

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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