E Test Frames for Flight Plan Validation

E.1 Introduction

The test frames presented in this appendix satisfy term coverage for the following requirement:

```
if not Correct Form then report error.
```

Base test frames are presented in Section E.2. Differentiated versions of these test frames are presented in Section E.3.

E.2 Base Test Frames

--Test Frame 1.1:

ROIDs: I15C	
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}) 4. NOT (2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point}) 5. NOT (2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point}) 6. NOT (2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point}) 7. NOT (2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point}) 8. NOT (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}) 9. NOT (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}) 10. NOT (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}) 11. NOT (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}) 12. NOT (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})	1. report error

--Test Frame 1.2:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT (A change of {flight rules} is planned at {point}) 3. NOT (A change of {level} is planned at {point}) 4. NOT (A change of {speed} is planned at {point}) 5. NOT ATS flight track points are required by the appropriate ATS authority 6. insert {Item 15 C} - { {point} details} 7. NOT (A change of {track} is planned at {point})	1. report error

--Test Frame 1.3:

ROIDs: I8FT	
Stimuli	Response
1. Military 2. NOT (insert {Item 8 Type of Flight} - {M})	1. report error

--Test Frame 1.4:

ROIDs: I8FT	
Stimuli	Response
1. NOT Scheduled Air Service 2. NOT Non-scheduled Air Transport Operation 3. NOT General Aviation 4. NOT Military 5. NOT (insert {Item 8 Type of Flight} - {X})	1. report error

--Test Frame 1.5:

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. {next {point} } is defined by geological co-ordinates 4. {point} is defined by geological co-ordinates 5. NOT (insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment})	1. report error

--Test Frame 1.6:

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} and {point B} are successive points 4. {point B} is defined by {bearing and distance} 5. {point} is defined by {bearing and distance} 6. NOT (insert {Item 15 C} - {DCT between {point} and {point B} })	1. report error

--Test Frame 1.7:

ROIDs: I15B	
Stimuli	Response
1. NOT Flight is uncontrolled VFR 2. NOT (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} }) 3. NOT (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} }) 4. NOT (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} })	1. report error

--Test Frame 1.8:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. NOT (the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point}) 4. NOT (the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}) 5. NOT (the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point}) 6. NOT (the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point})	1. report error

--Test Frame 1.9:

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) 5. NOT (insert {Item 15 C} - { {point} followed by DCT})	1. report error

--Test Frame 1.10:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. A change of {flight rules} is planned at {point} 3. {point} is listed in Item 15 C 4. NOT IFR to VFR 5. VFR to IFR 6. NOT (the letters IFR are associated with {point})	1. report error

--Test Frame 1.11:

ROIDs: I15A	
Stimuli	Response
1. NOT Mach number is prescribed by the appropriate ATS authority 2. NOT (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} }) 3. NOT (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} })	1. report error

--Test Frame 1.12:

ROIDs: I13	
Stimuli	Response
1. NOT The flight plan was submitted before departure 2. NOT (insert {Item 13 B} - { {the estimated time} over the first point of the route to which the flight plan applies}) 3. NOT (insert {Item 13 B} - { {the actual time} over the first point of the route to which the flight plan applies})	1. report error

--Test Frame 1.13:

ROIDs: I9T	
Stimuli	Response
1. There is an appropriate ICAO type designator 2. NOT This is a formation flight with more than one type 3. NOT (insert {Item 9 Type of Aircraft} - {the appropriate ICAO type designator})	1. report error

--Test Frame 1.14:

ROIDs: I19P	
Stimuli	Response
1. Number of persons is required by the ATS authority 2. The total number of persons is known 3. NOT (insert {Item 19 P} - {the total number of persons [passengers and crew] on board})	1. report error

--Test Frame 1.15:

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

--Test Frame 1.16:

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) 4. NOT (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})	1. report error

--Test Frame 1.17:

ROIDs: I15C	
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} 4. NOT (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}) 5. NOT (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})	1. report error

--Test Frame 1.18:

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 (insert {Item 15 C} - { {point} details}) 4. NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart) 5. A change of {track} is planned at {point}	1. report error

--Test Frame 1.19:

ROIDs: I19ES6	
Stimuli	Response
1. There are remarks 2. NOT (indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment})	1. report error

--Test Frame 1.20:

ROIDs: I19ES6	
Stimuli	Response
1. NOT There are remarks 2. NOT (cross out {Item 19 N} - {N})	1. report error

--Test Frame 1.21:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Jungle equipment is carried 2. NOT (cross out {Item 19 S} - {J})	1. report error

--Test Frame 1.22:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Maritime equipment is carried 2. NOT (cross out {Item 19 S} - {M})	1. report error

--Test Frame 1.23:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Desert equipment is carried 2. NOT (cross out {Item 19 S} - {D})	1. report error

--Test Frame 1.24:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Polar equipment is carried 2. NOT (cross out {Item 19 S} - {P})	1. report error

--Test Frame 1.25:

ROIDs: I19ES1	
Stimuli	Response
1. NOT Emergency location beacon is available 2. NOT (cross out {Item 19 R} - {E})	1. report error

--Test Frame 1.26:

ROIDs: I18-9	
Stimuli	Response
1. Any other plain lanugage remarks are necessary 2. NOT (insert {Item 18} - {RMK/any other remarks})	1. report error

--Test Frame 1.27:

ROIDs: I18-8	
Stimuli	Response
1. {aerodrome} is an en-route alternate aerodrome 2. NOT (insert {Item 18} - {RALT/ {aerodrome} })	1. report error

--Test Frame 1.28:

ROIDs: I18-7	
Stimuli	Response
1. Aircraft performance data is prescribed by the appropriate ATS authority 2. NOT (insert {Item 18} - {PER/Aircraft performance data})	1. report error

--Test Frame 1.29:

ROIDs: I18-6	
Stimuli	Response
1. There is a reason for special handling 2. NOT (insert {Item 18} - {STS/reason for special handling})	1. report error

--Test Frame 1.30:

ROIDs: I18-5	
Stimuli	Response
1. NOT The name of the operator is obvious from the aircraft identification in Item 7 2. NOT (insert {Item 18} - {OPR/operator name})	1. report error

--Test Frame 1.31:

ROIDs: I18-4	
Stimuli	Response
1. A SELCAL Code is prescribed by the appropriate ATS authority 2. NOT (insert {Item 18} - {SEL/SELCAL Code})	1. report error

--Test Frame 1.32:

ROIDs: I18-3	
Stimuli	Response
1. The registration markings of the aircraft are different from the aircraft identification in Item 7 2. NOT (insert {Item 18} - {REG/registration markings of the aircraft})	1. report error

--Test Frame 1.33:

ROIDs: I18-2	
Stimuli	Response
1. The route is revised 2. NOT (insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome})	1. report error

--Test Frame 1.34:

ROIDs: I15B	
Stimuli	Response
1. Flight is uncontrolled VFR 2. NOT (insert {Item 15 B} - {VFR})	1. report error

--Test Frame 1.35:

ROIDs: I15A	
Stimuli	Response
1. Mach number is prescribed by the appropriate ATS authority 2. NOT (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} })	1. report error

--Test Frame 1.36:

ROIDs: I13	
Stimuli	Response
1. The flight plan was submitted before departure 2. NOT (insert {Item 13 B} - {the estimated off-block time})	1. report error

--Test Frame 1.37:

ROIDs: I10SE	
Stimuli	Response
1. ADS capability 2. NOT (insert {Item 10 SE} - {D})	1. report error

--Test Frame 1.38:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including pressure-altitude and aicraft identification trasmission 2. NOT (insert {Item 10 SE} - {S})	1. report error

--Test Frame 1.39:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including aircraft identification trasmission 2. NOT (insert {Item 10 SE} - {I})	1. report error

--Test Frame 1.40:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including pressure-altitude trasmission 2. NOT (insert {Item 10 SE} - {P})	1. report error

--Test Frame 1.41:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S only 2. NOT (insert {Item 10 SE} - {X})	1. report error

--Test Frame 1.42:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode A and mode C 2. NOT (insert {Item 10 SE} - {C})	1. report error

--Test Frame 1.43:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode A 2. NOT (insert {Item 10 SE} - {A})	1. report error

--Test Frame 1.44:

ROIDs: I10SE	
Stimuli	Response
1. NOT SSR equipment is present 2. NOT (insert {Item 10 SE} - {N})	1. report error

--Test Frame 1.45:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is {7000} kg or less 2. NOT (insert {Item 9 Wake Turnulence} - {/L})	1. report error

--Test Frame 1.46:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is less than {136000} kg but more than {7000} kg 2. NOT (insert {Item 9 Wake Turnulence} - {/M})	1. report error

--Test Frame 1.47:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is {136000} kg or more 2. NOT (insert {Item 9 Wake Turnulence} - {/H})	1. report error

--Test Frame 1.48:

ROIDs: I9N	
Stimuli	Response
1. There is more than one aircraft 2. NOT (insert {Item 9 Number of Aircraft} - {the number of aircraft})	1. report error

--Test Frame 1.49:

ROIDs: I8FT	
Stimuli	Response
1. Scheduled Air Service 2. NOT (insert {Item 8 Type of Flight} - {S})	1. report error

--Test Frame 1.50:

ROIDs: I8FR	
Stimuli	Response
1. VFR first 2. NOT (insert {Item 8 Flight Rules} - {Z})	1. report error

--Test Frame 1.51:

ROIDs: I8FR	
Stimuli	Response
1. IFR first 2. NOT (insert {Item 8 Flight Rules} - {Y})	1. report error

--Test Frame 1.52:

ROIDs: I8FR	
Stimuli	Response
1. VFR rules 2. NOT (insert {Item 8 Flight Rules} - {V})	1. report error

--Test Frame 1.53:

ROIDs: I8FR	
Stimuli	Response
1. IFR rules 2. NOT (insert {Item 8 Flight Rules} - {I})	1. report error

--Test Frame 1.54:

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} 2. NOT (insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification})	1. report error

--Test Frame 1.55:

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

--Test Frame 1.56:

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

--Test Frame 1.57:

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

--Test Frame 1.58:

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

--Test Frame 1.59:

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

--Test Frame 1.60:

ROIDs: I16-1	
Stimuli	Response
1. Location indicator has been assigned 2. NOT (insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time})	1. report error

--Test Frame 1.61:

ROIDs: I13	
Stimuli	Response
1. The flight plan is received from an aircraft in flight 2. NOT (insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained})	1. report error

--Test Frame 1.62:

ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried 2. NOT (insert {Item 19 D} - {colour of dinghies})	1. report error

--Test Frame 1.63:

ROIDs: I19ES3	
Stimuli	Response
1. cross out {Item 19 R} - {U} 2. NOT (cross out {Item 19 J} - {U})	1. report error

--Test Frame 1.64:

ROIDs: I19ES3	
Stimuli	Response
1. cross out {Item 19 R} - {V} 2. NOT (cross out {Item 19 J} - {V})	1. report error

--Test Frame 1.65:

ROIDs: I19ES1	
Stimuli	Response
1. NOT UHF on frequency 243.0 MHz is available 2. NOT (cross out {Item 19 R} - {U})	1. report error

--Test Frame 1.66:

ROIDs: I19P	
Stimuli	Response
1. Number of persons is required by the ATS authority 2. NOT The total number of persons is known 3. NOT (insert {Item 19 P} - {TBN})	1. report error

--Test Frame 1.67:

ROIDs: I9T	
Stimuli	Response
1. This is a formation flight with more than one type 2. NOT (insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft})	1. report error

--Test Frame 1.68:

ROIDs: I9T	
Stimuli	Response
1. NOT There is an appropriate ICAO type designator 2. NOT (insert {Item 9 Type of Aircraft} - {ZZZZ})	1. report error

--Test Frame 1.69:

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} 2. NOT (insert {Item 7} - {the registration marking of the aircraft})	1. report error

--Test Frame 1.70:

ROIDs: I18-1

Stimuli	Response
1. {point} is a {FIR boundary} prescribed {by the approapriate ATS authority} 2. NOT (insert {Item 18} - {EET/ {point} })	1. report error

--Test Frame 1.71:

ROIDs: I16-1

Stimuli	Response
1. NOT Location indicator has been assigned 2. NOT (insert {Item 18} - {DEST/ the name of the aerodrome})	1. report error

--Test Frame 1.72:

ROIDs: I8FT

Stimuli	Response
1. Non-scheduled Air Transport Operation 2. NOT (insert {Item 8 Type of Flight} - {N})	1. report error

--Test Frame 1.73:

ROIDs: I8FT

Stimuli	Response
1. General Aviation 2. NOT (insert {Item 8 Type of Flight} - {G})	1. report error

--Test Frame 1.74:

ROIDs: I15C

Stimuli	Response
1. The flight is along a designated ATS route 2. The departure aerodrome is {connected to} the ATS route 3. NOT (insert {Item 15 C} - {the designator of the first ATS route})	1. report error

--Test Frame 1.75:

ROIDs: I10

Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. NOT (insert {Item 10 CNA} - {S})	1. report error

--Test Frame 1.76:

ROIDs: I15C	
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} 4. NOT (the 2 to 5 characters of the assigned coded designator is associated with {point})	1. report error

--Test Frame 1.77:

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) 4. NOT (insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment})	1. report error

--Test Frame 1.78:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. NOT (an oblique stroke and both the cruising speed and the cruising level is associated with {point}) 4. A change of {speed - 0.01 Mach or more} is planned at {point}	1. report error

--Test Frame 1.79:

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. insert {Item 15 C} - { {point} details} 4. {point} and {next {point} } are normally more than {370km} apart 5. {point} and {next {point} } are normally more than {30 minutes flying time} apart	1. report error

--Test Frame 1.80:

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} and {point B} are successive points 4. NOT (insert {Item 15 C} - {DCT between {point} and {point B} }) 5. {point B} is defined by {goegraphical co-ordinates} 6. {point} is defined by {goegraphical co-ordinates}	1. report error

--Test Frame 1.81:

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} and {point B} are successive points 4. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 5. NOT ({point} is defined by {goegraphical co-ordinates})	1. report error

--Test Frame 1.82:

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

--Test Frame 1.83:

ROIDs: I19ES7	
Stimuli	Response
1. NOT (insert {Item 19 C} - {name of pilot in command})	1. report error

--Test Frame 1.84:

ROIDs: I19ES5	
Stimuli	Response
1. NOT (insert {Item 19 A} - {colour of aircraft and significant markings})	1. report error

--Test Frame 1.85:

ROIDs: I19E	
Stimuli	Response
1. NOT (insert {Item 19 E} - {the four digit fuel endurance in hours and minutes})	1. report error

--Test Frame 1.86:

ROIDs: I16-2	
Stimuli	Response
1. NOT Location indicator has been assigned to the alternate aerodrome 2. NOT (insert {Item 16 Alt} - {ZZZZ})	1. report error

--Test Frame 1.87:

ROIDs: I13	
Stimuli	Response
1. The flight plan is received from an aircraft in flight 2. NOT (insert {Item 13 A} - {AFIL})	1. report error

--Test Frame 1.88:

ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried 2. NOT (insert {Item 19 D} - {total capacity in persons of all dinghies carried})	1. report error

--Test Frame 1.89:

ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried 2. NOT (insert {Item 19 D} - {number of dinghies carried})	1. report error

--Test Frame 1.90:

ROIDs: I19ES1	
Stimuli	Response
1. NOT VHF on frequency 121.5 MHz is available 2. NOT (cross out {Item 19 R} - {V})	1. report error

