D Test Frames for Flight Plan Creation

D.1 Introduction

The test frames presented in this appendix are base test frames satisfying term coverage for the requirement:

`Correct Form.`

Test frames are numbered *i.j* where *i* is the number of the test class [2] and *j* is the number of the test frame for that test class.

There are no test frames for test classes 59 and 87. This is because these test classes express facts implied by the specification.

Test class 59 is analogous to the test frame:

Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. NOT Use ATS style track points	*false*

Since the response is false, this implies that the specification asserts that the stimuli can never occur. And this seems consistent with the text of the conditions. An inconsistency would indicate an error in the specification.

Test class 87 is analogous to the test frame:

Stimuli	Response
true	1. insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 2. insert {Item 19 A} - {colour of aircraft and significant markings} 3. insert {Item 19 C} - {name of pilot in command}

This test frame indicates that the response will always occur. Thus, these response conditions can be appended to each of the other test frames, if desired. Again, this seems consistent with the importance of the information in these fields of the flight plan.

D.2 Base Test Frames

--Test Frame 1.1:

ROIDs: I7A	
Stimuli	Response
1. The radiotelephony call sign to be used by the aircraft will consist of {the registration marking of the aircraft preceeded by the ICAO telephony designator for the aircraft operating agency}	1. insert {Item 7} - {the registration marking of the aircraft}

--Test Frame 1.2:

ROIDs: I7A	
Stimuli	Response
1. The radiotelephony call sign to be used by the aircraft will consist of {the registration marking of the aircraft}	1. insert {Item 7} - {the registration marking of the aircraft}

--Test Frame 1.3:

ROIDs: I7A	
Stimuli	Response
1. NOT The aircraft is equipped with radio	1. insert {Item 7} - {the registration marking of the aircraft}

--Test Frame 2.1:

ROIDs: I7B	
Stimuli	Response
1. The radiotelephony call sign to be used by the aircraft will consist of {the ICAO telephony designator for the operating agency followed by the flight identification}	1. insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification}

--Test Frame 3.1:

ROIDs: I8FR	
Stimuli	Response
1. IFR rules	1. insert {Item 8 Flight Rules} - {I}

--Test Frame 4.1:

ROIDs: I8FR	
Stimuli	Response
1. VFR rules	1. insert {Item 8 Flight Rules} - {V}

--Test Frame 5.1:

ROIDs: I8FR	
Stimuli	Response
1. IFR first	1. insert {Item 8 Flight Rules} - {Y}

--Test Frame 6.1:

ROIDs: I8FR	
Stimuli	Response
1. VFR first	1. insert {Item 8 Flight Rules} - {Z}

--Test Frame 7.1:

ROIDs: I8FT	
Stimuli	Response
1. Scheduled Air Service	1. insert {Item 8 Type of Flight} - {S}

--Test Frame 8.1:

ROIDs: I8FT	
Stimuli	Response
1. Non-scheduled Air Transport Operation	1. insert {Item 8 Type of Flight} - {N}

--Test Frame 9.1:

ROIDs: I8FT	
Stimuli	Response
1. General Aviation	1. insert {Item 8 Type of Flight} - {G}

--Test Frame 10.1:

ROIDs: I8FT	
Stimuli	Response
1. Military	1. insert {Item 8 Type of Flight} - {M}

--Test Frame 11.1:

ROIDs: I8FT	
Stimuli	Response
1. NOT Scheduled Air Service 2. NOT Non-scheduled Air Transport Operation 3. NOT General Aviation 4. NOT Military	1. insert {Item 8 Type of Flight} - {X}

--Test Frame 12.1:

ROIDs: I9N	
Stimuli	Response
1. There is more than one aircraft	1. insert {Item 9 Number of Aircraft} - {the number of aircraft}

--Test Frame 13.1:

ROIDs: I9T	
Stimuli	Response
1. This is a formation flight with more than one type	1. insert {Item 9 Type of Aircraft} - {ZZZZ} 2. insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft}

--Test Frame 13.2:

ROIDs: I9T	
Stimuli	Response
1. NOT There is an appropriate ICAO type designator	1. insert {Item 9 Type of Aircraft} - {ZZZZ} 2. insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft}

--Test Frame 14.1:

ROIDs: I9T	
Stimuli	Response
1. There is an appropriate ICAO type designator 2. NOT This is a formation flight with more than one type	1. insert {Item 9 Type of Aircraft} - {the appropriate ICAO type designator}

--Test Frame 15.1:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is {136000} kg or more	1. insert {Item 9 Wake Turnulence} - {/H}

