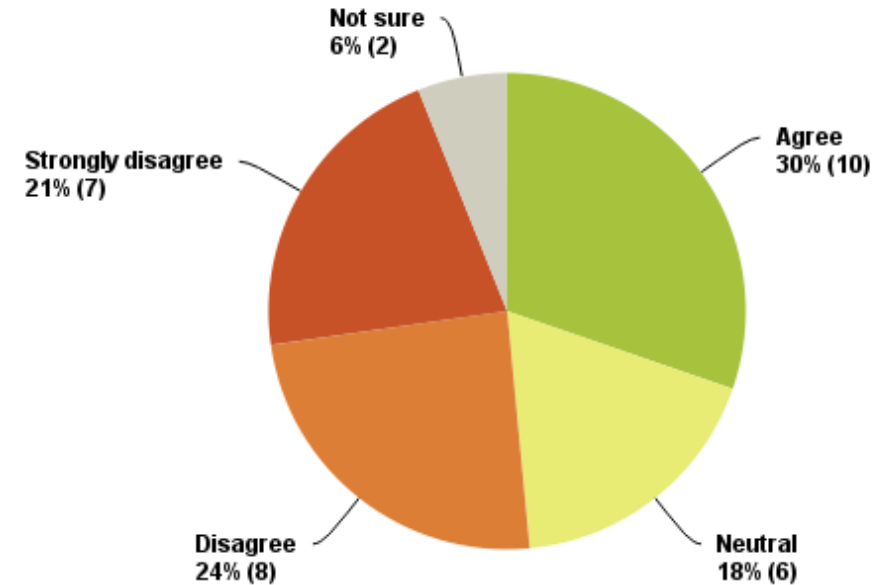
States with one LPR test for pilots* vs States with multiple LPR tests for pilots*
(minus the regulators)

Answered: 21   Skipped: 1

Answered: 33   Skipped: 1

Not sure
14% (3)

Strongly agree
14% (3)

Strongly disagree
5% (1)

Disagree
14% (3)

Agree
24% (5)

Neutral
29% (6)

Not sure
6% (2)

Agree
30% (10)

Strongly disagree
21% (7)

Disagree
24% (8)

Neutral
18% (6)

ICAEA
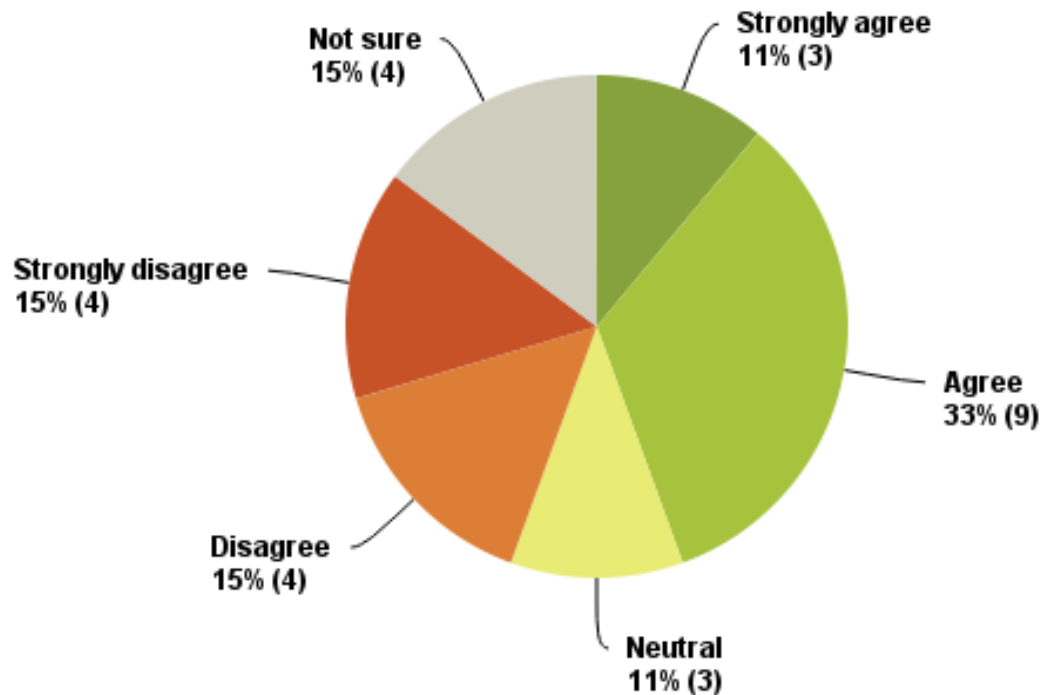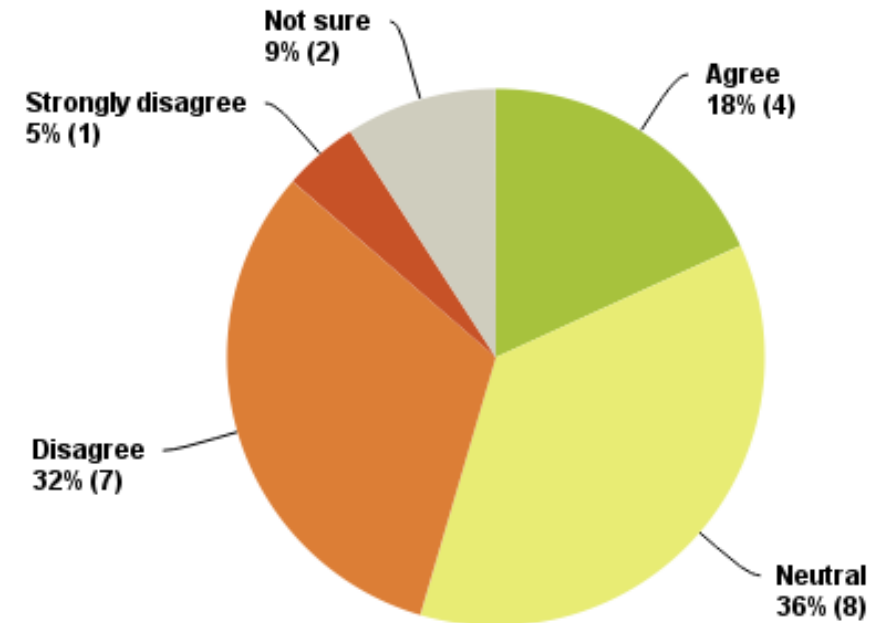
Licencing authorities in your region are sufficiently aware of the problems associated with approving multiple test providers with varying standards.

States with one LPR test for ATCOs vs
States with multiple LPR test for ATCOs
(minus the regulators)

Answered: 27   Skipped: 3

Strongly agree
11% (3)

Agree
33% (9)

Neutral
11% (3)

Disagree
15% (4)

Strongly disagree
15% (4)

Not sure
15% (4)

Answered: 22   Skipped: 0

Agree
18% (4)

Neutral
36% (8)

Disagree
32% (7)

Strongly disagree
5% (1)

Not sure
9% (2)

ICAEA

Authorities aware of varying standards in having multiple TSPs

- 1 test for ATCOs   44% agree 30% disagree
- 2+ tests for ATCOs   18% agree 37% disagree

ICAEA

1. What have been some successes of the LPRs?

2. What are the strengths and weakness in the implementation of the LPRs?

3. What hasn't worked so well?

4. What could be done to make things work better over the next 10 years?

ICAEA