--Test Frame 1.91:

ROIDs: I7A	
Stimuli	Response
1. The radiotelephony call sign to be used by the aircraft will consist of {the registration marking of the aircraft} 2. NOT (insert {Item 7} - {the registration marking of the aircraft})	1. report error

--Test Frame 1.92:

ROIDs: I7A	
Stimuli	Response
1. NOT The aircraft is equipped with radio 2. NOT (insert {Item 7} - {the registration marking of the aircraft})	1. report error

--Test Frame 1.93:

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

--Test Frame 1.94:

ROIDs: I18-1	
Stimuli	Response
1. {point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements} 2. NOT (insert {Item 18} - {EET/ {point} })	1. report error

--Test Frame 1.95:

ROIDs: I18-1	
Stimuli	Response
1. {point} is a {significant point} prescribed {by the approapriate ATS authority} 2. NOT (insert {Item 18} - {EET/ {point} })	1. report error

--Test Frame 1.96:

ROIDs: I18-1	
Stimuli	Response
1. {point} is a {significant point} prescribed {on the basis of regional air navigation agreements} 2. NOT (insert {Item 18} - {EET/ {point} })	1. report error

--Test Frame 1.97:

ROIDs: I16-1	
Stimuli	Response
1. NOT Location indicator has been assigned 2. NOT (insert {Item 16 Dest} - {ZZZZ followed by the total estimated elapsed time})	1. report error

--Test Frame 1.98:

ROIDs: I19ES3	
Stimuli	Response
1. NOT Life jackets are carried 2. NOT (cross out {Item 19 J} - {L})	1. report error

--Test Frame 1.99:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. The departure aerodrome is {located on} the ATS route 3. NOT (insert {Item 15 C} - {the designator of the first ATS route})	1. report error

--Test Frame 1.100:

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. NOT Use ATS style track points	1. report error

--Test Frame 1.101:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. NOT (an oblique stroke and both the cruising speed and the cruising level is associated with {point}) 4. A change of {speed - 5pc TAS or more} is planned at {point}	1. report error

--Test Frame 1.102:

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) 5. NOT (insert {Item 15 C} - { {point} followed by DCT})	1. report error

--Test Frame 1.103:

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} and {point B} are successive points 4. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 5. NOT ({point B} is defined by {goegraphical co-ordinates})	1. report error

--Test Frame 1.104:

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} and {point B} are successive points 4. NOT ({point} is defined by {bearing and distance}) 5. NOT (insert {Item 15 C} - { {point} followed by {point B} })	1. report error

--Test Frame 1.105:

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} and {point B} are successive points 4. NOT ({point B} is defined by {bearing and distance}) 5. NOT (insert {Item 15 C} - { {point} followed by {point B} })	1. report error

--Test Frame 1.106:

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 (insert {Item 15 C} - { {point} details}) 4. NOT ({point} and {next {point} } are normally more than {370km} apart) 5. A change of {track} is planned at {point}	1. report error

--Test Frame 1.107:

ROIDs: I13 I16-1	
Stimuli	Response
1. NOT The flight plan is received from an aircraft in flight 2. Location indicator has been assigned 3. NOT (insert {Item 13 A} - {the ICAO four-letter location indicator of the departure aerodrome})	1. report error

--Test Frame 1.108:

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 3. NOT (insert {Item 10 CNA} - {W})	1. report error

--Test Frame 1.109:

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 3. NOT (insert {Item 10 CNA} - {X})	1. report error

--Test Frame 1.110:

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 3. NOT (insert {Item 10 CNA} - {Y})	1. report error

--Test Frame 1.111:

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} 3. NOT (insert {Item 10 CNA} - {V})	1. report error

--Test Frame 1.112:

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} 3. NOT (insert {Item 10 CNA} - {U})	1. report error

--Test Frame 1.113:

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} 3. NOT (insert {Item 10 CNA} - {T_})	1. report error

--Test Frame 1.114:

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} 3. NOT (insert {Item 10 CNA} - {R})	1. report error

--Test Frame 1.115:

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} 3. NOT (insert {Item 10 CNA} - {O})	1. report error

--Test Frame 1.116:

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} 3. NOT (insert {Item 10 CNA} - {M})	1. report error

--Test Frame 1.117:

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} 3. NOT (insert {Item 10 CNA} - {L})	1. report error

--Test Frame 1.118:

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} 3. NOT (insert {Item 10 CNA} - {K})	1. report error

--Test Frame 1.119:

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} 3. NOT (insert {Item 10 CNA} - {I})	1. report error

--Test Frame 1.120:

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} 3. NOT (insert {Item 10 CNA} - {H})	1. report error

--Test Frame 1.121:

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} 3. NOT (insert {Item 10 CNA} - {G})	1. report error

--Test Frame 1.122:

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} 3. NOT (insert {Item 10 CNA} - {F_})	1. report error

--Test Frame 1.123:

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} 3. NOT (insert {Item 10 CNA} - {D})	1. report error

--Test Frame 1.124:

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} 3. NOT (insert {Item 10 CNA} - {C})	1. report error

--Test Frame 1.125:

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} 3. NOT (insert {Item 18} - {COM/ or NAV/})	1. report error

--Test Frame 1.126:

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} 3. NOT (insert {Item 18} - {DAT/})	1. report error

--Test Frame 1.127:

ROIDs: I13 I16-1	
Stimuli	Response
1. NOT The flight plan is received from an aircraft in flight 2. NOT Location indicator has been assigned 3. NOT (insert {Item 13} - {DEP/ aerodrome name})	1. report error

--Test Frame 1.128:

ROIDs: I13 I16-1	
Stimuli	Response
1. NOT The flight plan is received from an aircraft in flight 2. NOT Location indicator has been assigned 3. NOT (insert {Item 13 A} - {ZZZZZ})	1. report error

--Test Frame 1.129:

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} 3. NOT (insert {Item 10 CNA} - {Z})	1. report error

--Test Frame 1.130:

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} 3. NOT (insert {Item 10 CNA} - {J})	1. report error

E.3 Differentiated Test Frames

Computing the differentiated test frames in full detail is impractical. To reduce the time required to generate test frames, the differentiated test frames were produced by expanding portions of the specification and generating test frames for that portion.

Some of the differentiated test frames do not have any requirement identifiers (ROIDs) attached to them. This can occur when non-primitives form the base, or non-differentiating, portion of the test frame. Requirement identifiers attached to conditions that differentiate the test frame are not listed with the test frame. This is because only the base conditions are relevant for coverage purposes. Therefore, those test frames below that do not list any requirement identifiers can be eliminated. Such test frames are redundant since there is another test frame where a non-primitive in the base is expanded to its underlying primitives and this other test frame with list any attached requirement identifiers.

E.3.1 Aircraft Identification

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • insert {Item 7} - {the registration marking of the aircraft} 3. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • insert {Item 7} - {the registration marking of the aircraft} 3. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Supplementary Information is correct	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • insert {Item 7} - {the registration marking of the aircraft} 3. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Other Information is correct 10. • Supplementary Information is correct	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct 2. • insert {Item 7} - {the registration marking of the aircraft} 3. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • Supplementary Information is correct	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • insert {Item 7} - {the registration marking of the aircraft} 3. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • Supplementary Information is correct	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Equipment is correct 2. • insert {Item 7} - {the registration marking of the aircraft} 3. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • Supplementary Information is correct	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct 2. • insert {Item 7} - {the registration marking of the aircraft} 3. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 4. • FlightRules and Type of Flight is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • Supplementary Information is correct	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • insert {Item 7} - {the registration marking of the aircraft} 3. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • Supplementary Information is correct	1. report error

--Test Frame 1.9:

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} 2. NOT (insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification}) 3. • insert {Item 7} - {the registration marking of the aircraft} 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • Supplementary Information is correct	1. report error

--Test Frame 1.10:

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} 2. NOT (insert {Item 7} - {the registration marking of the aircraft}) 3. • NOT (The radiotelephony call sign to be used by the aircraft will consist of {the registration marking of the aircraft}) 4. • The aircraft is equipped with radio 5. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.11:

ROIDs: I7A	
Stimuli	Response
1. The radiotelephony call sign to be used by the aircraft will consist of {the registration marking of the aircraft} 2. NOT (insert {Item 7} - {the registration marking of the aircraft}) 3. • NOT (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}) 4. • The aircraft is equipped with radio 5. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.12:

ROIDs: I7A	
Stimuli	Response
1. NOT The aircraft is equipped with radio 2. NOT (insert {Item 7} - {the registration marking of the aircraft}) 3. • NOT (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}) 4. • NOT (The radiotelephony call sign to be used by the aircraft will consist of {the registration marking of the aircraft}) 5. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification} 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

E.3.2 FlightRules and Type of Flight

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • Aircraft Identification is correct 3. • insert {Item 8 Flight Rules} - {I} 4. • insert {Item 8 Flight Rules} - {V} 5. • insert {Item 8 Flight Rules} - {Y} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • Aircraft Identification is correct 3. • insert {Item 8 Flight Rules} - {I} 4. • insert {Item 8 Flight Rules} - {V} 5. • insert {Item 8 Flight Rules} - {Y} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • Aircraft Identification is correct 3. • insert {Item 8 Flight Rules} - {I} 4. • insert {Item 8 Flight Rules} - {V} 5. • insert {Item 8 Flight Rules} - {Y} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • insert {Item 8 Flight Rules} - {I} 4. • insert {Item 8 Flight Rules} - {V} 5. • insert {Item 8 Flight Rules} - {Y} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • insert {Item 8 Flight Rules} - {I} 4. • insert {Item 8 Flight Rules} - {V} 5. • insert {Item 8 Flight Rules} - {Y} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Equipment is correct 2. • Aircraft Identification is correct 3. • insert {Item 8 Flight Rules} - {I} 4. • insert {Item 8 Flight Rules} - {V} 5. • insert {Item 8 Flight Rules} - {Y} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Departure Aerodrome and time are correct 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct 2. • Aircraft Identification is correct 3. • insert {Item 8 Flight Rules} - {I} 4. • insert {Item 8 Flight Rules} - {V} 5. • insert {Item 8 Flight Rules} - {Y} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • insert {Item 8 Flight Rules} - {I} 3. • insert {Item 8 Flight Rules} - {V} 4. • insert {Item 8 Flight Rules} - {Y} 5. • insert {Item 8 Flight Rules} - {Z} 6. • Scheduled Air Service 7. • insert {Item 8 Type of Flight} - {S} 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.9:

ROIDs: I8FT	
Stimuli	Response
1. Military 2. NOT (insert {Item 8 Type of Flight} - {M}) 3. • Aircraft Identification is correct 4. • insert {Item 8 Flight Rules} - {I} 5. • insert {Item 8 Flight Rules} - {V} 6. • insert {Item 8 Flight Rules} - {Y} 7. • insert {Item 8 Flight Rules} - {Z} 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.10:

ROIDs: I8FT	
Stimuli	Response
1. NOT Scheduled Air Service 2. NOT Non-scheduled Air Transport Operation 3. NOT General Aviation 4. NOT Military 5. NOT (insert {Item 8 Type of Flight} - {X}) 6. • Aircraft Identification is correct 7. • insert {Item 8 Flight Rules} - {I} 8. • insert {Item 8 Flight Rules} - {V} 9. • insert {Item 8 Flight Rules} - {Y} 10. • insert {Item 8 Flight Rules} - {Z} 11. • Number and Type of Aircraft and Wake Turbulence Category is correct 12. • Equipment is correct 13. • Departure Aerodrome and time are correct 14. • Route is correct 15. • Destination Aerodrome and Total Estimated Elapsed Time is correct 16. • Other Information is correct 17. • Supplementary Information is correct	1. report error

--Test Frame 1.11:

ROIDs: I8FT	
Stimuli	Response
1. Scheduled Air Service 2. NOT (insert {Item 8 Type of Flight} - {S}) 3. • Aircraft Identification is correct 4. • insert {Item 8 Flight Rules} - {I} 5. • insert {Item 8 Flight Rules} - {V} 6. • insert {Item 8 Flight Rules} - {Y} 7. • insert {Item 8 Flight Rules} - {Z} 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.12:

ROIDs: I8FR	
Stimuli	Response
1. VFR first 2. NOT (insert {Item 8 Flight Rules} - {Z}) 3. • Aircraft Identification is correct 4. • insert {Item 8 Flight Rules} - {I} 5. • insert {Item 8 Flight Rules} - {V} 6. • insert {Item 8 Flight Rules} - {Y} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.13:

ROIDs: I8FR	
Stimuli	Response
1. IFR first 2. NOT (insert {Item 8 Flight Rules} - {Y}) 3. • Aircraft Identification is correct 4. • insert {Item 8 Flight Rules} - {I} 5. • insert {Item 8 Flight Rules} - {V} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.14:

ROIDs: I8FR	
Stimuli	Response
1. VFR rules 2. NOT (insert {Item 8 Flight Rules} - {V}) 3. • Aircraft Identification is correct 4. • insert {Item 8 Flight Rules} - {I} 5. • insert {Item 8 Flight Rules} - {Y} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.15:

ROIDs: I8FR	
Stimuli	Response
1. IFR rules 2. NOT (insert {Item 8 Flight Rules} - {I}) 3. • Aircraft Identification is correct 4. • insert {Item 8 Flight Rules} - {V} 5. • insert {Item 8 Flight Rules} - {Y} 6. • insert {Item 8 Flight Rules} - {Z} 7. • Scheduled Air Service 8. • insert {Item 8 Type of Flight} - {S} 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.16:

ROIDs: I8FT	
Stimuli	Response
1. Non-scheduled Air Transport Operation 2. NOT (insert {Item 8 Type of Flight} - {N}) 3. • Aircraft Identification is correct 4. • insert {Item 8 Flight Rules} - {I} 5. • insert {Item 8 Flight Rules} - {V} 6. • insert {Item 8 Flight Rules} - {Y} 7. • insert {Item 8 Flight Rules} - {Z} 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.17:

ROIDs: I8FT	
Stimuli	Response
1. General Aviation 2. NOT (insert {Item 8 Type of Flight} - {G}) 3. • Aircraft Identification is correct 4. • insert {Item 8 Flight Rules} - {I} 5. • insert {Item 8 Flight Rules} - {V} 6. • insert {Item 8 Flight Rules} - {Y} 7. • insert {Item 8 Flight Rules} - {Z} 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