--Test Frame 16.1:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is less than {136000} kg but more than {7000} kg	1. insert {Item 9 Wake Turnulence} - {/M}

--Test Frame 17.1:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is {7000} kg or less	1. insert {Item 9 Wake Turnulence} - {/L}

--Test Frame 18.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable	1. insert {Item 10 CNA} - {S}

--Test Frame 19.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {LORAN C}	1. insert {Item 10 CNA} - {C}

--Test Frame 20.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {DME}	1. insert {Item 10 CNA} - {D}

--Test Frame 21.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {ADF}	1. insert {Item 10 CNA} - {F_}

--Test Frame 22.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {GNSS}	1. insert {Item 10 CNA} - {G}

--Test Frame 23.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {HF RTF}	1. insert {Item 10 CNA} - {H}

--Test Frame 24.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {Inertial Navigation}	1. insert {Item 10 CNA} - {I}

--Test Frame 25.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {Data Link}	1. insert {Item 10 CNA} - {J} 2. insert {Item 18} - {DAT/}

--Test Frame 26.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {MLS}	1. insert {Item 10 CNA} - {K}

--Test Frame 27.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {ILS}	1. insert {Item 10 CNA} - {L}

--Test Frame 28.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {Omega}	1. insert {Item 10 CNA} - {M}

--Test Frame 29.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {VOR}	1. insert {Item 10 CNA} - {O}

--Test Frame 30.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {RNP type certification}	1. insert {Item 10 CNA} - {R}

--Test Frame 31.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {TACAN}	1. insert {Item 10 CNA} - {T_}

--Test Frame 32.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {UHF RTF}	1. insert {Item 10 CNA} - {U}

--Test Frame 33.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {VHF RTF}	1. insert {Item 10 CNA} - {V}

--Test Frame 34.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {other}	1. insert {Item 10 CNA} - {Z} 2. insert {Item 18} - {COM/ or NAV/}

--Test Frame 35.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. {Y} is prescribed by ATS	1. insert {Item 10 CNA} - {Y}

--Test Frame 36.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. {X} is prescribed by ATS	1. insert {Item 10 CNA} - {X}

--Test Frame 37.1:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. {W} is prescribed by ATS	1. insert {Item 10 CNA} - {W}

--Test Frame 38.1:

ROIDs: I10SE	
Stimuli	Response
1. NOT SSR equipment is present	1. insert {Item 10 SE} - {N}

--Test Frame 39.1:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode A	1. insert {Item 10 SE} - {A}

--Test Frame 40.1:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode A and mode C	1. insert {Item 10 SE} - {C}

--Test Frame 41.1:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S only	1. insert {Item 10 SE} - {X}

--Test Frame 42.1:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including pressure-altitude trasmission	1. insert {Item 10 SE} - {P}

--Test Frame 43.1:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including aircraft identification trasmission	1. insert {Item 10 SE} - {I}

--Test Frame 44.1:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including pressure-altitude and aicraft identification trasmission	1. insert {Item 10 SE} - {S}

--Test Frame 45.1:

ROIDs: I10SE	
Stimuli	Response
1. ADS capability	1. insert {Item 10 SE} - {D}

--Test Frame 46.1:

ROIDs: I13	
Stimuli	Response
1. The flight plan is received from an aircraft in flight	1. insert {Item 13 A} - {AFIL} 2. insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained}

--Test Frame 47.1:

ROIDs: I13	
Stimuli	Response
1. NOT The flight plan is received from an aircraft in flight 2. NOT Location indicator has been assigned	1. insert {Item 13 A} - {ZZZZZ} 2. insert {Item 13} - {DEP/ aerodrome name}

--Test Frame 48.1:

ROIDs: I13	
Stimuli	Response
1. NOT The flight plan is received from an aircraft in flight 2. Location indicator has been assigned	1. insert {Item 13 A} - {the ICAO four-letter location indicator of the departure aerodrome}

--Test Frame 49.1:

ROIDs: I13	
Stimuli	Response
1. The flight plan was submitted before departure	1. insert {Item 13 B} - {the estimated off-block time}

--Test Frame 50.1:

ROIDs: I13	
Stimuli	Response
1. NOT The flight plan was submitted before departure	1. insert {Item 13 B} - { {the estimated time} over the first point of the route to which the flight plan applies} OR insert {Item 13 B} - { {the actual time} over the first point of the route to which the flight plan applies}

--Test Frame 51.1:

ROIDs: I15A	
Stimuli	Response
1. Mach number is prescribed by the appropriate ATS authority	1. insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} }

--Test Frame 52.1:

