What works and what doesn’t work in LPR Testing?

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Some milestones on the LPR road

• November 2000 - ICAO PRICE Study Group
  • SARPs, Rating Scale & Holistic Descriptors
• March 2003 - SARPs adopted by ICAO Council
• March 2008 – compliancy period extended
• March 2011- States expected to be compliant
• April 2017…. So that’s OK then?
Recalling what LPRs represent

- Strengthening ICAO provisions (SARPs) relating to aeronautical communication (Annexes 1, 6, 10, & 11)
- Determined through the ICAO Rating Scale and Holistic Descriptors
Recalling what a language proficiency test is

- Specific purpose language test for pilots and air traffic controllers
  - Aeronautical communication
  - Plain English & standard ICAO phraseology
  - Guidance provided in ICAO Doc 9835
  - Demonstrate reliability, validity & practicability
  - Aviation safety critical
AIM of the workshop sessions

• Determine factors that influence LPR test design and development

• Select 3 key factors -
  • Identify what works and what doesn’t

• Explain your reasoning
(Some) factors influencing test design

• Needs analysis
• Test specifications
• Test construct (e.g. listening) and content
• Determine language behaviours
• Validity, reliability and practicability
• Accurate and consistent assessment of performance etc. ....
Do you agree that …

• Effective aeronautical communication in an international environment is a critical component of aviation safety
• No matter the test – level 4 should equal level 4
• “One test fits all”, or ?
• Test maintenance is important
• Anyone can be an assessor, or only a language expert?
And ...

• To what extent should a test reflect actual everyday operational communication?
• Can we realistically cover all potential situations requiring plain language?
• How important are validity and reliability in test design?
• Why is continuous test development essential?
• What are acceptable qualifications for assessors?
• Is language testing taken seriously enough?
THANK YOU

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