TEST

VALID?

Validity indicates the degree to which a test measures what it is supposed to measure.

RELIABLE?

Reliability refers to the stability of a test. Evidence should be provided that the test can be relied upon to produce consistent results.

PRACTICABLE?

Practicality refers to the balance between the resources required to develop and support a test and the resources available to do so.
TEST

Validity

- Target Language Use Situation
- Ability to read and type?
- Pilots or Controllers?
- Ground, Tower, Approach or Area Control?
- Testing radiotelephony?
- Accents?
- Evaluate Level 6?
- Interactional or transactional use of language?
- Are speech samples ratable?
- Is it a qualification test?
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**Ground, Tower, Approach or Area Control?**

**Area Control:** 📡

*Pilot:* Scandinavian 972, we need a medical assistance upon landing, and we understand MEDLINK, our medical company, will arrange this, confirm you have possibilities to connect the aircraft to jet bridge at the airport?

*ATC:* Scandinavian 972, turn left, heading 330.
Ground, Tower, Approach or Area Control?

Approach:

Pilot: And Approach, Scandinavian 972, be advised we are aircraft type Airbus 340-300, and confirm you have stairs and equipment to disembark passenger requiring assistance.

ATC: Scandinavian 972, say again please your message.

Pilot: Confirm you have ladder or a bridge to disembark passenger. We are aircraft type Airbus 343.

ATC: Scandy 972, roger.

Ground, Tower, Approach or Area Control?

Precision:

Pilot: Er Precision, Scandinavian 972, we require assistance to the aircraft to exit passenger, confirm we will have jet-bridge or ladder to the aircraft.

ATC: Scandinavian 972, contact 119 decimal 0.
“... users shall be familiar with, and use as necessary, phraseologies from groups other than those referring specifically to the type of air traffic service being provided”.

Para 12.2.2,
ICAO Doc 4444
“Air Traffic Management”

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“Most phraseologies contained in this Chapter show the text of a complete message. They are not intended to be exhaustive, and when circumstances differ, pilots, ATS personnel and other ground personnel will be expected to use plain language, which should be as clear and concise as possible”.

Para 12.2.1,
Doc 4444 ICAO
“Air Traffic Management”
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THANK YOU

Sergey MELNICHENKO,
Deputy Director,
CompLang Aviation Training Centre,
Moscow