ROIDs: I15A	
Stimuli	Response
1. NOT Mach number is prescribed by the appropriate ATS authority	1. insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {N followed by 4 digits of knots} } OR insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {K followed by 4 digits of kilometres per hour} }

--Test Frame 53.1:

ROIDs: I15B	
Stimuli	Response
1. Flight is uncontrolled VFR	1. insert {Item 15 B} - {VFR}

--Test Frame 54.1:

ROIDs: I15B	
Stimuli	Response
1. NOT Flight is uncontrolled VFR	1. insert {Item 15 B} - {the planned cruising level for the first or the whole portion of the route to be flown as {A followed by 3 digits of Altitude in tens of metres} } OR insert {Item 15 B} - {the planned cruising level for the first or the whole portion of the route to be flown as {S followed by 4 digits of Standard Metric Level in tens of metres} } OR insert {Item 15 B} - {the planned cruising level for the first or the whole portion of the route to be flown as {F followed by 3 digits of Flight level} }

--Test Frame 55.1:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. The departure aerodrome is {connected to} the ATS route	1. insert {Item 15 C} - {the designator of the first ATS route}

--Test Frame 55.2:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. The departure aerodrome is {located on} the ATS route	1. insert {Item 15 C} - {the designator of the first ATS route}

--Test Frame 56.1:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. NOT (The departure aerodrome is {connected to} the ATS route) 3. NOT (The departure aerodrome is {located on} the ATS route)	1. insert {Item 15 C} - {the letters DCT followed by the point of joining the first ATS route followed by the designator of the ATS route}

--Test Frame 57.1:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {flight rules} is planned at {point} 3. The flight to the {next {point} } will be outside a designated route 4. NOT ({point} is defined by geological co-ordinates)	1. insert {Item 15 C} - { {point} followed by DCT}

--Test Frame 57.2:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {ATS route other than same direction lower/upper} is planned at {point} 3. The flight to the {next {point} } will be outside a designated route 4. NOT ({next {point} } is defined by geological co-ordinates)	1. insert {Item 15 C} - { {point} followed by DCT}

--Test Frame 57.3:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {level} is planned at {point} 3. The flight to the {next {point} } will be outside a designated route 4. NOT ({point} is defined by geological co-ordinates)	1. insert {Item 15 C} - { {point} followed by DCT}

--Test Frame 57.4:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {speed} is planned at {point} 3. The flight to the {next {point} } will be outside a designated route 4. NOT ({point} is defined by geological co-ordinates)	1. insert {Item 15 C} - { {point} followed by DCT}

--Test Frame 58.1:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {flight rules} is planned at {point} 3. {next {point} } is defined by geological co-ordinates 4. {point} is defined by geological co-ordinates	1. insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}

--Test Frame 58.2:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {ATS route other than same direction lower/upper} is planned at {point} 3. NOT (The flight to the {next {point} } will be outside a designated route)	1. insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}

--Test Frame 58.3:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {level} is planned at {point} 3. NOT (The flight to the {next {point} } will be outside a designated route)	1. insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}

--Test Frame 58.4:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {speed} is planned at {point} 3. NOT (The flight to the {next {point} } will be outside a designated route)	1. insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}

--Test Frame 60.1:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point A} and {point B} are successive points 4. {point B} is defined by {bearing and distance} 5. {point A} is defined by {bearing and distance}	1. insert {Item 15 C} - {DCT between {point A} and {point B} }

--Test Frame 61.1:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point A} and {point B} are successive points 4. NOT ({point A} is defined by {bearing and distance})	1. insert {Item 15 C} - { {point A} followed by {point B} }

--Test Frame 61.2:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point A} and {point B} are successive points 4. NOT ({point B} is defined by {bearing and distance})	1. insert {Item 15 C} - { {point A} followed by {point B} }

--Test Frame 62.1:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point A} and {point B} are successive points 4. {point B} is defined by {goegraphical co-ordinates} 5. {point A} is defined by {goegraphical co-ordinates}	1. insert {Item 15 C} - {DCT between {point A} and {point B} }

--Test Frame 63.1:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point A} and {point B} are successive points 4. NOT ({point A} is defined by {goegraphical co-ordinates})	1. insert {Item 15 C} - { {point A} followed by {point B} }

--Test Frame 63.2:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point A} and {point B} are successive points 4. NOT ({point B} is defined by {goegraphical co-ordinates})	1. insert {Item 15 C} - { {point A} followed by {point B} }

--Test Frame 64.1:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. NOT (A change of {flight rules} is planned at {point}) 4. NOT (A change of {track} is planned at {point}) 5. NOT (A change of {level} is planned at {point}) 6. NOT (A change of {speed} is planned at {point})	1. NOT (insert {Item 15 C} - { {point} details})