E.3.3 Number and Type of Aircraft and Wake Turbulence Category

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 5. • There is an appropriate ICAO type designator 6. • This is a formation flight with more than one type 7. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 8. • insert {Item 9 Wake Turnulence} - {/H} 9. • insert {Item 9 Wake Turnulence} - {/M} 10. • insert {Item 9 Wake Turnulence} - {/L} 11. • Equipment is correct 12. • Departure Aerodrome and time are correct 13. • Route is correct 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 5. • There is an appropriate ICAO type designator 6. • This is a formation flight with more than one type 7. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 8. • insert {Item 9 Wake Turnulence} - {/H} 9. • insert {Item 9 Wake Turnulence} - {/M} 10. • insert {Item 9 Wake Turnulence} - {/L} 11. • Equipment is correct 12. • Departure Aerodrome and time are correct 13. • Route is correct 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 5. • There is an appropriate ICAO type designator 6. • This is a formation flight with more than one type 7. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 8. • insert {Item 9 Wake Turnulence} - {/H} 9. • insert {Item 9 Wake Turnulence} - {/M} 10. • insert {Item 9 Wake Turnulence} - {/L} 11. • Equipment is correct 12. • Departure Aerodrome and time are correct 13. • Route is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 5. • There is an appropriate ICAO type designator 6. • This is a formation flight with more than one type 7. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 8. • insert {Item 9 Wake Turnulence} - {/H} 9. • insert {Item 9 Wake Turnulence} - {/M} 10. • insert {Item 9 Wake Turnulence} - {/L} 11. • Equipment is correct 12. • Departure Aerodrome and time are correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 5. • There is an appropriate ICAO type designator 6. • This is a formation flight with more than one type 7. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 8. • insert {Item 9 Wake Turnulence} - {/H} 9. • insert {Item 9 Wake Turnulence} - {/M} 10. • insert {Item 9 Wake Turnulence} - {/L} 11. • Equipment is correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Equipment is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 5. • There is an appropriate ICAO type designator 6. • This is a formation flight with more than one type 7. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 8. • insert {Item 9 Wake Turnulence} - {/H} 9. • insert {Item 9 Wake Turnulence} - {/M} 10. • insert {Item 9 Wake Turnulence} - {/L} 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 4. • There is an appropriate ICAO type designator 5. • This is a formation flight with more than one type 6. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 7. • insert {Item 9 Wake Turnulence} - {/H} 8. • insert {Item 9 Wake Turnulence} - {/M} 9. • insert {Item 9 Wake Turnulence} - {/L} 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 4. • There is an appropriate ICAO type designator 5. • This is a formation flight with more than one type 6. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 7. • insert {Item 9 Wake Turnulence} - {/H} 8. • insert {Item 9 Wake Turnulence} - {/M} 9. • insert {Item 9 Wake Turnulence} - {/L} 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.9:

ROIDs: I9T	
Stimuli	Response
1. There is an appropriate ICAO type designator 2. NOT This is a formation flight with more than one type 3. NOT (insert {Item 9 Type of Aircraft} - {the appropriate ICAO type designator}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 7. • insert {Item 9 Wake Turnulence} - {/H} 8. • insert {Item 9 Wake Turnulence} - {/M} 9. • insert {Item 9 Wake Turnulence} - {/L} 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.10:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is {7000} kg or less 2. NOT (insert {Item 9 Wake Turnulence} - {/L}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 6. • There is an appropriate ICAO type designator 7. • This is a formation flight with more than one type 8. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 9. • insert {Item 9 Wake Turnulence} - {/H} 10. • insert {Item 9 Wake Turnulence} - {/M} 11. • Equipment is correct 12. • Departure Aerodrome and time are correct 13. • Route is correct 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct 16. • Supplementary Information is correct	1. report error

--Test Frame 1.11:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is less than {136000} kg but more than {7000} kg 2. NOT (insert {Item 9 Wake Turnulence} - {/M}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 6. • There is an appropriate ICAO type designator 7. • This is a formation flight with more than one type 8. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 9. • insert {Item 9 Wake Turnulence} - {/H} 10. • insert {Item 9 Wake Turnulence} - {/L} 11. • Equipment is correct 12. • Departure Aerodrome and time are correct 13. • Route is correct 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct 16. • Supplementary Information is correct	1. report error

--Test Frame 1.12:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is {136000} kg or more 2. NOT (insert {Item 9 Wake Turnulence} - {/H}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 6. • There is an appropriate ICAO type designator 7. • This is a formation flight with more than one type 8. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 9. • insert {Item 9 Wake Turnulence} - {/M} 10. • insert {Item 9 Wake Turnulence} - {/L} 11. • Equipment is correct 12. • Departure Aerodrome and time are correct 13. • Route is correct 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct 16. • Supplementary Information is correct	1. report error

--Test Frame 1.13:

ROIDs: I9N	
Stimuli	Response
1. There is more than one aircraft 2. NOT (insert {Item 9 Number of Aircraft} - {the number of aircraft}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • There is an appropriate ICAO type designator 6. • This is a formation flight with more than one type 7. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 8. • insert {Item 9 Wake Turnulence} - {/H} 9. • insert {Item 9 Wake Turnulence} - {/M} 10. • insert {Item 9 Wake Turnulence} - {/L} 11. • Equipment is correct 12. • Departure Aerodrome and time are correct 13. • Route is correct 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct 16. • Supplementary Information is correct	1. report error

--Test Frame 1.14:

ROIDs: I9T	
Stimuli	Response
1. This is a formation flight with more than one type 2. NOT (insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 6. • There is an appropriate ICAO type designator 7. • insert {Item 9 Wake Turnulence} - {/H} 8. • insert {Item 9 Wake Turnulence} - {/M} 9. • insert {Item 9 Wake Turnulence} - {/L} 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.15:

ROIDs: I9T	
Stimuli	Response
1. NOT There is an appropriate ICAO type designator 2. NOT (insert {Item 9 Type of Aircraft} - {ZZZZ}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • insert {Item 9 Number of Aircraft} - {the number of aircraft} 6. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft} 7. • insert {Item 9 Wake Turnulence} - {/H} 8. • insert {Item 9 Wake Turnulence} - {/M} 9. • insert {Item 9 Wake Turnulence} - {/L} 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Route is correct 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

E.3.4 Equipment

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • insert {Item 10 CNA} - {C} 7. • insert {Item 10 CNA} - {D} 8. • insert {Item 10 CNA} - {G} 9. • insert {Item 10 CNA} - {H} 10. • insert {Item 10 CNA} - {I} 11. • insert {Item 10 CNA} - {J} 12. • insert {Item 18} - {DAT/} 13. • insert {Item 10 CNA} - {K} 14. • Equipment [Part 2] is correct 15. • Equipment [Part E] is correct 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • insert {Item 10 CNA} - {C} 7. • insert {Item 10 CNA} - {D} 8. • insert {Item 10 CNA} - {G} 9. • insert {Item 10 CNA} - {H} 10. • insert {Item 10 CNA} - {I} 11. • insert {Item 10 CNA} - {J} 12. • insert {Item 18} - {DAT/} 13. • insert {Item 10 CNA} - {K} 14. • Equipment [Part 2] is correct 15. • Equipment [Part E] is correct 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct	1. report error
2. • Aircraft Identification is correct	
3. • FlightRules and Type of Flight is correct	
4. • Number and Type of Aircraft and Wake Turbulence Category is correct	
5. • insert {Item 10 CNA} - {S}	
6. • insert {Item 10 CNA} - {C}	
7. • insert {Item 10 CNA} - {D}	
8. • insert {Item 10 CNA} - {G}	
9. • insert {Item 10 CNA} - {H}	
10. • insert {Item 10 CNA} - {I}	
11. • insert {Item 10 CNA} - {J}	
12. • insert {Item 18} - {DAT/}	
13. • insert {Item 10 CNA} - {K}	
14. • Equipment [Part 2] is correct	
15. • Equipment [Part E] is correct	
16. • Departure Aerodrome and time are correct	
17. • Route is correct	
18. • Other Information is correct	
19. • Supplementary Information is correct	

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • insert {Item 10 CNA} - {C} 7. • insert {Item 10 CNA} - {D} 8. • insert {Item 10 CNA} - {G} 9. • insert {Item 10 CNA} - {H} 10. • insert {Item 10 CNA} - {I} 11. • insert {Item 10 CNA} - {J} 12. • insert {Item 18} - {DAT/} 13. • insert {Item 10 CNA} - {K} 14. • Equipment [Part 2] is correct 15. • Equipment [Part E] is correct 16. • Departure Aerodrome and time are correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • insert {Item 10 CNA} - {C} 7. • insert {Item 10 CNA} - {D} 8. • insert {Item 10 CNA} - {G} 9. • insert {Item 10 CNA} - {H} 10. • insert {Item 10 CNA} - {I} 11. • insert {Item 10 CNA} - {J} 12. • insert {Item 18} - {DAT/} 13. • insert {Item 10 CNA} - {K} 14. • Equipment [Part 2] is correct 15. • Equipment [Part E] is correct 16. • Route is correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Equipment [Part E] is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • insert {Item 10 CNA} - {C} 7. • insert {Item 10 CNA} - {D} 8. • insert {Item 10 CNA} - {G} 9. • insert {Item 10 CNA} - {H} 10. • insert {Item 10 CNA} - {I} 11. • insert {Item 10 CNA} - {J} 12. • insert {Item 18} - {DAT/} 13. • insert {Item 10 CNA} - {K} 14. • Equipment [Part 2] is correct 15. • Departure Aerodrome and time are correct 16. • Route is correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • insert {Item 10 CNA} - {S} 5. • insert {Item 10 CNA} - {C} 6. • insert {Item 10 CNA} - {D} 7. • insert {Item 10 CNA} - {G} 8. • insert {Item 10 CNA} - {H} 9. • insert {Item 10 CNA} - {I} 10. • insert {Item 10 CNA} - {J} 11. • insert {Item 18} - {DAT/} 12. • insert {Item 10 CNA} - {K} 13. • Equipment [Part 2] is correct 14. • Equipment [Part E] is correct 15. • Departure Aerodrome and time are correct 16. • Route is correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • insert {Item 10 CNA} - {S} 5. • insert {Item 10 CNA} - {C} 6. • insert {Item 10 CNA} - {D} 7. • insert {Item 10 CNA} - {G} 8. • insert {Item 10 CNA} - {H} 9. • insert {Item 10 CNA} - {I} 10. • insert {Item 10 CNA} - {J} 11. • insert {Item 18} - {DAT/} 12. • insert {Item 10 CNA} - {K} 13. • Equipment [Part 2] is correct 14. • Equipment [Part E] is correct 15. • Departure Aerodrome and time are correct 16. • Route is correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.9:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • insert {Item 10 CNA} - {S} 5. • insert {Item 10 CNA} - {C} 6. • insert {Item 10 CNA} - {D} 7. • insert {Item 10 CNA} - {G} 8. • insert {Item 10 CNA} - {H} 9. • insert {Item 10 CNA} - {I} 10. • insert {Item 10 CNA} - {J} 11. • insert {Item 18} - {DAT/} 12. • insert {Item 10 CNA} - {K} 13. • Equipment [Part 2] is correct 14. • Equipment [Part E] is correct 15. • Departure Aerodrome and time are correct 16. • Route is correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.10:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. NOT Equipment [Part 2] is correct 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • insert {Item 10 CNA} - {C} 8. • insert {Item 10 CNA} - {D} 9. • insert {Item 10 CNA} - {G} 10. • insert {Item 10 CNA} - {H} 11. • insert {Item 10 CNA} - {I} 12. • insert {Item 10 CNA} - {J} 13. • insert {Item 18} - {DAT/} 14. • insert {Item 10 CNA} - {K} 15. • Equipment [Part E] is correct 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.11:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. NOT (insert {Item 10 CNA} - {S}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {C} 7. • insert {Item 10 CNA} - {D} 8. • insert {Item 10 CNA} - {F_} 9. • insert {Item 10 CNA} - {G} 10. • insert {Item 10 CNA} - {H} 11. • insert {Item 10 CNA} - {I} 12. • insert {Item 10 CNA} - {J} 13. • insert {Item 18} - {DAT/} 14. • insert {Item 10 CNA} - {K} 15. • insert {Item 10 CNA} - {L} 16. • Equipment [Part 2] is correct 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.12:

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} 3. NOT (insert {Item 10 CNA} - {L}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {C} 9. • insert {Item 10 CNA} - {D} 10. • insert {Item 10 CNA} - {G} 11. • insert {Item 10 CNA} - {H} 12. • insert {Item 10 CNA} - {I} 13. • insert {Item 10 CNA} - {J} 14. • insert {Item 18} - {DAT/} 15. • insert {Item 10 CNA} - {K} 16. • Equipment [Part 2] is correct 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.13:

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} 3. NOT (insert {Item 10 CNA} - {K}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {C} 9. • insert {Item 10 CNA} - {D} 10. • insert {Item 10 CNA} - {G} 11. • insert {Item 10 CNA} - {H} 12. • insert {Item 10 CNA} - {I} 13. • insert {Item 10 CNA} - {J} 14. • insert {Item 18} - {DAT/} 15. • Equipment [Part 2] is correct 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct 21. • Supplementary Information is correct	1. report error

--Test Frame 1.14:

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} 3. NOT (insert {Item 10 CNA} - {I}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {C} 9. • insert {Item 10 CNA} - {D} 10. • insert {Item 10 CNA} - {G} 11. • insert {Item 10 CNA} - {H} 12. • insert {Item 10 CNA} - {J} 13. • insert {Item 18} - {DAT/} 14. • insert {Item 10 CNA} - {K} 15. • Equipment [Part 2] is correct 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct 21. • Supplementary Information is correct	1. report error

--Test Frame 1.15:

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} 3. NOT (insert {Item 10 CNA} - {H}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {C} 9. • insert {Item 10 CNA} - {D} 10. • insert {Item 10 CNA} - {G} 11. • insert {Item 10 CNA} - {I} 12. • insert {Item 10 CNA} - {J} 13. • insert {Item 18} - {DAT/} 14. • insert {Item 10 CNA} - {K} 15. • Equipment [Part 2] is correct 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct 21. • Supplementary Information is correct	1. report error

--Test Frame 1.16:

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} 3. NOT (insert {Item 10 CNA} - {G}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {C} 9. • insert {Item 10 CNA} - {D} 10. • insert {Item 10 CNA} - {H} 11. • insert {Item 10 CNA} - {I} 12. • insert {Item 10 CNA} - {J} 13. • insert {Item 18} - {DAT/} 14. • insert {Item 10 CNA} - {K} 15. • Equipment [Part 2] is correct 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct 21. • Supplementary Information is correct	1. report error

--Test Frame 1.17:

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} 3. NOT (insert {Item 10 CNA} - {F_}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {C} 9. • insert {Item 10 CNA} - {D} 10. • insert {Item 10 CNA} - {G} 11. • insert {Item 10 CNA} - {H} 12. • insert {Item 10 CNA} - {I} 13. • insert {Item 10 CNA} - {J} 14. • insert {Item 18} - {DAT/} 15. • insert {Item 10 CNA} - {K} 16. • Equipment [Part 2] is correct 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.18:

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} 3. NOT (insert {Item 10 CNA} - {D}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {C} 9. • insert {Item 10 CNA} - {G} 10. • insert {Item 10 CNA} - {H} 11. • insert {Item 10 CNA} - {I} 12. • insert {Item 10 CNA} - {J} 13. • insert {Item 18} - {DAT/} 14. • insert {Item 10 CNA} - {K} 15. • Equipment [Part 2] is correct 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct 21. • Supplementary Information is correct	1. report error

--Test Frame 1.19:

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} 3. NOT (insert {Item 10 CNA} - {C}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {D} 9. • insert {Item 10 CNA} - {G} 10. • insert {Item 10 CNA} - {H} 11. • insert {Item 10 CNA} - {I} 12. • insert {Item 10 CNA} - {J} 13. • insert {Item 18} - {DAT/} 14. • insert {Item 10 CNA} - {K} 15. • Equipment [Part 2] is correct 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct 21. • Supplementary Information is correct	1. report error

--Test Frame 1.20:

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} 3. NOT (insert {Item 18} - {DAT/}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {C} 9. • insert {Item 10 CNA} - {D} 10. • insert {Item 10 CNA} - {G} 11. • insert {Item 10 CNA} - {H} 12. • insert {Item 10 CNA} - {I} 13. • insert {Item 10 CNA} - {J} 14. • insert {Item 10 CNA} - {K} 15. • Equipment [Part 2] is correct 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct 21. • Supplementary Information is correct	1. report error

--Test Frame 1.21:

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} 3. NOT (insert {Item 10 CNA} - {J}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • insert {Item 10 CNA} - {C} 9. • insert {Item 10 CNA} - {D} 10. • insert {Item 10 CNA} - {G} 11. • insert {Item 10 CNA} - {H} 12. • insert {Item 10 CNA} - {I} 13. • insert {Item 18} - {DAT/} 14. • insert {Item 10 CNA} - {K} 15. • Equipment [Part 2] is correct 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct 21. • Supplementary Information is correct	1. report error

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • insert {Item 10 CNA} - {M} 8. • insert {Item 10 CNA} - {R} 9. • insert {Item 10 CNA} - {T_} 10. • insert {Item 10 CNA} - {U} 11. • insert {Item 10 CNA} - {Z} 12. • insert {Item 18} - {COM/ or NAV/} 13. • insert {Item 10 CNA} - {Y} 14. • insert {Item 10 CNA} - {X} 15. • insert {Item 10 CNA} - {W} 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • insert {Item 10 CNA} - {M} 8. • insert {Item 10 CNA} - {R} 9. • insert {Item 10 CNA} - {T_} 10. • insert {Item 10 CNA} - {U} 11. • insert {Item 10 CNA} - {Z} 12. • insert {Item 18} - {COM/ or NAV/} 13. • insert {Item 10 CNA} - {Y} 14. • insert {Item 10 CNA} - {X} 15. • insert {Item 10 CNA} - {W} 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • insert {Item 10 CNA} - {M} 8. • insert {Item 10 CNA} - {R} 9. • insert {Item 10 CNA} - {T_} 10. • insert {Item 10 CNA} - {U} 11. • insert {Item 10 CNA} - {Z} 12. • insert {Item 18} - {COM/ or NAV/} 13. • insert {Item 10 CNA} - {Y} 14. • insert {Item 10 CNA} - {X} 15. • insert {Item 10 CNA} - {W} 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • insert {Item 10 CNA} - {M} 8. • insert {Item 10 CNA} - {R} 9. • insert {Item 10 CNA} - {T_} 10. • insert {Item 10 CNA} - {U} 11. • insert {Item 10 CNA} - {Z} 12. • insert {Item 18} - {COM/ or NAV/} 13. • insert {Item 10 CNA} - {Y} 14. • insert {Item 10 CNA} - {X} 15. • insert {Item 10 CNA} - {W} 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • insert {Item 10 CNA} - {M} 8. • insert {Item 10 CNA} - {R} 9. • insert {Item 10 CNA} - {T_} 10. • insert {Item 10 CNA} - {U} 11. • insert {Item 10 CNA} - {Z} 12. • insert {Item 18} - {COM/ or NAV/} 13. • insert {Item 10 CNA} - {Y} 14. • insert {Item 10 CNA} - {X} 15. • insert {Item 10 CNA} - {W} 16. • Equipment [Part E] is correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Equipment [Part E] is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • insert {Item 10 CNA} - {M} 8. • insert {Item 10 CNA} - {R} 9. • insert {Item 10 CNA} - {T_} 10. • insert {Item 10 CNA} - {U} 11. • insert {Item 10 CNA} - {Z} 12. • insert {Item 18} - {COM/ or NAV/} 13. • insert {Item 10 CNA} - {Y} 14. • insert {Item 10 CNA} - {X} 15. • insert {Item 10 CNA} - {W} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct	1. report error
2. • Aircraft Identification is correct	
3. • FlightRules and Type of Flight is correct	
4. • insert {Item 10 CNA} - {S}	
5. • Equipment [Part 1] is correct	
6. • insert {Item 10 CNA} - {M}	
7. • insert {Item 10 CNA} - {R}	
8. • insert {Item 10 CNA} - {T_}	
9. • insert {Item 10 CNA} - {U}	
10. • insert {Item 10 CNA} - {Z}	
11. • insert {Item 18} - {COM/ or NAV/}	
12. • insert {Item 10 CNA} - {Y}	
13. • insert {Item 10 CNA} - {X}	
14. • insert {Item 10 CNA} - {W}	
15. • Equipment [Part E] is correct	
16. • Departure Aerodrome and time are correct	
17. • Route is correct	
18. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
19. • Other Information is correct	
20. • Supplementary Information is correct	

--Test Frame 1.8:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • insert {Item 10 CNA} - {S} 5. • Equipment [Part 1] is correct 6. • insert {Item 10 CNA} - {M} 7. • insert {Item 10 CNA} - {R} 8. • insert {Item 10 CNA} - {T_} 9. • insert {Item 10 CNA} - {U} 10. • insert {Item 10 CNA} - {Z} 11. • insert {Item 18} - {COM/ or NAV/} 12. • insert {Item 10 CNA} - {Y} 13. • insert {Item 10 CNA} - {X} 14. • insert {Item 10 CNA} - {W} 15. • Equipment [Part E] is correct 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.9:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • insert {Item 10 CNA} - {S} 5. • Equipment [Part 1] is correct 6. • insert {Item 10 CNA} - {M} 7. • insert {Item 10 CNA} - {R} 8. • insert {Item 10 CNA} - {T_} 9. • insert {Item 10 CNA} - {U} 10. • insert {Item 10 CNA} - {Z} 11. • insert {Item 18} - {COM/ or NAV/} 12. • insert {Item 10 CNA} - {Y} 13. • insert {Item 10 CNA} - {X} 14. • insert {Item 10 CNA} - {W} 15. • Equipment [Part E] is correct 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.10:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. NOT Equipment [Part 1] is correct 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • insert {Item 10 CNA} - {M} 8. • insert {Item 10 CNA} - {R} 9. • insert {Item 10 CNA} - {T_} 10. • insert {Item 10 CNA} - {U} 11. • insert {Item 10 CNA} - {Z} 12. • insert {Item 18} - {COM/ or NAV/} 13. • insert {Item 10 CNA} - {Y} 14. • insert {Item 10 CNA} - {X} 15. • insert {Item 10 CNA} - {W} 16. • Equipment [Part E] is correct 17. • Departure Aerodrome and time are correct 18. • Route is correct 19. • Destination Aerodrome and Total Estimated Elapsed Time is correct 20. • Other Information is correct 21. • Supplementary Information is correct	1. report error

--Test Frame 1.11:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. NOT (insert {Item 10 CNA} - {S}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment [Part 1] is correct 7. • insert {Item 10 CNA} - {M} 8. • insert {Item 10 CNA} - {O} 9. • insert {Item 10 CNA} - {R} 10. • insert {Item 10 CNA} - {T_} 11. • insert {Item 10 CNA} - {U} 12. • insert {Item 10 CNA} - {V} 13. • insert {Item 10 CNA} - {Z} 14. • insert {Item 18} - {COM/ or NAV/} 15. • insert {Item 10 CNA} - {Y} 16. • insert {Item 10 CNA} - {X} 17. • insert {Item 10 CNA} - {W} 18. • Equipment [Part E] is correct 19. • Departure Aerodrome and time are correct 20. • Route is correct 21. • Destination Aerodrome and Total Estimated Elapsed Time is correct 22. • Other Information is correct 23. • Supplementary Information is correct	1. report error

--Test Frame 1.12:

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 3. NOT (insert {Item 10 CNA} - {W}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {R} 11. • insert {Item 10 CNA} - {T_} 12. • insert {Item 10 CNA} - {U} 13. • insert {Item 10 CNA} - {Z} 14. • insert {Item 18} - {COM/ or NAV/} 15. • insert {Item 10 CNA} - {Y} 16. • insert {Item 10 CNA} - {X} 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.13:

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 3. NOT (insert {Item 10 CNA} - {X}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {R} 11. • insert {Item 10 CNA} - {T_} 12. • insert {Item 10 CNA} - {U} 13. • insert {Item 10 CNA} - {Z} 14. • insert {Item 18} - {COM/ or NAV/} 15. • insert {Item 10 CNA} - {Y} 16. • insert {Item 10 CNA} - {W} 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.14:

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 3. NOT (insert {Item 10 CNA} - {Y}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {R} 11. • insert {Item 10 CNA} - {T_} 12. • insert {Item 10 CNA} - {U} 13. • insert {Item 10 CNA} - {Z} 14. • insert {Item 18} - {COM/ or NAV/} 15. • insert {Item 10 CNA} - {X} 16. • insert {Item 10 CNA} - {W} 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.15:

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} 3. NOT (insert {Item 10 CNA} - {V}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {R} 11. • insert {Item 10 CNA} - {T_} 12. • insert {Item 10 CNA} - {U} 13. • insert {Item 10 CNA} - {Z} 14. • insert {Item 18} - {COM/ or NAV/} 15. • insert {Item 10 CNA} - {Y} 16. • insert {Item 10 CNA} - {X} 17. • insert {Item 10 CNA} - {W} 18. • Equipment [Part E] is correct 19. • Departure Aerodrome and time are correct 20. • Route is correct 21. • Destination Aerodrome and Total Estimated Elapsed Time is correct 22. • Other Information is correct 23. • Supplementary Information is correct	1. report error

--Test Frame 1.16:

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} 3. NOT (insert {Item 10 CNA} - {U}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {R} 11. • insert {Item 10 CNA} - {T_} 12. • insert {Item 10 CNA} - {Z} 13. • insert {Item 18} - {COM/ or NAV/} 14. • insert {Item 10 CNA} - {Y} 15. • insert {Item 10 CNA} - {X} 16. • insert {Item 10 CNA} - {W} 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.17:

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} 3. NOT (insert {Item 10 CNA} - {T_}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {R} 11. • insert {Item 10 CNA} - {U} 12. • insert {Item 10 CNA} - {Z} 13. • insert {Item 18} - {COM/ or NAV/} 14. • insert {Item 10 CNA} - {Y} 15. • insert {Item 10 CNA} - {X} 16. • insert {Item 10 CNA} - {W} 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.18:

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} 3. NOT (insert {Item 10 CNA} - {R}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {T_} 11. • insert {Item 10 CNA} - {U} 12. • insert {Item 10 CNA} - {Z} 13. • insert {Item 18} - {COM/ or NAV/} 14. • insert {Item 10 CNA} - {Y} 15. • insert {Item 10 CNA} - {X} 16. • insert {Item 10 CNA} - {W} 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.19:

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} 3. NOT (insert {Item 10 CNA} - {O}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {R} 11. • insert {Item 10 CNA} - {T_} 12. • insert {Item 10 CNA} - {U} 13. • insert {Item 10 CNA} - {Z} 14. • insert {Item 18} - {COM/ or NAV/} 15. • insert {Item 10 CNA} - {Y} 16. • insert {Item 10 CNA} - {X} 17. • insert {Item 10 CNA} - {W} 18. • Equipment [Part E] is correct 19. • Departure Aerodrome and time are correct 20. • Route is correct 21. • Destination Aerodrome and Total Estimated Elapsed Time is correct 22. • Other Information is correct 23. • Supplementary Information is correct	1. report error

--Test Frame 1.20:

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} 3. NOT (insert {Item 10 CNA} - {M}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {R} 10. • insert {Item 10 CNA} - {T_} 11. • insert {Item 10 CNA} - {U} 12. • insert {Item 10 CNA} - {Z} 13. • insert {Item 18} - {COM/ or NAV/} 14. • insert {Item 10 CNA} - {Y} 15. • insert {Item 10 CNA} - {X} 16. • insert {Item 10 CNA} - {W} 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.21:

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} 3. NOT (insert {Item 18} - {COM/ or NAV/}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {R} 11. • insert {Item 10 CNA} - {T_} 12. • insert {Item 10 CNA} - {U} 13. • insert {Item 10 CNA} - {Z} 14. • insert {Item 10 CNA} - {Y} 15. • insert {Item 10 CNA} - {X} 16. • insert {Item 10 CNA} - {W} 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.22:

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} 3. NOT (insert {Item 10 CNA} - {Z}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • insert {Item 10 CNA} - {S} 8. • Equipment [Part 1] is correct 9. • insert {Item 10 CNA} - {M} 10. • insert {Item 10 CNA} - {R} 11. • insert {Item 10 CNA} - {T_} 12. • insert {Item 10 CNA} - {U} 13. • insert {Item 18} - {COM/ or NAV/} 14. • insert {Item 10 CNA} - {Y} 15. • insert {Item 10 CNA} - {X} 16. • insert {Item 10 CNA} - {W} 17. • Equipment [Part E] is correct 18. • Departure Aerodrome and time are correct 19. • Route is correct 20. • Destination Aerodrome and Total Estimated Elapsed Time is correct 21. • Other Information is correct 22. • Supplementary Information is correct	1. report error

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • Equipment [Part 2] is correct 8. • SSR equipment is present 9. • insert {Item 10 SE} - {A} 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • Equipment [Part 2] is correct 8. • SSR equipment is present 9. • insert {Item 10 SE} - {A} 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • Equipment [Part 2] is correct 8. • SSR equipment is present 9. • insert {Item 10 SE} - {A} 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • Equipment [Part 2] is correct 8. • SSR equipment is present 9. • insert {Item 10 SE} - {A} 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • insert {Item 10 CNA} - {S} 6. • Equipment [Part 1] is correct 7. • Equipment [Part 2] is correct 8. • SSR equipment is present 9. • insert {Item 10 SE} - {A} 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Route is correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • insert {Item 10 CNA} - {S} 5. • Equipment [Part 1] is correct 6. • Equipment [Part 2] is correct 7. • SSR equipment is present 8. • insert {Item 10 SE} - {A} 9. • insert {Item 10 SE} - {C} 10. • insert {Item 10 SE} - {X} 11. • insert {Item 10 SE} - {P} 12. • insert {Item 10 SE} - {I} 13. • insert {Item 10 SE} - {S} 14. • insert {Item 10 SE} - {D} 15. • Departure Aerodrome and time are correct 16. • Route is correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • insert {Item 10 CNA} - {S} 5. • Equipment [Part 1] is correct 6. • Equipment [Part 2] is correct 7. • SSR equipment is present 8. • insert {Item 10 SE} - {A} 9. • insert {Item 10 SE} - {C} 10. • insert {Item 10 SE} - {X} 11. • insert {Item 10 SE} - {P} 12. • insert {Item 10 SE} - {I} 13. • insert {Item 10 SE} - {S} 14. • insert {Item 10 SE} - {D} 15. • Departure Aerodrome and time are correct 16. • Route is correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • insert {Item 10 CNA} - {S} 5. • Equipment [Part 1] is correct 6. • Equipment [Part 2] is correct 7. • SSR equipment is present 8. • insert {Item 10 SE} - {A} 9. • insert {Item 10 SE} - {C} 10. • insert {Item 10 SE} - {X} 11. • insert {Item 10 SE} - {P} 12. • insert {Item 10 SE} - {I} 13. • insert {Item 10 SE} - {S} 14. • insert {Item 10 SE} - {D} 15. • Departure Aerodrome and time are correct 16. • Route is correct 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.9:

ROIDs: I10SE	
Stimuli	Response
1. ADS capability 2. NOT (insert {Item 10 SE} - {D}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • Equipment [Part 1] is correct 8. • Equipment [Part 2] is correct 9. • SSR equipment is present 10. • insert {Item 10 SE} - {A} 11. • insert {Item 10 SE} - {C} 12. • insert {Item 10 SE} - {X} 13. • insert {Item 10 SE} - {P} 14. • insert {Item 10 SE} - {I} 15. • insert {Item 10 SE} - {S} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.10:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including pressure-altitude and aicraft identification trasmission 2. NOT (insert {Item 10 SE} - {S}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • Equipment [Part 1] is correct 8. • Equipment [Part 2] is correct 9. • SSR equipment is present 10. • insert {Item 10 SE} - {A} 11. • insert {Item 10 SE} - {C} 12. • insert {Item 10 SE} - {X} 13. • insert {Item 10 SE} - {P} 14. • insert {Item 10 SE} - {I} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.11:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including aircraft identification trasmission	1. report error
2. NOT (insert {Item 10 SE} - {I})	
3. • Aircraft Identification is correct	
4. • FlightRules and Type of Flight is correct	
5. • Number and Type of Aircraft and Wake Turbulence Category is correct	
6. • insert {Item 10 CNA} - {S}	
7. • Equipment [Part 1] is correct	
8. • Equipment [Part 2] is correct	
9. • SSR equipment is present	
10. • insert {Item 10 SE} - {A}	
11. • insert {Item 10 SE} - {C}	
12. • insert {Item 10 SE} - {X}	
13. • insert {Item 10 SE} - {P}	
14. • insert {Item 10 SE} - {S}	
15. • insert {Item 10 SE} - {D}	
16. • Departure Aerodrome and time are correct	
17. • Route is correct	
18. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
19. • Other Information is correct	
20. • Supplementary Information is correct	

--Test Frame 1.12:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including pressure-altitude trasmission 2. NOT (insert {Item 10 SE} - {P}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • Equipment [Part 1] is correct 8. • Equipment [Part 2] is correct 9. • SSR equipment is present 10. • insert {Item 10 SE} - {A} 11. • insert {Item 10 SE} - {C} 12. • insert {Item 10 SE} - {X} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.13:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S only 2. NOT (insert {Item 10 SE} - {X}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • Equipment [Part 1] is correct 8. • Equipment [Part 2] is correct 9. • SSR equipment is present 10. • insert {Item 10 SE} - {A} 11. • insert {Item 10 SE} - {C} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.14:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode A and mode C 2. NOT (insert {Item 10 SE} - {C}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • Equipment [Part 1] is correct 8. • Equipment [Part 2] is correct 9. • SSR equipment is present 10. • insert {Item 10 SE} - {A} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.15:

ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode A 2. NOT (insert {Item 10 SE} - {A}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • Equipment [Part 1] is correct 8. • Equipment [Part 2] is correct 9. • SSR equipment is present 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.16:

ROIDs: I10SE	
Stimuli	Response
1. NOT SSR equipment is present 2. NOT (insert {Item 10 SE} - {N}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • Equipment [Part 1] is correct 8. • Equipment [Part 2] is correct 9. • insert {Item 10 SE} - {A} 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.17:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. NOT Equipment [Part 2] is correct 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • Equipment [Part 1] is correct 8. • SSR equipment is present 9. • insert {Item 10 SE} - {A} 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.18:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. NOT Equipment [Part 1] is correct 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • insert {Item 10 CNA} - {S} 7. • Equipment [Part 2] is correct 8. • SSR equipment is present 9. • insert {Item 10 SE} - {A} 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.19:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. NOT (insert {Item 10 CNA} - {S}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment [Part 1] is correct 7. • Equipment [Part 2] is correct 8. • SSR equipment is present 9. • insert {Item 10 SE} - {A} 10. • insert {Item 10 SE} - {C} 11. • insert {Item 10 SE} - {X} 12. • insert {Item 10 SE} - {P} 13. • insert {Item 10 SE} - {I} 14. • insert {Item 10 SE} - {S} 15. • insert {Item 10 SE} - {D} 16. • Departure Aerodrome and time are correct 17. • Route is correct 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

E.3.5 Departure Aerodrome and Time

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • The flight plan is received from an aircraft in flight 7. • insert {Item 13 A} - {AFIL} 8. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 9. • The flight plan was submitted before departure 10. • insert {Item 13 B} - {the estimated off-block time} 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • The flight plan is received from an aircraft in flight 7. • insert {Item 13 A} - {AFIL} 8. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 9. • The flight plan was submitted before departure 10. • insert {Item 13 B} - {the estimated off-block time} 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • The flight plan is received from an aircraft in flight 7. • insert {Item 13 A} - {AFIL} 8. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 9. • The flight plan was submitted before departure 10. • insert {Item 13 B} - {the estimated off-block time} 11. • Route is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • The flight plan is received from an aircraft in flight 7. • insert {Item 13 A} - {AFIL} 8. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 9. • The flight plan was submitted before departure 10. • insert {Item 13 B} - {the estimated off-block time} 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Equipment is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • The flight plan is received from an aircraft in flight 6. • insert {Item 13 A} - {AFIL} 7. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 8. • The flight plan was submitted before departure 9. • insert {Item 13 B} - {the estimated off-block time} 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Equipment is correct 5. • The flight plan is received from an aircraft in flight 6. • insert {Item 13 A} - {AFIL} 7. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 8. • The flight plan was submitted before departure 9. • insert {Item 13 B} - {the estimated off-block time} 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • The flight plan is received from an aircraft in flight 6. • insert {Item 13 A} - {AFIL} 7. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 8. • The flight plan was submitted before departure 9. • insert {Item 13 B} - {the estimated off-block time} 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • The flight plan is received from an aircraft in flight 6. • insert {Item 13 A} - {AFIL} 7. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 8. • The flight plan was submitted before departure 9. • insert {Item 13 B} - {the estimated off-block time} 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.9:

ROIDs: I13	
Stimuli	Response
1. NOT The flight plan was submitted before departure 2. NOT (insert {Item 13 B} - { {the estimated time} over the first point of the route to which the flight plan applies}) 3. NOT (insert {Item 13 B} - { {the actual time} over the first point of the route to which the flight plan applies}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • The flight plan is received from an aircraft in flight 9. • insert {Item 13 A} - {AFIL} 10. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.10:

ROIDs: I13	
Stimuli	Response
1. NOT The flight plan is received from an aircraft in flight 2. Location indicator has been assigned 3. NOT (insert {Item 13 A} - {the ICAO four-letter location indicator of the departure aerodrome}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • The flight plan was submitted before departure 9. • insert {Item 13 B} - {the estimated off-block time} 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.11:

ROIDs: I13	
Stimuli	Response
1. The flight plan was submitted before departure 2. NOT (insert {Item 13 B} - {the estimated off-block time}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • The flight plan is received from an aircraft in flight 8. • insert {Item 13 A} - {AFIL} 9. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.12:

ROIDs: I13	
Stimuli	Response
1. The flight plan is received from an aircraft in flight 2. NOT (insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • insert {Item 13 A} - {AFIL} 8. • The flight plan was submitted before departure 9. • insert {Item 13 B} - {the estimated off-block time} 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.13:

ROIDs: I13	
Stimuli	Response
1. NOT The flight plan is received from an aircraft in flight 2. NOT Location indicator has been assigned 3. NOT (insert {Item 13} - {DEP/ aerodrome name}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • insert {Item 13 A} - {ZZZZZ} 9. • The flight plan was submitted before departure 10. • insert {Item 13 B} - {the estimated off-block time} 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

--Test Frame 1.14:

ROIDs: I13	
Stimuli	Response
1. The flight plan is received from an aircraft in flight 2. NOT (insert {Item 13 A} - {AFIL}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • insert {Item 18} - {DEP/ the four-letter location indicator of the location of the ATS unit from which supplementary flight data can be obtained} 8. • The flight plan was submitted before departure 9. • insert {Item 13 B} - {the estimated off-block time} 10. • Route is correct 11. • Destination Aerodrome and Total Estimated Elapsed Time is correct 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.15:

ROIDs: I13	
Stimuli	Response
1. NOT The flight plan is received from an aircraft in flight 2. NOT Location indicator has been assigned 3. NOT (insert {Item 13 A} - {ZZZZZ}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • insert {Item 13} - {DEP/ aerodrome name} 9. • The flight plan was submitted before departure 10. • insert {Item 13 B} - {the estimated off-block time} 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 13. • Other Information is correct 14. • Supplementary Information is correct	1. report error

E.3.6 Route

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Mach number is prescribed by the appropriate ATS authority 8. • 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} } 9. • Flight is uncontrolled VFR 10. • insert {Item 15 B} - {VFR} 11. • The flight is along a designated ATS route 12. • The departure aerodrome is {connected to} the ATS route 13. • insert {Item 15 C} - {the designator of the first ATS route} 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Mach number is prescribed by the appropriate ATS authority 8. • 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} } 9. • Flight is uncontrolled VFR 10. • insert {Item 15 B} - {VFR} 11. • The flight is along a designated ATS route 12. • The departure aerodrome is {connected to} the ATS route 13. • insert {Item 15 C} - {the designator of the first ATS route} 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Supplementary Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Mach number is prescribed by the appropriate ATS authority 8. • 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} } 9. • Flight is uncontrolled VFR 10. • insert {Item 15 B} - {VFR} 11. • The flight is along a designated ATS route 12. • The departure aerodrome is {connected to} the ATS route 13. • insert {Item 15 C} - {the designator of the first ATS route} 14. • Other Information is correct 15. • Supplementary Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Mach number is prescribed by the appropriate ATS authority 7. • 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} } 8. • Flight is uncontrolled VFR 9. • insert {Item 15 B} - {VFR} 10. • The flight is along a designated ATS route 11. • The departure aerodrome is {connected to} the ATS route 12. • insert {Item 15 C} - {the designator of the first ATS route} 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Equipment is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Departure Aerodrome and time are correct 6. • Mach number is prescribed by the appropriate ATS authority 7. • 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} } 8. • Flight is uncontrolled VFR 9. • insert {Item 15 B} - {VFR} 10. • The flight is along a designated ATS route 11. • The departure aerodrome is {connected to} the ATS route 12. • insert {Item 15 C} - {the designator of the first ATS route} 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Mach number is prescribed by the appropriate ATS authority 7. • 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} } 8. • Flight is uncontrolled VFR 9. • insert {Item 15 B} - {VFR} 10. • The flight is along a designated ATS route 11. • The departure aerodrome is {connected to} the ATS route 12. • insert {Item 15 C} - {the designator of the first ATS route} 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Mach number is prescribed by the appropriate ATS authority 7. • 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} } 8. • Flight is uncontrolled VFR 9. • insert {Item 15 B} - {VFR} 10. • The flight is along a designated ATS route 11. • The departure aerodrome is {connected to} the ATS route 12. • insert {Item 15 C} - {the designator of the first ATS route} 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Mach number is prescribed by the appropriate ATS authority 7. • 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} } 8. • Flight is uncontrolled VFR 9. • insert {Item 15 B} - {VFR} 10. • The flight is along a designated ATS route 11. • The departure aerodrome is {connected to} the ATS route 12. • insert {Item 15 C} - {the designator of the first ATS route} 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.9:

ROIDs: I15C	
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}) 4. NOT (2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point}) 5. NOT (2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point}) 6. NOT (2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point}) 7. NOT (2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point}) 8. NOT (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}) 9. NOT (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}) 10. NOT (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}) 11. NOT (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}) 12. NOT (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})	1. report error

--Test Frame 1.9: (continued)

ROIDs: I15C	
Stimuli	Response
13. • Aircraft Identification is correct	
14. • FlightRules and Type of Flight is correct	
15. • Number and Type of Aircraft and Wake Turbulence Category is correct	
16. • Equipment is correct	
17. • Departure Aerodrome and time are correct	
18. • Mach number is prescribed by the appropriate ATS authority	
19. • 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} }	
20. • Flight is uncontrolled VFR	
21. • insert {Item 15 B} - {VFR}	
22. • ATS flight track points are required by the appropriate ATS authority	
23. • Use ATS style track points	
24. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
25. • Other Information is correct	
26. • Supplementary Information is correct	
27. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	

--Test Frame 1.9: (continued)

ROIDs: I15C	
Stimuli	Response
29. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
30. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
31. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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}	
32. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
33. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
34. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	

--Test Frame 1.9: (continued)

ROIDs: I15C	
Stimuli	Response
35. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
36. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
37. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
38. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
39. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
40. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.10:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT (A change of {flight rules} is planned at {point}) 3. NOT (A change of {level} is planned at {point}) 4. NOT (A change of {speed} is planned at {point}) 5. NOT ATS flight track points are required by the appropriate ATS authority 6. insert {Item 15 C} - { {point} details} 7. NOT (A change of {track} is planned at {point}) 8. • Aircraft Identification is correct 9. • FlightRules and Type of Flight is correct 10. • Number and Type of Aircraft and Wake Turbulence Category is correct 11. • Equipment is correct 12. • Departure Aerodrome and time are correct 13. • Mach number is prescribed by the appropriate ATS authority 14. • 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} } 15. • Flight is uncontrolled VFR 16. • insert {Item 15 B} - {VFR} 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.10: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.10: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
22. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
23. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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}	
24. • forall point. insert {Item 15 C} - { {point} details} OR {point} and {next {point} } are normally more than {30 minutes flying time} apart OR NOT (A change of {track} is planned at {point})	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	

--Test Frame 1.10: (continued)

ROIDs: I15C	
Stimuli	Response
27. • forall point. NOT (insert {Item 15 C} - { {point} details}) OR NOT ({point} and {next {point} } are normally more than {370km} apart) OR NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart)	
28. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
29. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
30. • forall point. insert {Item 15 C} - { {point} details} OR {point} and {next {point} } are normally more than {370km} apart OR NOT (A change of {track} is planned at {point})	

--Test Frame 1.11:

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. {next {point} } is defined by geological co-ordinates 4. {point} is defined by geological co-ordinates 5. NOT (insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • The departure aerodrome is {connected to} the ATS route 16. • insert {Item 15 C} - {the designator of the first ATS route} 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct 20. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 21. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 22. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.12:

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} and {point B} are successive points 4. {point B} is defined by {bearing and distance} 5. {point} is defined by {bearing and distance} 6. NOT (insert {Item 15 C} - {DCT between {point} and {point B} }) 7. • Aircraft Identification is correct 8. • FlightRules and Type of Flight is correct 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Mach number is prescribed by the appropriate ATS authority 13. • 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} } 14. • Flight is uncontrolled VFR 15. • insert {Item 15 B} - {VFR} 16. • Use ATS style track points 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.12: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.12: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
22. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	

--Test Frame 1.12: (continued)

ROIDs: I15C	
Stimuli	Response
27. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
29. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
30. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
33. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.13:

ROIDs: I15B	
Stimuli	Response
1. NOT Flight is uncontrolled VFR 2. NOT (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} }) 3. NOT (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} }) 4. NOT (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} }) 5. • Aircraft Identification is correct 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Mach number is prescribed by the appropriate ATS authority 11. • 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} } 12. • The flight is along a designated ATS route 13. • The departure aerodrome is {connected to} the ATS route 14. • insert {Item 15 C} - {the designator of the first ATS route} 15. • Destination Aerodrome and Total Estimated Elapsed Time is correct 16. • Other Information is correct 17. • Supplementary Information is correct 18. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}	1. report error

--Test Frame 1.13: (continued)

ROIDs: I15B	
Stimuli	Response
19. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	
20. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}	
21. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	

--Test Frame 1.14:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. NOT (the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point}) 4. NOT (the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}) 5. NOT (the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point}) 6. NOT (the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}) 7. • Aircraft Identification is correct 8. • FlightRules and Type of Flight is correct 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Mach number is prescribed by the appropriate ATS authority 13. • 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} } 14. • Flight is uncontrolled VFR 15. • insert {Item 15 B} - {VFR} 16. • ATS flight track points are required by the appropriate ATS authority 17. • Use ATS style track points 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct	1. report error

--Test Frame 1.14: (continued)

ROIDs: I15C	
Stimuli	Response
19. • Other Information is correct	
20. • Supplementary Information is correct	
21. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.14: (continued)

ROIDs: I15C	
Stimuli	Response
22. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
23. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
24. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
27. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	

--Test Frame 1.14: (continued)

ROIDs: I15C	
Stimuli	Response
29. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
30. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
31. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
33. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
34. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.15:

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) 5. NOT (insert {Item 15 C} - { {point} followed by DCT}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • The departure aerodrome is {connected to} the ATS route 16. • insert {Item 15 C} - {the designator of the first ATS route} 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct 20. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 21. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 22. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.16:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. A change of {flight rules} is planned at {point} 3. {point} is listed in Item 15 C 4. NOT IFR to VFR 5. VFR to IFR 6. NOT (the letters IFR are associated with {point}) 7. • Aircraft Identification is correct 8. • FlightRules and Type of Flight is correct 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Mach number is prescribed by the appropriate ATS authority 13. • 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} } 14. • Flight is uncontrolled VFR 15. • insert {Item 15 B} - {VFR} 16. • ATS flight track points are required by the appropriate ATS authority 17. • Use ATS style track points 18. • Destination Aerodrome and Total Estimated Elapsed Time is correct 19. • Other Information is correct 20. • Supplementary Information is correct	1. report error

--Test Frame 1.16: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.16: (continued)

ROIDs: I15C	
Stimuli	Response
22. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
23. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
24. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	

--Test Frame 1.16: (continued)

ROIDs: I15C	
Stimuli	Response
27. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
29. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
30. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
31. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
33. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
34. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.17:

ROIDs: I15A	
Stimuli	Response
1. NOT Mach number is prescribed by the appropriate ATS authority 2. NOT (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} }) 3. NOT (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} }) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • Departure Aerodrome and time are correct 9. • Flight is uncontrolled VFR 10. • insert {Item 15 B} - {VFR} 11. • The flight is along a designated ATS route 12. • The departure aerodrome is {connected to} the ATS route 13. • insert {Item 15 C} - {the designator of the first ATS route} 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct 16. • Supplementary Information is correct 17. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 18. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.17: (continued)

ROIDs: I15A	
Stimuli	Response
19. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 20. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	

--Test Frame 1.18:

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) 4. NOT (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}) 5. • Aircraft Identification is correct 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Mach number is prescribed by the appropriate ATS authority 11. • 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} } 12. • Flight is uncontrolled VFR 13. • insert {Item 15 B} - {VFR} 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct 16. • Supplementary Information is correct 17. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 18. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.18: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 20. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	

--Test Frame 1.19:

ROIDs: I15C	
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} 4. NOT (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}) 5. NOT (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}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • ATS flight track points are required by the appropriate ATS authority 16. • Use ATS style track points 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.19: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.19: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
22. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
23. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
24. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	

--Test Frame 1.19: (continued)

ROIDs: I15C	
Stimuli	Response
27. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
29. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
30. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
33. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.20:

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 (insert {Item 15 C} - { {point} details}) 4. NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart) 5. A change of {track} is planned at {point} 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Destination Aerodrome and Total Estimated Elapsed Time is correct 16. • Other Information is correct 17. • Supplementary Information is correct	1. report error

--Test Frame 1.20: (continued)

ROIDs: I15C	
Stimuli	Response
18. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.20: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
20. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
21. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
22. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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}	
23. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	

--Test Frame 1.20: (continued)

ROIDs: I15C	
Stimuli	Response
24. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
25. • forall point. NOT (insert {Item 15 C} - { {point} details}) OR NOT ({point} and {next {point} } are normally more than {370km} apart) OR NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart)	
26. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
27. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
28. • forall point. insert {Item 15 C} - { {point} details} OR {point} and {next {point} } are normally more than {370km} apart OR NOT (A change of {track} is planned at {point})	

--Test Frame 1.21:

ROIDs: I15B	
Stimuli	Response
1. Flight is uncontrolled VFR 2. NOT (insert {Item 15 B} - {VFR}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Mach number is prescribed by the appropriate ATS authority 9. • 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} } 10. • The flight is along a designated ATS route 11. • The departure aerodrome is {connected to} the ATS route 12. • insert {Item 15 C} - {the designator of the first ATS route} 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.22:

ROIDs: I15A	
Stimuli	Response
1. Mach number is prescribed by the appropriate ATS authority 2. NOT (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} }) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Flight is uncontrolled VFR 9. • insert {Item 15 B} - {VFR} 10. • The flight is along a designated ATS route 11. • The departure aerodrome is {connected to} the ATS route 12. • insert {Item 15 C} - {the designator of the first ATS route} 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct 16. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 17. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 18. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.23:

ROIDs: I15C	
Stimuli	**Response**
1. The flight is along a designated ATS route 2. The departure aerodrome is {connected to} the ATS route 3. NOT (insert {Item 15 C} - {the designator of the first ATS route}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • Departure Aerodrome and time are correct 9. • Mach number is prescribed by the appropriate ATS authority 10. • 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} } 11. • Flight is uncontrolled VFR 12. • insert {Item 15 B} - {VFR} 13. • NOT (The departure aerodrome is {located on} the ATS route) 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct 16. • Supplementary Information is correct 17. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 18. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 19. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 20. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.24:

ROIDs: I15C	
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} 4. NOT (the 2 to 5 characters of the assigned coded designator is associated with {point}) 5. • Aircraft Identification is correct 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Mach number is prescribed by the appropriate ATS authority 11. • 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} } 12. • Flight is uncontrolled VFR 13. • insert {Item 15 B} - {VFR} 14. • ATS flight track points are required by the appropriate ATS authority 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.24: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.24: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.24: (continued)

ROIDs: I15C	
Stimuli	Response
25. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
26. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
27. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
28. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
29. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
30. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.25:

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) 4. NOT (insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}) 5. • Aircraft Identification is correct 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Mach number is prescribed by the appropriate ATS authority 11. • 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} } 12. • Flight is uncontrolled VFR 13. • insert {Item 15 B} - {VFR} 14. • The departure aerodrome is {connected to} the ATS route 15. • insert {Item 15 C} - {the designator of the first ATS route} 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 20. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 21. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.26:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. NOT (an oblique stroke and both the cruising speed and the cruising level is associated with {point}) 4. A change of {speed - 0.01 Mach or more} is planned at {point} 5. • Aircraft Identification is correct 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Mach number is prescribed by the appropriate ATS authority 11. • 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} } 12. • Flight is uncontrolled VFR 13. • insert {Item 15 B} - {VFR} 14. • ATS flight track points are required by the appropriate ATS authority 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.26: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.26: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.26: (continued)

ROIDs: I15C	
Stimuli	Response
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
27. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
28. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
29. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
30. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.27:

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. insert {Item 15 C} - { {point} details} 4. {point} and {next {point} } are normally more than {370km} apart 5. {point} and {next {point} } are normally more than {30 minutes flying time} apart 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Destination Aerodrome and Total Estimated Elapsed Time is correct 16. • Other Information is correct 17. • Supplementary Information is correct	1. report error

--Test Frame 1.27: (continued)

ROIDs: I15C	
Stimuli	Response
18. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.27: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
20. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
21. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
22. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.27: (continued)

ROIDs: I15C	
Stimuli	Response
24. • forall point. insert {Item 15 C} - { {point} details} OR {point} and {next {point} } are normally more than {30 minutes flying time} apart OR NOT (A change of {track} is planned at {point})	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
27. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
28. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
29. • forall point. insert {Item 15 C} - { {point} details} OR {point} and {next {point} } are normally more than {370km} apart OR NOT (A change of {track} is planned at {point})	

--Test Frame 1.28:

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} and {point B} are successive points 4. NOT (insert {Item 15 C} - {DCT between {point} and {point B} }) 5. {point B} is defined by {goegraphical co-ordinates} 6. {point} is defined by {goegraphical co-ordinates} 7. • Aircraft Identification is correct 8. • FlightRules and Type of Flight is correct 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Mach number is prescribed by the appropriate ATS authority 13. • 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} } 14. • Flight is uncontrolled VFR 15. • insert {Item 15 B} - {VFR} 16. • Use ATS style track points 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.28: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.28: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
22. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
23. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
24. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.28: (continued)

ROIDs: I15C	
Stimuli	Response
26. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
27. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
29. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
30. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
33. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.29:

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} and {point B} are successive points 4. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 5. NOT ({point} is defined by {goegraphical co-ordinates}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.29: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.29: (continued)

ROIDs: I15C	
Stimuli	**Response**
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.29: (continued)

ROIDs: I15C	
Stimuli	Response
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
27. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
28. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
29. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
30. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.30:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. A change of {flight rules} is planned at {point} 3. {point} is listed in Item 15 C 4. IFR to VFR 5. NOT (the letters VFR are associated with {point}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • ATS flight track points are required by the appropriate ATS authority 16. • Use ATS style track points 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.30: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.30: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
22. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
23. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
24. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.30: (continued)

ROIDs: I15C	
Stimuli	Response
26. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	1. report error
27. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
29. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
30. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
33. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.31:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. The departure aerodrome is {located on} the ATS route 3. NOT (insert {Item 15 C} - {the designator of the first ATS route}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • Departure Aerodrome and time are correct 9. • Mach number is prescribed by the appropriate ATS authority 10. • 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} } 11. • Flight is uncontrolled VFR 12. • insert {Item 15 B} - {VFR} 13. • NOT (The departure aerodrome is {connected to} the ATS route) 14. • Destination Aerodrome and Total Estimated Elapsed Time is correct 15. • Other Information is correct 16. • Supplementary Information is correct 17. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 18. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 19. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 20. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.32:

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. NOT Use ATS style track points 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • Departure Aerodrome and time are correct 9. • Mach number is prescribed by the appropriate ATS authority 10. • 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} } 11. • Flight is uncontrolled VFR 12. • insert {Item 15 B} - {VFR} 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.32: (continued)

ROIDs: I15C	
Stimuli	Response
16. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.32: (continued)

ROIDs: I15C	
Stimuli	Response
17. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
18. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
19. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
20. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
21. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.32: (continued)

ROIDs: I15C	
Stimuli	Response
22. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
23. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
24. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
25. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
26. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
27. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
29. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
30. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.33:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. NOT (an oblique stroke and both the cruising speed and the cruising level is associated with {point}) 4. A change of {speed - 5pc TAS or more} is planned at {point} 5. • Aircraft Identification is correct 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Mach number is prescribed by the appropriate ATS authority 11. • 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} } 12. • Flight is uncontrolled VFR 13. • insert {Item 15 B} - {VFR} 14. • ATS flight track points are required by the appropriate ATS authority 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.33: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.33: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.33: (continued)

ROIDs: I15C	
Stimuli	Response
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
27. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
29. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
30. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.34:

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) 5. NOT (insert {Item 15 C} - { {point} followed by DCT}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • The departure aerodrome is {connected to} the ATS route 16. • insert {Item 15 C} - {the designator of the first ATS route} 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct 20. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 21. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 22. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}	1. report error

--Test Frame 1.35:

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} and {point B} are successive points 4. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 5. NOT ({point B} is defined by {goegraphical co-ordinates}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.35: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.35: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.35: (continued)

ROIDs: I15C	
Stimuli	Response
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
27. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
29. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
30. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.36:

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} and {point B} are successive points 4. NOT ({point} is defined by {bearing and distance}) 5. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.36: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.36: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.36: (continued)

ROIDs: I15C	
Stimuli	Response
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
27. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates}	
29. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
30. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	
31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates}	
32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point B} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	

--Test Frame 1.37:

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} and {point B} are successive points 4. NOT ({point B} is defined by {bearing and distance}) 5. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.37: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.37: (continued)

ROIDs: I15C	
Stimuli	**Response**
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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 1.37: (continued)

ROIDs: I15C	
Stimuli	Response
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point} 26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point}) 27. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates}) 28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point} is defined by {goegraphical co-ordinates} 29. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point} 30. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point}) 31. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - { {point} followed by {point B} } OR {point B} is defined by {goegraphical co-ordinates} 32. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR {point} is defined by {bearing and distance} OR insert {Item 15 C} - { {point} followed by {point B} }	1. report error

--Test Frame 1.38:

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 (insert {Item 15 C} - { {point} details}) 4. NOT ({point} and {next {point} } are normally more than {370km} apart) 5. A change of {track} is planned at {point} 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • 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} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Destination Aerodrome and Total Estimated Elapsed Time is correct 16. • Other Information is correct 17. • Supplementary Information is correct	1. report error

--Test Frame 1.38: (continued)

ROIDs: I15C	
Stimuli	Response
18. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 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 1.38: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
20. • forall point. NOT ({point} is listed in Item 15 C) OR 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}	
21. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
22. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR 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}	
23. • forall point. insert {Item 15 C} - { {point} details} OR {point} and {next {point} } are normally more than {30 minutes flying time} apart OR NOT (A change of {track} is planned at {point})	

--Test Frame 1.38: (continued)

ROIDs: I15C	
Stimuli	Response
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
26. • forall point. NOT (insert {Item 15 C} - { {point} details}) OR NOT ({point} and {next {point} } are normally more than {370km} apart) OR NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart)	
27. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR NOT IFR to VFR OR the letters VFR are associated with {point}	
28. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 5pc TAS or more} is planned at {point})	

E.3.7 Destination Aerodrome and Total Estimated Elapsed Time

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Location indicator has been assigned 9. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 10. • Location indicator has been assigned to the alternate aerodrome 11. • Other Information is correct	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Location indicator has been assigned 9. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 10. • Location indicator has been assigned to the alternate aerodrome 11. • Supplementary Information is correct	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Location indicator has been assigned 8. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 9. • Location indicator has been assigned to the alternate aerodrome 10. • Other Information is correct 11. • Supplementary Information is correct	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Route is correct 7. • Location indicator has been assigned 8. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 9. • Location indicator has been assigned to the alternate aerodrome 10. • Other Information is correct 11. • Supplementary Information is correct	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Equipment is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Location indicator has been assigned 8. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 9. • Location indicator has been assigned to the alternate aerodrome 10. • Other Information is correct 11. • Supplementary Information is correct	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Location indicator has been assigned 8. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 9. • Location indicator has been assigned to the alternate aerodrome 10. • Other Information is correct 11. • Supplementary Information is correct	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Location indicator has been assigned 8. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 9. • Location indicator has been assigned to the alternate aerodrome 10. • Other Information is correct 11. • Supplementary Information is correct	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Location indicator has been assigned 8. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 9. • Location indicator has been assigned to the alternate aerodrome 10. • Other Information is correct 11. • Supplementary Information is correct	1. report error

--Test Frame 1.9:

ROIDs: I16-1	
Stimuli	Response
1. Location indicator has been assigned 2. NOT (insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Location indicator has been assigned to the alternate aerodrome 10. • Other Information is correct 11. • Supplementary Information is correct	1. report error

--Test Frame 1.10:

ROIDs: I16-2	
Stimuli	Response
1. NOT Location indicator has been assigned to the alternate aerodrome 2. NOT (insert {Item 18} - {ALTN/ the name of the alternate aerodrome}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Location indicator has been assigned 10. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 11. • insert {Item 16 Alt} - {ZZZZ} 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.11:

ROIDs: I16-1	
Stimuli	Response
1. NOT Location indicator has been assigned 2. NOT (insert {Item 18} - {DEST/ the name of the aerodrome}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • insert {Item 16 Dest} - {ZZZZ followed by the total estimated elapsed time} 10. • Location indicator has been assigned to the alternate aerodrome 11. • Other Information is correct 12. • Supplementary Information is correct	1. report error

--Test Frame 1.12:

ROIDs: I16-2	
Stimuli	Response
1. NOT Location indicator has been assigned to the alternate aerodrome 2. NOT (insert {Item 16 Alt} - {ZZZZ}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Location indicator has been assigned 10. • insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time} 11. • insert {Item 18} - {ALTN/ the name of the alternate aerodrome} 12. • Other Information is correct 13. • Supplementary Information is correct	1. report error

--Test Frame 1.13:

ROIDs: I16-1	
Stimuli	Response
1. NOT Location indicator has been assigned 2. NOT (insert {Item 16 Dest} - {ZZZZ followed by the total estimated elapsed time}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • insert {Item 18} - {DEST/ the name of the aerodrome} 10. • Location indicator has been assigned to the alternate aerodrome 11. • Other Information is correct 12. • Supplementary Information is correct	1. report error

E.3.8 Other Information

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 10. • insert {Item 18} - {REG/registration markings of the aircraft} 11. • insert {Item 18} - {SEL/SELCAL Code} 12. • The name of the operator is obvious from the aircraft identification in Item 7 13. • insert {Item 18} - {STS/reason for special handling} 14. • insert {Item 18} - {PER/Aircraft performance data} 15. • insert {Item 18} - {RMK/any other remarks} 16. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 17. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 9. • insert {Item 18} - {REG/registration markings of the aircraft} 10. • insert {Item 18} - {SEL/SELCAL Code} 11. • The name of the operator is obvious from the aircraft identification in Item 7 12. • insert {Item 18} - {STS/reason for special handling} 13. • insert {Item 18} - {PER/Aircraft performance data} 14. • insert {Item 18} - {RMK/any other remarks} 15. • Supplementary Information is correct 16. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 17. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 9. • insert {Item 18} - {REG/registration markings of the aircraft} 10. • insert {Item 18} - {SEL/SELCAL Code} 11. • The name of the operator is obvious from the aircraft identification in Item 7 12. • insert {Item 18} - {STS/reason for special handling} 13. • insert {Item 18} - {PER/Aircraft performance data} 14. • insert {Item 18} - {RMK/any other remarks} 15. • Supplementary Information is correct 16. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 17. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 9. • insert {Item 18} - {REG/registration markings of the aircraft} 10. • insert {Item 18} - {SEL/SELCAL Code} 11. • The name of the operator is obvious from the aircraft identification in Item 7 12. • insert {Item 18} - {STS/reason for special handling} 13. • insert {Item 18} - {PER/Aircraft performance data} 14. • insert {Item 18} - {RMK/any other remarks} 15. • Supplementary Information is correct 16. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 17. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Equipment is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 9. • insert {Item 18} - {REG/registration markings of the aircraft} 10. • insert {Item 18} - {SEL/SELCAL Code} 11. • The name of the operator is obvious from the aircraft identification in Item 7 12. • insert {Item 18} - {STS/reason for special handling} 13. • insert {Item 18} - {PER/Aircraft performance data} 14. • insert {Item 18} - {RMK/any other remarks} 15. • Supplementary Information is correct 16. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 17. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 9. • insert {Item 18} - {REG/registration markings of the aircraft} 10. • insert {Item 18} - {SEL/SELCAL Code} 11. • The name of the operator is obvious from the aircraft identification in Item 7 12. • insert {Item 18} - {STS/reason for special handling} 13. • insert {Item 18} - {PER/Aircraft performance data} 14. • insert {Item 18} - {RMK/any other remarks} 15. • Supplementary Information is correct 16. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 17. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 9. • insert {Item 18} - {REG/registration markings of the aircraft} 10. • insert {Item 18} - {SEL/SELCAL Code} 11. • The name of the operator is obvious from the aircraft identification in Item 7 12. • insert {Item 18} - {STS/reason for special handling} 13. • insert {Item 18} - {PER/Aircraft performance data} 14. • insert {Item 18} - {RMK/any other remarks} 15. • Supplementary Information is correct 16. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 17. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 9. • insert {Item 18} - {REG/registration markings of the aircraft} 10. • insert {Item 18} - {SEL/SELCAL Code} 11. • The name of the operator is obvious from the aircraft identification in Item 7 12. • insert {Item 18} - {STS/reason for special handling} 13. • insert {Item 18} - {PER/Aircraft performance data} 14. • insert {Item 18} - {RMK/any other remarks} 15. • Supplementary Information is correct 16. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 17. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.9:

ROIDs: I18-9	
Stimuli	Response
1. Any other plain lanugage remarks are necessary 2. NOT (insert {Item 18} - {RMK/any other remarks}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • insert {Item 18} - {SEL/SELCAL Code} 13. • The name of the operator is obvious from the aircraft identification in Item 7 14. • insert {Item 18} - {STS/reason for special handling} 15. • insert {Item 18} - {PER/Aircraft performance data} 16. • Supplementary Information is correct 17. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.10:

ROIDs: I18-8	
Stimuli	Response
1. {aerodrome} is an en-route alternate aerodrome 2. NOT (insert {Item 18} - {RALT/ {aerodrome} }) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • insert {Item 18} - {SEL/SELCAL Code} 13. • The name of the operator is obvious from the aircraft identification in Item 7 14. • insert {Item 18} - {STS/reason for special handling} 15. • insert {Item 18} - {PER/Aircraft performance data} 16. • insert {Item 18} - {RMK/any other remarks} 17. • Supplementary Information is correct 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.11:

ROIDs: I18-7	
Stimuli	Response
1. Aircraft performance data is prescribed by the appropriate ATS authority 2. NOT (insert {Item 18} - {PER/Aircraft performance data}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • insert {Item 18} - {SEL/SELCAL Code} 13. • The name of the operator is obvious from the aircraft identification in Item 7 14. • insert {Item 18} - {STS/reason for special handling} 15. • insert {Item 18} - {RMK/any other remarks} 16. • Supplementary Information is correct 17. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.12:

ROIDs: I18-6	
Stimuli	Response
1. There is a reason for special handling 2. NOT (insert {Item 18} - {STS/reason for special handling}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • insert {Item 18} - {SEL/SELCAL Code} 13. • The name of the operator is obvious from the aircraft identification in Item 7 14. • insert {Item 18} - {PER/Aircraft performance data} 15. • insert {Item 18} - {RMK/any other remarks} 16. • Supplementary Information is correct 17. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.13:

ROIDs: I18-5	
Stimuli	Response
1. NOT The name of the operator is obvious from the aircraft identification in Item 7 2. NOT (insert {Item 18} - {OPR/operator name}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • insert {Item 18} - {SEL/SELCAL Code} 13. • insert {Item 18} - {STS/reason for special handling} 14. • insert {Item 18} - {PER/Aircraft performance data} 15. • insert {Item 18} - {RMK/any other remarks} 16. • Supplementary Information is correct 17. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.14:

ROIDs: I18-4	
Stimuli	Response
1. A SELCAL Code is prescribed by the appropriate ATS authority 2. NOT (insert {Item 18} - {SEL/SELCAL Code}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • The name of the operator is obvious from the aircraft identification in Item 7 13. • insert {Item 18} - {STS/reason for special handling} 14. • insert {Item 18} - {PER/Aircraft performance data} 15. • insert {Item 18} - {RMK/any other remarks} 16. • Supplementary Information is correct 17. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.15:

ROIDs: I18-3	
Stimuli	Response
1. The registration markings of the aircraft are different from the aircraft identification in Item 7 2. NOT (insert {Item 18} - {REG/registration markings of the aircraft}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {SEL/SELCAL Code} 12. • The name of the operator is obvious from the aircraft identification in Item 7 13. • insert {Item 18} - {STS/reason for special handling} 14. • insert {Item 18} - {PER/Aircraft performance data} 15. • insert {Item 18} - {RMK/any other remarks} 16. • Supplementary Information is correct 17. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.16:

ROIDs: I18-2	
Stimuli	Response
1. The route is revised 2. NOT (insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {REG/registration markings of the aircraft} 11. • insert {Item 18} - {SEL/SELCAL Code} 12. • The name of the operator is obvious from the aircraft identification in Item 7 13. • insert {Item 18} - {STS/reason for special handling} 14. • insert {Item 18} - {PER/Aircraft performance data} 15. • insert {Item 18} - {RMK/any other remarks} 16. • Supplementary Information is correct 17. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 18. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.17:

ROIDs: I18-1	
Stimuli	Response
1. {point'} is a {FIR boundary} prescribed {by the approapriate ATS authority} 2. NOT (insert {Item 18} - {EET/ {point'} }) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • insert {Item 18} - {SEL/SELCAL Code} 13. • The name of the operator is obvious from the aircraft identification in Item 7 14. • insert {Item 18} - {STS/reason for special handling} 15. • insert {Item 18} - {PER/Aircraft performance data} 16. • insert {Item 18} - {RMK/any other remarks} 17. • Supplementary Information is correct 18. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.18:

ROIDs: I18-1	
Stimuli	Response
1. {point'} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements} 2. NOT (insert {Item 18} - {EET/ {point'} }) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • insert {Item 18} - {SEL/SELCAL Code} 13. • The name of the operator is obvious from the aircraft identification in Item 7 14. • insert {Item 18} - {STS/reason for special handling} 15. • insert {Item 18} - {PER/Aircraft performance data} 16. • insert {Item 18} - {RMK/any other remarks} 17. • Supplementary Information is correct 18. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.19:

ROIDs: I18-1	
Stimuli	Response
1. {point'} is a {significant point} prescribed {by the approapriate ATS authority} 2. NOT (insert {Item 18} - {EET/ {point'} }) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • insert {Item 18} - {SEL/SELCAL Code} 13. • The name of the operator is obvious from the aircraft identification in Item 7 14. • insert {Item 18} - {STS/reason for special handling} 15. • insert {Item 18} - {PER/Aircraft performance data} 16. • insert {Item 18} - {RMK/any other remarks} 17. • Supplementary Information is correct 18. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	1. report error

--Test Frame 1.20:

ROIDs: I18-1	
Stimuli	Response
1. {point'} is a {significant point} prescribed {on the basis of regional air navigation agreements} 2. NOT (insert {Item 18} - {EET/ {point'} }) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome} 11. • insert {Item 18} - {REG/registration markings of the aircraft} 12. • insert {Item 18} - {SEL/SELCAL Code} 13. • The name of the operator is obvious from the aircraft identification in Item 7 14. • insert {Item 18} - {STS/reason for special handling} 15. • insert {Item 18} - {PER/Aircraft performance data} 16. • insert {Item 18} - {RMK/any other remarks} 17. • Supplementary Information is correct 18. • forall aerodrome. NOT ({aerodrome} is an en-route alternate aerodrome) OR insert {Item 18} - {RALT/ {aerodrome} } 19. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} } 20. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 21. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} }	1. report error

E.3.9 Supplementary Information

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information [Part 2] is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 11. • The total number of persons is known 12. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 13. • cross out {Item 19 R} - {U} 14. • cross out {Item 19 R} - {V} 15. • Emergency location beacon is available 16. • Polar equipment is carried 17. • Desert equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {V} 21. • cross out {Item 19 J} - {U} 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L}	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct	1. report error
2. • Aircraft Identification is correct	
3. • FlightRules and Type of Flight is correct	
4. • Number and Type of Aircraft and Wake Turbulence Category is correct	
5. • Equipment is correct	
6. • Departure Aerodrome and time are correct	
7. • Route is correct	
8. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
9. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes}	
10. • The total number of persons is known	
11. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board}	
12. • cross out {Item 19 R} - {U}	
13. • cross out {Item 19 R} - {V}	
14. • Emergency location beacon is available	
15. • Polar equipment is carried	
16. • Desert equipment is carried	
17. • Maritime equipment is carried	
18. • Jungle equipment is carried	
19. • cross out {Item 19 J} - {V}	
20. • cross out {Item 19 J} - {U}	
21. • cross out {Item 19 J} - {F_}	
22. • cross out {Item 19 J} - {L}	
23. • Supplementary Information [Part 2] is correct	

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Other Information is correct 9. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 10. • The total number of persons is known 11. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 12. • cross out {Item 19 R} - {U} 13. • cross out {Item 19 R} - {V} 14. • Emergency location beacon is available 15. • Polar equipment is carried 16. • Desert equipment is carried 17. • Maritime equipment is carried 18. • Jungle equipment is carried 19. • cross out {Item 19 J} - {V} 20. • cross out {Item 19 J} - {U} 21. • cross out {Item 19 J} - {F_} 22. • cross out {Item 19 J} - {L} 23. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 10. • The total number of persons is known 11. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 12. • cross out {Item 19 R} - {U} 13. • cross out {Item 19 R} - {V} 14. • Emergency location beacon is available 15. • Polar equipment is carried 16. • Desert equipment is carried 17. • Maritime equipment is carried 18. • Jungle equipment is carried 19. • cross out {Item 19 J} - {V} 20. • cross out {Item 19 J} - {U} 21. • cross out {Item 19 J} - {F_} 22. • cross out {Item 19 J} - {L} 23. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 10. • The total number of persons is known 11. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 12. • cross out {Item 19 R} - {U} 13. • cross out {Item 19 R} - {V} 14. • Emergency location beacon is available 15. • Polar equipment is carried 16. • Desert equipment is carried 17. • Maritime equipment is carried 18. • Jungle equipment is carried 19. • cross out {Item 19 J} - {V} 20. • cross out {Item 19 J} - {U} 21. • cross out {Item 19 J} - {F_} 22. • cross out {Item 19 J} - {L} 23. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Equipment is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 10. • The total number of persons is known 11. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 12. • cross out {Item 19 R} - {U} 13. • cross out {Item 19 R} - {V} 14. • Emergency location beacon is available 15. • Polar equipment is carried 16. • Desert equipment is carried 17. • Maritime equipment is carried 18. • Jungle equipment is carried 19. • cross out {Item 19 J} - {V} 20. • cross out {Item 19 J} - {U} 21. • cross out {Item 19 J} - {F_} 22. • cross out {Item 19 J} - {L} 23. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct	1. report error
2. • Aircraft Identification is correct	
3. • FlightRules and Type of Flight is correct	
4. • Equipment is correct	
5. • Departure Aerodrome and time are correct	
6. • Route is correct	
7. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
8. • Other Information is correct	
9. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes}	
10. • The total number of persons is known	
11. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board}	
12. • cross out {Item 19 R} - {U}	
13. • cross out {Item 19 R} - {V}	
14. • Emergency location beacon is available	
15. • Polar equipment is carried	
16. • Desert equipment is carried	
17. • Maritime equipment is carried	
18. • Jungle equipment is carried	
19. • cross out {Item 19 J} - {V}	
20. • cross out {Item 19 J} - {U}	
21. • cross out {Item 19 J} - {F_}	
22. • cross out {Item 19 J} - {L}	
23. • Supplementary Information [Part 2] is correct	

--Test Frame 1.8:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 10. • The total number of persons is known 11. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 12. • cross out {Item 19 R} - {U} 13. • cross out {Item 19 R} - {V} 14. • Emergency location beacon is available 15. • Polar equipment is carried 16. • Desert equipment is carried 17. • Maritime equipment is carried 18. • Jungle equipment is carried 19. • cross out {Item 19 J} - {V} 20. • cross out {Item 19 J} - {U} 21. • cross out {Item 19 J} - {F_} 22. • cross out {Item 19 J} - {L} 23. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.9:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 10. • The total number of persons is known 11. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 12. • cross out {Item 19 R} - {U} 13. • cross out {Item 19 R} - {V} 14. • Emergency location beacon is available 15. • Polar equipment is carried 16. • Desert equipment is carried 17. • Maritime equipment is carried 18. • Jungle equipment is carried 19. • cross out {Item 19 J} - {V} 20. • cross out {Item 19 J} - {U} 21. • cross out {Item 19 J} - {F_} 22. • cross out {Item 19 J} - {L} 23. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.10:

ROIDs: I19P	
Stimuli	Response
1. Number of persons is required by the ATS authority 2. The total number of persons is known 3. NOT (insert {Item 19 P} - {the total number of persons [passengers and crew] on board}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • Departure Aerodrome and time are correct 9. • Route is correct 10. • Destination Aerodrome and Total Estimated Elapsed Time is correct 11. • Other Information is correct 12. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 13. • cross out {Item 19 R} - {U} 14. • cross out {Item 19 R} - {V} 15. • Emergency location beacon is available 16. • Polar equipment is carried 17. • Desert equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {V} 21. • cross out {Item 19 J} - {U} 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.11:

ROIDs: I19ES3	
Stimuli	Response
1. NOT (cross out {Item 19 R} - {V}) 2. Life jackets are carried 3. cross out {Item 19 J} - {V} 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • Departure Aerodrome and time are correct 9. • Route is correct 10. • Destination Aerodrome and Total Estimated Elapsed Time is correct 11. • Other Information is correct 12. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 13. • The total number of persons is known 14. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 15. • cross out {Item 19 R} - {U} 16. • VHF on frequency 121.5 MHz is available 17. • Emergency location beacon is available 18. • Polar equipment is carried 19. • Desert equipment is carried 20. • Maritime equipment is carried 21. • Jungle equipment is carried 22. • cross out {Item 19 J} - {U} 23. • cross out {Item 19 J} - {F_} 24. • cross out {Item 19 J} - {L} 25. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.12:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Jungle equipment is carried 2. NOT (cross out {Item 19 S} - {J}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {U} 15. • cross out {Item 19 R} - {V} 16. • Emergency location beacon is available 17. • Polar equipment is carried 18. • Desert equipment is carried 19. • Maritime equipment is carried 20. • cross out {Item 19 J} - {V} 21. • cross out {Item 19 J} - {U} 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.13:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Maritime equipment is carried 2. NOT (cross out {Item 19 S} - {M}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {U} 15. • cross out {Item 19 R} - {V} 16. • Emergency location beacon is available 17. • Polar equipment is carried 18. • Desert equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {V} 21. • cross out {Item 19 J} - {U} 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.14:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Desert equipment is carried 2. NOT (cross out {Item 19 S} - {D}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {U} 15. • cross out {Item 19 R} - {V} 16. • Emergency location beacon is available 17. • Polar equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {V} 21. • cross out {Item 19 J} - {U} 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.15:

ROIDs: I19ES2	
Stimuli	Response
1. NOT Polar equipment is carried 2. NOT (cross out {Item 19 S} - {P}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {U} 15. • cross out {Item 19 R} - {V} 16. • Emergency location beacon is available 17. • Desert equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {V} 21. • cross out {Item 19 J} - {U} 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.16:

ROIDs: I19ES1	
Stimuli	Response
1. NOT Emergency location beacon is available 2. NOT (cross out {Item 19 R} - {E}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {U} 15. • cross out {Item 19 R} - {V} 16. • Polar equipment is carried 17. • Desert equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {V} 21. • cross out {Item 19 J} - {U} 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.17:

ROIDs: I19ES3	
Stimuli	Response
1. NOT (cross out {Item 19 J} - {L}) 2. NOT Life jackets are equipped with lights 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {U} 15. • cross out {Item 19 R} - {V} 16. • Emergency location beacon is available 17. • Polar equipment is carried 18. • Desert equipment is carried 19. • Maritime equipment is carried 20. • Jungle equipment is carried 21. • Life jackets are carried 22. • cross out {Item 19 J} - {V} 23. • cross out {Item 19 J} - {U} 24. • cross out {Item 19 J} - {F_} 25. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.18:

ROIDs: I19ES3	
Stimuli	Response
1. NOT (cross out {Item 19 J} - {F_}) 2. NOT Life jackets are equipped with fluorescein 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {U} 15. • cross out {Item 19 R} - {V} 16. • Emergency location beacon is available 17. • Polar equipment is carried 18. • Desert equipment is carried 19. • Maritime equipment is carried 20. • Jungle equipment is carried 21. • cross out {Item 19 J} - {V} 22. • cross out {Item 19 J} - {U} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.19:

ROIDs: I19ES3	
Stimuli	Response
1. cross out {Item 19 R} - {U} 2. NOT (cross out {Item 19 J} - {U}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {V} 15. • Emergency location beacon is available 16. • Polar equipment is carried 17. • Desert equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {V} 21. • cross out {Item 19 J} - {F_} 22. • cross out {Item 19 J} - {L} 23. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.20:

ROIDs: I19ES3	
Stimuli	Response
1. cross out {Item 19 R} - {V} 2. NOT (cross out {Item 19 J} - {V}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {U} 15. • Emergency location beacon is available 16. • Polar equipment is carried 17. • Desert equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {U} 21. • cross out {Item 19 J} - {F_} 22. • cross out {Item 19 J} - {L} 23. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.21:

ROIDs: I19ES1	
Stimuli	Response
1. NOT UHF on frequency 243.0 MHz is available 2. NOT (cross out {Item 19 R} - {U}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {V} 15. • Emergency location beacon is available 16. • Polar equipment is carried 17. • Desert equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {V} 21. • NOT (cross out {Item 19 J} - {U}) 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.22:

ROIDs: I19P	
Stimuli	Response
1. Number of persons is required by the ATS authority 2. NOT The total number of persons is known 3. NOT (insert {Item 19 P} - {TBN}) 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • Departure Aerodrome and time are correct 9. • Route is correct 10. • Destination Aerodrome and Total Estimated Elapsed Time is correct 11. • Other Information is correct 12. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 13. • cross out {Item 19 R} - {U} 14. • cross out {Item 19 R} - {V} 15. • Emergency location beacon is available 16. • Polar equipment is carried 17. • Desert equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • cross out {Item 19 J} - {V} 21. • cross out {Item 19 J} - {U} 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.23:

ROIDs: I19E	
Stimuli	Response
1. NOT (insert {Item 19 E} - {the four digit fuel endurance in hours and minutes}) 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • The total number of persons is known 11. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 12. • cross out {Item 19 R} - {U} 13. • cross out {Item 19 R} - {V} 14. • Emergency location beacon is available 15. • Polar equipment is carried 16. • Desert equipment is carried 17. • Maritime equipment is carried 18. • Jungle equipment is carried 19. • cross out {Item 19 J} - {V} 20. • cross out {Item 19 J} - {U} 21. • cross out {Item 19 J} - {F_} 22. • cross out {Item 19 J} - {L} 23. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.24:

ROIDs: I19ES1	
Stimuli	Response
1. NOT VHF on frequency 121.5 MHz is available 2. NOT (cross out {Item 19 R} - {V}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • cross out {Item 19 R} - {U} 15. • Emergency location beacon is available 16. • Polar equipment is carried 17. • Desert equipment is carried 18. • Maritime equipment is carried 19. • Jungle equipment is carried 20. • NOT (cross out {Item 19 J} - {V}) 21. • cross out {Item 19 J} - {U} 22. • cross out {Item 19 J} - {F_} 23. • cross out {Item 19 J} - {L} 24. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.25:

ROIDs: I19ES3	
Stimuli	**Response**
1. NOT (cross out {Item 19 R} - {U}) 2. Life jackets are carried 3. cross out {Item 19 J} - {U} 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • Departure Aerodrome and time are correct 9. • Route is correct 10. • Destination Aerodrome and Total Estimated Elapsed Time is correct 11. • Other Information is correct 12. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 13. • The total number of persons is known 14. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 15. • UHF on frequency 243.0 MHz is available 16. • cross out {Item 19 R} - {V} 17. • Emergency location beacon is available 18. • Polar equipment is carried 19. • Desert equipment is carried 20. • Maritime equipment is carried 21. • Jungle equipment is carried 22. • cross out {Item 19 J} - {V} 23. • cross out {Item 19 J} - {F_} 24. • cross out {Item 19 J} - {L} 25. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.26:

ROIDs: I19ES3	
Stimuli	Response
1. NOT Life jackets are carried 2. NOT (cross out {Item 19 J} - {L}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes} 12. • The total number of persons is known 13. • insert {Item 19 P} - {the total number of persons [passengers and crew] on board} 14. • UHF on frequency 243.0 MHz is available 15. • VHF on frequency 121.5 MHz is available 16. • Emergency location beacon is available 17. • Polar equipment is carried 18. • Desert equipment is carried 19. • Maritime equipment is carried 20. • Jungle equipment is carried 21. • cross out {Item 19 J} - {V} 22. • cross out {Item 19 J} - {U} 23. • cross out {Item 19 J} - {F_} 24. • Life jackets are equipped with lights 25. • Supplementary Information [Part 2] is correct	1. report error

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information [Part 1] is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • Dinghies are carried 11. • cross out {Item 19 D} - {C} 12. • insert {Item 19 D} - {number of dinghies carried} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Supplementary Information [Part 1] is correct 10. • Dinghies are carried 11. • cross out {Item 19 D} - {C} 12. • insert {Item 19 D} - {number of dinghies carried} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.3:

Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Other Information is correct 9. • Supplementary Information [Part 1] is correct 10. • Dinghies are carried 11. • cross out {Item 19 D} - {C} 12. • insert {Item 19 D} - {number of dinghies carried} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • Supplementary Information [Part 1] is correct 10. • Dinghies are carried 11. • cross out {Item 19 D} - {C} 12. • insert {Item 19 D} - {number of dinghies carried} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.5:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • Supplementary Information [Part 1] is correct 10. • Dinghies are carried 11. • cross out {Item 19 D} - {C} 12. • insert {Item 19 D} - {number of dinghies carried} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.6:

Stimuli	Response
1. NOT Equipment is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • Supplementary Information [Part 1] is correct 10. • Dinghies are carried 11. • cross out {Item 19 D} - {C} 12. • insert {Item 19 D} - {number of dinghies carried} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.7:

Stimuli	Response
1. NOT Number and Type of Aircraft and Wake Turbulence Category is correct 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • Supplementary Information [Part 1] is correct 10. • Dinghies are carried 11. • cross out {Item 19 D} - {C} 12. • insert {Item 19 D} - {number of dinghies carried} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.8:

Stimuli	Response
1. NOT FlightRules and Type of Flight is correct 2. • Aircraft Identification is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • Supplementary Information [Part 1] is correct 10. • Dinghies are carried 11. • cross out {Item 19 D} - {C} 12. • insert {Item 19 D} - {number of dinghies carried} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.9:

Stimuli	Response
1. NOT Aircraft Identification is correct 2. • FlightRules and Type of Flight is correct 3. • Number and Type of Aircraft and Wake Turbulence Category is correct 4. • Equipment is correct 5. • Departure Aerodrome and time are correct 6. • Route is correct 7. • Destination Aerodrome and Total Estimated Elapsed Time is correct 8. • Other Information is correct 9. • Supplementary Information [Part 1] is correct 10. • Dinghies are carried 11. • cross out {Item 19 D} - {C} 12. • insert {Item 19 D} - {number of dinghies carried} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.10:

ROIDs: I19ES6	
Stimuli	Response
1. There are remarks 2. NOT (indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • Supplementary Information [Part 1] is correct 12. • Dinghies are carried 13. • cross out {Item 19 D} - {C} 14. • insert {Item 19 D} - {number of dinghies carried} 15. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 16. • insert {Item 19 D} - {colour of dinghies} 17. • insert {Item 19 A} - {colour of aircraft and significant markings} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.11:

ROIDs: I19ES6	
Stimuli	Response
1. NOT There are remarks 2. NOT (cross out {Item 19 N} - {N}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • Supplementary Information [Part 1] is correct 12. • Dinghies are carried 13. • cross out {Item 19 D} - {C} 14. • insert {Item 19 D} - {number of dinghies carried} 15. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 16. • insert {Item 19 D} - {colour of dinghies} 17. • insert {Item 19 A} - {colour of aircraft and significant markings} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.12:

ROIDs: I19ES4	
Stimuli	**Response**
1. NOT (cross out {Item 19 D} - {C}) 2. NOT Dinghies are covered 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • Supplementary Information [Part 1] is correct 12. • Dinghies are carried 13. • insert {Item 19 D} - {number of dinghies carried} 14. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 15. • insert {Item 19 D} - {colour of dinghies} 16. • insert {Item 19 A} - {colour of aircraft and significant markings} 17. • There are remarks 18. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 19. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.13:

ROIDs: I19ES4	
Stimuli	Response
1. NOT Dinghies are carried 2. NOT (cross out {Item 19 D} - {D}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • Supplementary Information [Part 1] is correct 12. • cross out {Item 19 D} - {C} 13. • insert {Item 19 A} - {colour of aircraft and significant markings} 14. • There are remarks 15. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 16. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.14:

ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried 2. NOT (insert {Item 19 D} - {colour of dinghies}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • Supplementary Information [Part 1] is correct 12. • cross out {Item 19 D} - {C} 13. • insert {Item 19 D} - {number of dinghies carried} 14. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.15:

ROIDs: I19ES7	
Stimuli	Response
1. NOT (insert {Item 19 C} - {name of pilot in command}) 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • Supplementary Information [Part 1] is correct 11. • Dinghies are carried 12. • cross out {Item 19 D} - {C} 13. • insert {Item 19 D} - {number of dinghies carried} 14. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 15. • insert {Item 19 D} - {colour of dinghies} 16. • insert {Item 19 A} - {colour of aircraft and significant markings} 17. • There are remarks 18. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment}	1. report error

--Test Frame 1.16:

ROIDs: I19ES5	
Stimuli	Response
1. NOT (insert {Item 19 A} - {colour of aircraft and significant markings}) 2. • Aircraft Identification is correct 3. • FlightRules and Type of Flight is correct 4. • Number and Type of Aircraft and Wake Turbulence Category is correct 5. • Equipment is correct 6. • Departure Aerodrome and time are correct 7. • Route is correct 8. • Destination Aerodrome and Total Estimated Elapsed Time is correct 9. • Other Information is correct 10. • Supplementary Information [Part 1] is correct 11. • Dinghies are carried 12. • cross out {Item 19 D} - {C} 13. • insert {Item 19 D} - {number of dinghies carried} 14. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 15. • insert {Item 19 D} - {colour of dinghies} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.17:

ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried 2. NOT (insert {Item 19 D} - {total capacity in persons of all dinghies carried}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • Supplementary Information [Part 1] is correct 12. • cross out {Item 19 D} - {C} 13. • insert {Item 19 D} - {number of dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error

--Test Frame 1.18:

ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried 2. NOT (insert {Item 19 D} - {number of dinghies carried}) 3. • Aircraft Identification is correct 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • Supplementary Information [Part 1] is correct 12. • cross out {Item 19 D} - {C} 13. • insert {Item 19 D} - {total capacity in persons of all dinghies carried} 14. • insert {Item 19 D} - {colour of dinghies} 15. • insert {Item 19 A} - {colour of aircraft and significant markings} 16. • There are remarks 17. • indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment} 18. • insert {Item 19 C} - {name of pilot in command}	1. report error