--Test Frame 64.2:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. {point} and {next {point} } are normally more than {370km} apart 4. {point} and {next {point} } are normally more than {30 minutes flying time} apart	1. NOT (insert {Item 15 C} - { {point} details})

--Test Frame 65.1:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart) 4. A change of {flight rules} is planned at {point}	1. insert {Item 15 C} - { {point} details}

--Test Frame 65.2:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. NOT ({point} and {next {point} } are normally more than {370km} apart) 4. A change of {track} is planned at {point}	1. insert {Item 15 C} - { {point} details}

--Test Frame 65.3:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart) 4. A change of {level} is planned at {point}	1. insert {Item 15 C} - { {point} details}

--Test Frame 65.4:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart) 4. A change of {speed} is planned at {point}	1. insert {Item 15 C} - { {point} details}

--Test Frame 66.1:

ROIDs: I15C I15C1	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C	1. the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}

--Test Frame 67.1:

ROIDs: I15C I15C2	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. NOT (A significant point code designator has been assigned to {point})	1. 2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {E} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {E} is associated with {point} OR the 2 or 3 character identification of the navigation aid followed by the 3 figure bearing from the aid in degrees magnetic followed by the distance from the aid in 3 figures expressing nautical miles is associated with {point}

--Test Frame 68.1:

ROIDs: I15C I15C2	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A significant point code designator has been assigned to {point}	1. the 2 to 5 characters of the assigned coded designator is associated with {point}

--Test Frame 69.1:

ROIDs: I15C I15C3	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A change of {level} is planned at {point}	1. an oblique stroke and both the cruising speed and the cruising level is associated with {point}

--Test Frame 70.1:

ROIDs: I15C I15C3	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A change of {speed - 0.01 Mach or more} is planned at {point}	1. an oblique stroke and both the cruising speed and the cruising level is associated with {point}

--Test Frame 71.1:

ROIDs: I15C I15C3	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A change of {speed - 5pc TAS or more} is planned at {point}	1. an oblique stroke and both the cruising speed and the cruising level is associated with {point}

--Test Frame 72.1:

ROIDs: I15C I15C4	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A change of {flight rules} is planned at {point} 4. IFR to VFR	1. the letters VFR are associated with {point}

--Test Frame 73.1:

ROIDs: I15C I15C4	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A change of {flight rules} is planned at {point} 4. NOT IFR to VFR 5. VFR to IFR	1. the letters IFR are associated with {point}

--Test Frame 74.1:

ROIDs: I15C I15C5	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A change of {level - climb} is planned at {point}	1. an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}

--Test Frame 75.1:

ROIDs: I16-1	
Stimuli	Response
1. NOT Location indicator has been assigned	1. insert {Item 16 Dest} - {ZZZZ followed by the total estimated elapsed time} 2. insert {Item 18} - {DEST/ the name of the aerodrome}

--Test Frame 76.1:

ROIDs: I16-1	
Stimuli	Response
1. Location indicator has been assigned	1. insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time}

--Test Frame 77.1:

ROIDs: I16-2	
Stimuli	Response
1. NOT Location indicator has been assigned to the alternate aerodrome	1. insert {Item 16 Alt} - {ZZZZ} 2. insert {Item 18} - {ALTN/ the name of the alternate aerodrome}

--Test Frame 78.1:

ROIDs: I18-1	
Stimuli	Response
1. {point} is a {FIR boundary} prescribed {by the approapriate ATS authority}	1. insert {Item 18} - {EET/ {point} }

--Test Frame 78.2:

ROIDs: I18-1	
Stimuli	Response
1. {point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}	1. insert {Item 18} - {EET/ {point} }

--Test Frame 78.3:

ROIDs: I18-1	
Stimuli	Response
1. {point} is a {significant point} prescribed {by the approapriate ATS authority}	1. insert {Item 18} - {EET/ {point} }

--Test Frame 78.4:

ROIDs: I18-1	
Stimuli	Response
1. {point} is a {significant point} prescribed {on the basis of regional air navigation agreements}	1. insert {Item 18} - {EET/ {point} }

--Test Frame 79.1:

ROIDs: I18-2	
Stimuli	Response
1. The route is revised	1. insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome}

--Test Frame 80.1:

ROIDs: I18-3	
Stimuli	Response
1. The registration markings of the aircraft are different from the aircraft identification in Item 7	1. insert {Item 18} - {REG/registration markings of the aircraft}

--Test Frame 81.1:

ROIDs: I18-4	
Stimuli	Response
1. A SELCAL Code is prescribed by the appropriate ATS authority	1. insert {Item 18} - {SEL/SELCAL Code}

--Test Frame 82.1:

ROIDs: I18-5	
Stimuli	Response
1. NOT The name of the operator is obvious from the aircraft identification in Item 7	1. insert {Item 18} - {OPR/operator name}

--Test Frame 83.1:

ROIDs: I18-6	
Stimuli	Response
1. There is a reason for special handling	1. insert {Item 18} - {STS/reason for special handling}

--Test Frame 84.1:

ROIDs: I18-7	
Stimuli	Response
1. Aircraft performance data is prescribed by the appropriate ATS authority	1. insert {Item 18} - {PER/Aircraft performance data}

--Test Frame 85.1:

ROIDs: I18-8	
Stimuli	Response
1. {aerodrome} is an en-route alternate aerodrome	1. insert {Item 18} - {RALT/ {aerodrome} }

--Test Frame 86.1:

ROIDs: I18-9	
Stimuli	Response
1. Any other plain lanugage remarks are necessary	1. insert {Item 18} - {RMK/any other remarks}

--Test Frame 88.1:

ROIDs: I19P	
Stimuli	Response
1. Number of persons is required by the ATS authority 2. NOT The total number of persons is known	1. insert {Item 19 P} - {TBN}

--Test Frame 89.1:

ROIDs: I19P	
Stimuli	Response
1. Number of persons is required by the ATS authority 2. The total number of persons is known	1. insert {Item 19 P} - {the total number of persons [passengers and crew] on board}

--Test Frame 90.1:

ROIDs: I19ES1	
Stimuli	Response
1. NOT UHF on frequency 243.0 MHz is available	1. cross out {Item 19 R} - {U}

--Test Frame 91.1:

ROIDs: I19ES1	
Stimuli	Response
1. NOT VHF on frequency 121.5 MHz is available	1. cross out {Item 19 R} - {V}

--Test Frame 92.1:

ROIDs: I19ES1	
Stimuli	Response
1. NOT Emergency location beacon is available	1. cross out {Item 19 R} - {E}

--Test Frame 93.1:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Polar equipment is carried	1. cross out {Item 19 S} - {P}

--Test Frame 94.1:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Desert equipment is carried	1. cross out {Item 19 S} - {D}

--Test Frame 95.1:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Maritime equipment is carried	1. cross out {Item 19 S} - {M}

--Test Frame 96.1:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Jungle equipment is carried	1. cross out {Item 19 S} - {J}

--Test Frame 97.1:

ROIDs: I19ES3	
Stimuli	Response
1. NOT Life jackets are carried	1. cross out {Item 19 J} - {V} 2. cross out {Item 19 J} - {U} 3. cross out {Item 19 J} - {F_} 4. cross out {Item 19 J} - {L}

--Test Frame 98.1:

ROIDs: I19ES3	
Stimuli	Response
1. Life jackets are carried 2. NOT Life jackets are equipped with lights	1. cross out {Item 19 J} - {L}

--Test Frame 99.1:

ROIDs: I19ES3	
Stimuli	Response
1. Life jackets are carried 2. NOT Life jackets are equipped with fluorescein	1. cross out {Item 19 J} - {F_}

--Test Frame 100.1:

ROIDs: I19ES3	
Stimuli	Response
1. Life jackets are carried	1. NOT (cross out {Item 19 J} - {U}) OR cross out {Item 19 R} - {U} 2. NOT (cross out {Item 19 R} - {U}) OR cross out {Item 19 J} - {U} 3. NOT (cross out {Item 19 J} - {V}) OR cross out {Item 19 R} - {V} 4. NOT (cross out {Item 19 R} - {V}) OR cross out {Item 19 J} - {V}

--Test Frame 101.1:

ROIDs: I19ES4	
Stimuli	Response
1. NOT Dinghies are carried	1. cross out {Item 19 D} - {C} 2. cross out {Item 19 D} - {D}

--Test Frame 102.1:

ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried	1. insert {Item 19 D} - {number of dinghies carried} 2. insert {Item 19 D} - {total capacity in persons of all dinghies carried} 3. insert {Item 19 D} - {colour of dinghies}

--Test Frame 103.1:

ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried 2. NOT Dinghies are covered	1. cross out {Item 19 D} - {C}

--Test Frame 104.1:

ROIDs: I19ES6	
Stimuli	Response
1. NOT There are remarks	1. cross out {Item 19 N} - {N}

--Test Frame 105.1:

ROIDs: I19ES6	
Stimuli	Response
1. There are remarks	1. indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment}