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.

Test	Frame 1.1:	
ROID		D
Stim		Response
	NOT The flight is along a designated ATS route	1. report error
	{point} is listed in Item 15 C	01101
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})	

E.2 Base Test Frames

Test	Frame	1.2:
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ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
<pre>2. NOT (A change of {flight rules} is planned at {point})</pre>	error
3. NOT (A change of {level} is planned at {point})	
4. NOT (A change of $\{ ext{speed}\}$ is planned at $\{ ext{point}\}$)	
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 $\{point\}$)	

--Test Frame 1.3:

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

--Test Frame 1.4:

ROIDs: 18FT	
Stimuli	Response
1. NOT Scheduled Air Service	1. report
2. NOT Non-scheduled Air Transport Operation	error
3. NOT General Aviation	
4. NOT Military	
5. NOT (insert {Item 8 Type of Flight} - {X})	

--Test Frame 1.5:

ROIDs: I15C		
Stimuli	Response	
1. The flight is along a designated ATS route	1. report	
 A change of {ATS route other than same direction lower/upper} is planned at {point} 	error	
<pre>3. {next {point} } is defined by geological co-ordinates</pre>		
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})		

Test	Frame	1.	6	:
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ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
ATS flight track points are required by the appropriate ATS authority	error
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} })	

--Test Frame 1.7:

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

Test Frame 1.8:		
ROIDs: I15C		
Stimuli	Response	
1. NOT The flight is along a designated ATS route	1. report	
2. {point} is listed in Item 15 C	error	
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})		
Test Frame 1.9:		
ROIDs: I15C		

1. The flight is along a designated ATS route	1. report
2. A change of $\{\texttt{speed}\}\ \texttt{is planned at}\ \{\texttt{point}\}$	error
3. The flight to the {next {point} } will be outside a designated route	
 NOT ({point} is defined by geological co-ordinates) 	
<pre>5. NOT (insert {Item 15 C} - { {point} followed by DCT})</pre>	

--Test Frame 1.10:

Stimuli

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
2. A change of {flight rules} is planned at {point}	error
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 $\{point\}$)	

Response

Test	Frame	1.11:	

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

--Test Frame 1.12:

ROIDs: I13	
Stimuli	Response
 NOT The flight plan was submitted before departure 	1. report error
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})	

--Test Frame 1.13:

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

--Test Frame 1.14:

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

Test	Frame	1.15:	

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

--Test Frame 1.16:

ROIDs: I15C		
Stimuli	Response	
1. The flight is along a designated ATS route	1. report	
 NOT (The departure aerodrome is {connected to} the ATS route) 	error	
 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})		

--Test Frame 1.17:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
2. {point} is listed in Item 15 C	error
<pre>3. A change of {level - climb} is planned at {point}</pre>	
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})	

Test Frame 1.18:	
ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
NOT ATS flight track points are required by the appropriate ATS authority	error
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 $\{\texttt{track}\}$ is planned at $\{\texttt{point}\}$	
-Test Frame 1.19:	_
ROIDs: I19ES6	-
Stimuli	Response
1. There are remarks	1. report
2. NOT (indicate {Item 19 N} - {any other survival	error
equipment carried and any other remarks	
regarding survival equipment})	
-Test Frame 1.20:	_
ROIDs: I19ES6	
Stimuli	Response
1. NOT There are remarks	1. report
2. NOT (cross out {Item 19 N} - {N})	error
-Test Frame 1.21:	
ROIDs: I19ES2	
Stimuli	Response
1. NOT Jungle equipment is carried	1. report
2. NOT (cross out {Item 19 S} - {J})	error
-Test Frame 1.22:	
ROIDs: I19ES2	
Stimuli	Response
1. NOT Maritime equipment is carried	1. report
2. NOT (cross out {Item 19 S} - {M})	error
-Test Frame 1.23:	
ROIDs: I19ES2	

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

Test Frame 1.24:	
ROIDs: I19ES2	
Stimuli	Response
1. NOT Polar equipment is carried	1. report
2. NOT (cross out {Item 19 S} - {P})	error
Test Frame 1.25:	
ROIDs: I19ES1	
Stimuli	Response
1. NOT Emergency location beacon is available	1. report
2. NOT (cross out {Item 19 R} - {E})	error
Test Frame 1.26:	
ROIDs: I18-9	
Stimuli	Response
1. Any other plain lanugage remarks are necessary	1. report
2. NOT (insert {Item 18} - {RMK/any other remarks})	error
Test Frame 1.27:	
ROIDs: I18-8	
Stimuli	Response
 {aerodrome} is an en-route alternate aerodrome 	1. report
2. NOT (insert {Item 18} - {RALT/ {aerodrome} })	error
Test Frame 1.28:	
ROIDs: I18-7	
Stimuli	Response
 Aircraft performance data is prescribed by the appropriate ATS authority 	1. report error
 NOT (insert {Item 18} - {PER/Aircraft performance data}) 	
Test Frame 1.29:	
ROIDs: I18-6	
Stimuli	Response
1. There is a reason for special handling	1. report
	error
<pre>2. NOT (insert {Item 18} - {STS/reason for special handling})</pre>	
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	1. report error
2. NOT (insert {Item 18} - {OPR/operator name})	

<pre>-Test Frame 1.31: ROIDs: I18-4 Stimuli 1. A SELCAL Code is prescribed by the appropriate ATS authority 2. NOT (insert {Item 18} - {SEL/SELCAL Code}) -Test Frame 1.32: ROIDs: I18-3 Stimuli 1. The registration markings of the aircraft are different from the aircraft identification in Item 7 2. NOT (insert {Item 18} - {REG/registration</pre>	Response 1. report error Response 1. report error
<pre>Stimuli Stimuli A SELCAL Code is prescribed by the appropriate ATS authority ATS authority NOT (insert {Item 18} - {SEL/SELCAL Code}) -Test Frame 1.32: ROIDs: I18-3 Stimuli A The registration markings of the aircraft are different from the aircraft identification in Item 7</pre>	1. report error Response 1. report
ATS authority 2. NOT (insert {Item 18} - {SEL/SELCAL Code}) -Test Frame 1.32: ROIDs: I18-3 Stimuli 1. The registration markings of the aircraft are different from the aircraft identification in Item 7	1. report error Response 1. report
-Test Frame 1.32: ROIDs: I18-3 Stimuli 1. The registration markings of the aircraft are different from the aircraft identification in Item 7	1. report
<pre>ROIDs: I18-3 Stimuli 1. The registration markings of the aircraft are different from the aircraft identification in Item 7</pre>	1. report
Stimuli 1. The registration markings of the aircraft are different from the aircraft identification in Item 7	1. report
 The registration markings of the aircraft are different from the aircraft identification in Item 7 	1. report
different from the aircraft identification in Item 7	_
2 NOT (insert {Item 18} - {BFG/registration	
markings of the aircraft})	
-Test Frame 1.33:	
ROIDs: I18-2	
Stimuli	Response
1. The route is revised	1. report
 NOT (insert {Item 18} - {RIF/route details to the revised destination aerodrome followed by the ICAO four letter location indicator of the aerodrome}) 	error
-Test Frame 1.34:	
ROIDs: I15B	
Stimuli	Response
1. Flight is uncontrolled VFR	1. report
2. NOT (insert {Item 15 B} - {VFR})	error
-Test Frame 1.35:	
ROIDs: I15A	
Stimuli	Response
 Mach number is prescribed by the appropriate ATS authority 	1. report error
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} })	
-Test Frame 1.36:	•
ROIDs: I13	
Stimuli	Response
 The flight plan was submitted before departure NOT (insert {Item 13 B} - {the estimated off-block time}) 	1. report error

Test Frame 1.37:	
ROIDs: I10SE	
Stimuli	Response
1. ADS capability	1. report
2. NOT (insert {Item 10 SE} - {D})	error
Test Frame 1.38:	
ROIDs: I10SE	
Stimuli	Response
 SSR transponder mode S including pressure-altitude and aicraft identification trasmission 	1. report error
2. NOT (insert {Item 10 SE} - {S})	
Test Frame 1.39:	•
ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including aircraft	1. report
identification trasmission	error
2. NOT (insert {Item 10 SE} - {I})	
Test Frame 1.40:	
ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including	1. report
pressure-altitude trasmission	error
2. NOT (insert {Item 10 SE} - {P})	
Test Frame 1.41:	
ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S only	1. report
2. NOT (insert {Item 10 SE} - {X})	error
Test Frame 1.42:	•
ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode A and mode C	1. report
2. NOT (insert {Item 10 SE} - {C})	error
Test Frame 1.43:	•
ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode A	1. report
2. NOT (insert {Item 10 SE} - {A})	error

Stimuli	Response
1. NOT SSR equipment is present	1. report
	error
2. NOT (insert {Item 10 SE} - {N})	
-Test Frame 1.45:	
ROIDs: I9W	
Stimuli	Response
 The maximum certified take-off mass is {7000} kg or less 	1. report error
2. NOT (insert {Item 9 Wake Turnulence} - {/L})	
-Test Frame 1.46:	
ROIDs: I9W	-
Stimuli	Response
1. The maximum certified take-off mass is less than $\{136000\}~{\rm kg}$ but more than $\{7000\}~{\rm kg}$	1. report error
2. NOT (insert {Item 9 Wake Turnulence} - {/M})	
-Test Frame 1.47:	
ROIDs: I9W	-
Stimuli	Response
1. The maximum certified take-off mass is $\{136000\}$	1. report
kg or more	error
2. NOT (insert {Item 9 Wake Turnulence} - {/H})	
-Test Frame 1.48:	
ROIDs: I9N	
Stimuli	Response
1. There is more than one aircraft	1. report
<pre>2. NOT (insert {Item 9 Number of Aircraft} - {the number of aircraft})</pre>	error
-Test Frame 1.49:	-
ROIDs: I8FT	
Stimuli	Response
1. Scheduled Air Service	1. report
2. NOT (insert {Item 8 Type of Flight} - {S})	error
-Test Frame 1.50:	
ROIDs: 18FR	
Stimuli	Response
1. VFR first	1. report
2. NOT (insert {Item 8 Flight Rules} - $\{Z\}$)	error

-Test Frame 1.51:	
ROIDs: I8FR	
Stimuli	Response
1. IFR first	1. report
2. NOT (insert {Item 8 Flight Rules} - {Y})	error
-Test Frame 1.52:	
ROIDs: I8FR	
Stimuli	Response
1. VFR rules	1. report
2. NOT (insert {Item 8 Flight Rules} - {V})	error
-Test Frame 1.53:	
ROIDs: I8FR	
Stimuli	Response
1. IFR rules	1. report
2. NOT (insert {Item 8 Flight Rules} - {I})	error
-Test Frame 1.54:	
ROIDs: I7B	
Stimuli	Response
1. The radiotelephony call sign to be used by the	1. report
aircraft will consist of {the ICAO telephony designator for the operating agency followed by	error
the flight identification}	
2. NOT (insert {Item 7} - {the ICAO telephony	
designator for the operating agency followed	
by the flight identification $\}$)	
-Test Frame 1.55:	
ROIDs: I19ES4	
Stimuli	Response
1. NOT (cross out {Item 19 D} - {C})	1. report
2. NOT Dinghies are covered	error
-Test Frame 1.56:	
ROIDs: I19ES4	
Stimuli	Response
1. NOT Dinghies are carried	1. report
2. NOT (cross out {Item 19 D} - {D})	error
-Test Frame 1.57:	
ROIDs: I19ES3	
Stimuli	Response
1. NOT (cross out {Item 19 J} - {L})	1. report

Test Frame 1.58:	
ROIDs: I19ES3	
Stimuli	Response
1. NOT (cross out {Item 19 J} - {F_})	1. report
2. NOT Life jackets are equipped with fluorescein	error
Test Frame 1.59:	
ROIDs: I16-2	
Stimuli	Response
 NOT Location indicator has been assigned to the alternate aerodrome 	1. report error
 NOT (insert {Item 18} - {ALTN/ the name of the alternate aerodrome}) 	
Test Frame 1.60:	-
ROIDs: I16-1	
Stimuli	Response
1. Location indicator has been assigned	1. report
 NOT (insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time}) 	error
Test Frame 1.61:	•
ROIDs: I13	
Stimuli	Response
 The flight plan is received from an aircraft in flight 	1. report error
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})	
Test Frame 1.62:	
ROIDs: I19ES4	
Stimuli	Response
 Dinghies are carried NOT (insert {Item 19 D} - {colour of dinghies}) 	1. report error
Test Frame 1.63: ROIDs: 119ES3	l

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

Test Frame 1.64: ROIDs: I19ES3	
Stimuli	Response
1. cross out {Item 19 R} - {V}	1. report
2. NOT (cross out {Item 19 J} - { V })	error
Test Frame 1.65:	•
ROIDs: I19ES1	
Stimuli	Response
1. NOT UHF on frequency 243.0 MHz is available	1. report
2. NOT (cross out {Item 19 R} - {U})	error
Test Frame 1.66:	•
ROIDs: I19P	
Stimuli	Response
1. Number of persons is required by the ATS	1. report
authority	error
2. NOT The total number of persons is known	
3. NOT (insert {Item 19 P} - {TBN})	
Test Frame 1.67:	•
ROIDs: I9T	
Stimuli	Response
1. This is a formation flight with more than one	1. report
type	error
2. NOT (insert {Item 18} - {TYP/ Types of aircraft	
preceded by numbers of aircraft})	
Test Frame 1.68:	•
ROIDs: I9T	

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

--Test Frame 1.69:

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

Test Frame 1.70:	
ROIDs: I18-1	
Stimuli	Response
 {point} is a {FIR boundary} prescribed {by the approapriate ATS authority} 	1. report error
2. NOT (insert {Item 18} - {EET/ {point} })	
Test Frame 1.71:	
ROIDs: I16-1	
Stimuli	Response
1. NOT Location indicator has been assigned	1. report
<pre>2. NOT (insert {Item 18} - {DEST/ the name of the aerodrome})</pre>	error
Test Frame 1.72:	
ROIDs: 18FT	
Stimuli	Response
1. Non-scheduled Air Transport Operation	1. report
2. NOT (insert {Item 8 Type of Flight} - {N})	error
Test Frame 1.73:	•
ROIDs: I8FT	
Stimuli	Response
1. General Aviation	1. report
2. NOT (insert {Item 8 Type of Flight} - {G})	error
Test Frame 1.74:	•
ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route	1. report
 The departure aerodrome is {connected to} the ATS route 	error
<pre>3. NOT (insert {Item 15 C} - {the designator of the first ATS route})</pre>	
Test Frame 1.75:	
ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. NOT (insert {Item 10 CNA} - {S})	

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
2. {point} is listed in Item 15 C	error
 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})	

--Test Frame 1.77:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route	1. report
2. A change of $\{\texttt{level}\}$ is planned at $\{\texttt{point}\}$	error
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})	

--Test Frame 1.78:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
2. {point} is listed in Item 15 C	error
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}	

--Test Frame 1.79:

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

Test	Frame	1	.80	:
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ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
ATS flight track points are required by the appropriate ATS authority	error
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}	
<pre>6. {point} is defined by {goegraphical co-ordinates}</pre>	

--Test Frame 1.81:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
ATS flight track points are required by the appropriate ATS authority	error
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})	

--Test Frame 1.82:

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

⁻⁻Test Frame 1.83:

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

Test Frame 1.84:	
ROIDs: I19ES5	
Stimuli	Response
 NOT (insert {Item 19 A} - {colour of aircraft and significant markings}) 	1. report error
Test Frame 1.85:	
ROIDs: I19E	
Stimuli	Response
 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
 NOT Location indicator has been assigned to the alternate aerodrome 	1. report error
2. NOT (insert {Item 16 Alt} - {ZZZZ})	
-Test Frame 1.87:	
ROIDs: I13	
Stimuli	Response
 The flight plan is received from an aircraft in flight 	1. report error
2. NOT (insert {Item 13 A} - {AFIL})	
Test Frame 1.88:	
ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried	1. report
2. NOT (insert {Item 19 D} - {total capacity in persons of all dinghies carried})	error
Test Frame 1.89:	
ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried	1. report
<pre>2. NOT (insert {Item 19 D} - {number of dinghies carried})</pre>	error
Test Frame 1.90:	•
ROIDs: I19ES1	
Stimuli	Response
1. NOT VHF on frequency 121.5 MHz is available	1. report

Test Frame 1.91:	
ROIDs: I7A	
Stimuli	Response
 The radiotelephony call sign to be used by the aircraft will consist of {the registration marking of the aircraft} NOT (insert {Item 7} - {the registration marking of the aircraft}) 	1. report error
-	
Test Frame 1.92:	
ROIDs: I7A	D
Stimuli	Response
 NOT The aircraft is equipped with radio 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
 {point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements} NOT (insert {Item 18} - {EET/ {point} }) 	1. report error
Test Frame 1.95:	
ROIDs: I18-1	
Stimuli	Response
 {point} is a {significant point} prescribed {by the approapriate ATS authority} NOT (insert {Item 18} - {EET/ {point} }) 	1. report error
Test Frame 1.96:	I
ROIDs: I18-1	
Stimuli	Response

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

Test Frame 1.97:	
ROIDs: I16-1	
Stimuli	Response
1. NOT Location indicator has been assigned	1. report
 NOT (insert {Item 16 Dest} - {ZZZZ followed by the total estimated elapsed time}) 	error
-Test Frame 1.98:	
ROIDs: I19ES3	
Stimuli	Response
1. NOT Life jackets are carried	1. report
2. NOT (cross out {Item 19 J} - {L})	error
-Test Frame 1.99:	
ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route	1. report
The departure aerodrome is {located on} the ATS route	error
3. NOT (insert {Item 15 C} - {the designator of the first ATS route})	
-Test Frame 1.100:	
ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
ATS flight track points are required by the appropriate ATS authority	error
3. NOT Use ATS style track points	
-Test Frame 1.101:	
ROIDs: I15C	1
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
2. {point} is listed in Item 15 C	error
 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}	

Test	Frame	1.	102	2 :
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ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route	1. report
2. A change of {ATS route other than same direction lower/upper} is planned at {point}	error
3. The flight to the {next {point} } will be outside a designated route	
 NOT ({next {point} } is defined by geological co-ordinates) 	
<pre>5. NOT (insert {Item 15 C} - { {point} followed by DCT})</pre>	

--Test Frame 1.103:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
ATS flight track points are required by the appropriate ATS authority	error
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})	

--Test Frame 1.104:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
ATS flight track points are required by the appropriate ATS authority	error
3. $\{point\}$ and $\{point B\}$ are successive points	
<pre>4. NOT ({point} is defined by {bearing and distance})</pre>	
5. NOT (insert {Item 15 C} - { {point} followed by {point B} })	

Test	Frame	1.	105:

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

--Test Frame 1.106:

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

--Test Frame 1.107:

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

--<u>Test Frame 1.108:</u>

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. $\{W\}$ is prescribed by ATS	
3. NOT (insert {Item 10 CNA} - {W})	

Test Frame	1.109:
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ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable {X} is prescribed by ATS NOT (insert {Item 10 CNA} - {X}) 	1. report error

--Test Frame 1.110:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. $\{Y\}$ is prescribed by ATS	
3. NOT (insert {Item 10 CNA} - {Y})	

--Test Frame 1.111:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the 	1. report
route to be flown is carried and is serviceable	error
2. COM/NAV/approach aid equipment is {VHF RTF}	
3. NOT (insert {Item 10 CNA} - {V})	

--Test Frame 1.112:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. COM/NAV/approach aid equipment is {UHF RTF}	
3. NOT (insert {Item 10 CNA} - {U})	

--Test Frame 1.113:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. COM/NAV/approach aid equipment is ${TACAN}$	
3. NOT (insert {Item 10 CNA} - {T_})	

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
COM/NAV/approach aid equipment is {RNP type certification}	
3. NOT (insert {Item 10 CNA} - {R})	

--Test Frame 1.115:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable COM/NAV/approach aid equipment is {VOR} NOT (insert {Item 10 CNA} - {0}) 	1. report error

--Test Frame 1.116:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
COM/NAV/approach aid equipment is {Omega}	
3. NOT (insert {Item 10 CNA} - {M})	

--Test Frame 1.117:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. COM/NAV/approach aid equipment is $\{ILS\}$	
3. NOT (insert {Item 10 CNA} - {L})	

--Test Frame 1.118:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. COM/NAV/approach aid equipment is $\{MLS\}$	
3. NOT (insert {Item 10 CNA} - {K})	

Test	Frame	1.	1	19	:
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ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
 COM/NAV/approach aid equipment is {Inertial Navigation} 	
3. NOT (insert {Item 10 CNA} - {I})	

--Test Frame 1.120:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. COM/NAV/approach aid equipment is {HF RTF}	
3. NOT (insert {Item 10 CNA} - {H})	

--Test Frame 1.121:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. COM/NAV/approach aid equipment is $\{GNSS\}$	
3. NOT (insert {Item 10 CNA} - {G})	

--Test Frame 1.122:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
COM/NAV/approach aid equipment is {ADF}	
3. NOT (insert {Item 10 CNA} - {F_})	

--Test Frame 1.123:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. COM/NAV/approach aid equipment is $\{DME\}$	
3. NOT (insert {Item 10 CNA} - {D})	

	ſest	Frame	1		124	ł:
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ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. COM/NAV/approach aid equipment is {LORAN C}	
3. NOT (insert {Item 10 CNA} - {C})	

--Test Frame 1.125:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
COM/NAV/approach aid equipment is {other}	
3. NOT (insert {Item 18} - {COM/ or NAV/})	

--Test Frame 1.126:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the	1. report
route to be flown is carried and is serviceable	error
COM/NAV/approach aid equipment is {Data Link}	
3. NOT (insert {Item 18} - {DAT/})	

--Test Frame 1.127:

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

--Test Frame 1.128:

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

Test Frame	1		129	:
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ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. COM/NAV/approach aid equipment is $\{ other \}$	
3. NOT (insert {Item 10 CNA} - {Z})	

--Test Frame 1.130:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
COM/NAV/approach aid equipment is {Data Link}	
3. NOT (insert {Item 10 CNA} - {J})	

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.

Test Frame 1.1:	
Stimuli	Response
1. NOT Supplementary Information is correct	1. report error
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. $ullet$ 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	

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct	1. report
2. • insert {Item 7} - {the registration marking of the aircraft}	error
3. • insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification}	
4. \bullet FlightRules and Type of Flight is correct	
 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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
10. • Supplementary Information is correct	

- lest riame 1.5:	
Stimuli	Response
 NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 	1. report error
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	

--Test Frame 1.3:

--Test Frame 1.4: Stimuli

Stimuli	Response
1. NOT Route is correct	1. report
2. • insert {Item 7} - {the registration marking of the aircraft}	error
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	
 Number and Type of Aircraft and Wake Turbulence Category is correct 	
6. • Equipment is correct	
7. $ullet$ Departure Aerodrome and time are correct	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
9. • Other Information is correct	
10. • Supplementary Information is correct	

Test Frame 1.5:	
Stimuli	Response
1. NOT Departure Aerodrome and time are correct	1. report
2. • insert {Item 7} - {the registration marking of the aircraft}	error
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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
9. • Other Information is correct	
10. • Supplementary Information is correct	

--Test Frame 1.6: S

Stimuli	Response
1. NOT Equipment is correct	1. report
2. • insert {Item 7} - {the registration marking of the aircraft}	f error
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. \bullet Departure Aerodrome and time are correct	
7. • Route is correct	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
9. • Other Information is correct	
10. \bullet Supplementary Information is correct	

Stimuli	Response
	-
1. NOT Number and Type of Aircraft and Wake	1. report
Turbulence Category is correct	error
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	

--Test Frame 1.7:

Test Frame 1.8:	
Stimuli	Response
1. NOT FlightRules and Type of Flight is correct	1. report
2. • insert {Item 7} - {the registration marking of the aircraft}	error
3. • insert {Item 7} - {the ICAO telephony	
designator for the operating agency followed by the flight identification}	l
 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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
9. • Other Information is correct	
10. • Supplementary Information is correct	

Test Frame 1.9:	
ROIDs: I7B	
Stimuli	Response
 The radiotelephony call sign to be used by the aircraft will consist of {the ICAO telephony designator for the operating agency followed by the flight identification} 	1. report error
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. \bullet 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	

--Test Frame 1.9:

Test	; Frame 1.10:	
ROID	s: I7A	
Stim	ıli	Response
1.	The radiotelephony call sign to be used by the aircraft will consist of {the registration marking of the aircraft preceeded by the ICAO telephony designator for the aircraft operating agency}	1. report error
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.	ullet 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	

Test Frame 1.11:	
ROIDs: I7A	
Stimuli	Response
 The radiotelephony call sign to be used by the aircraft will consist of {the registration marking of the aircraft} 	1. report error
 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. $ullet$ 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	
 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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
12. • Other Information is correct	
13. • Supplementary Information is correct	

--Test Frame 1.11:

Test Frame 1.12:	
ROIDs: I7A	
Stimuli	Response
1. NOT The aircraft is equipped with radio	1. report
 NOT (insert {Item 7} - {the registration marking of the aircraft}) 	error
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	
 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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
12. • Other Information is correct	
13. • Supplementary Information is correct	

--Test Frame 1.12:

Test Frame 1.1:	
Stimuli	Response
1. NOT Supplementary Information is correct	1. report
2. • Aircraft Identification is correct	error
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	

E.3.2 FlightRules and Type of Flight

--Test Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct	1. report
2. • Aircraft Identification is correct	error
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. \bullet Supplementary Information is correct	

Stimuli	D
Stimuli	Response
1. NOT Destination Aerodrome and Total Estimated	1. report
Elapsed Time is correct	error
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	

--Test Frame 1.3:

--Test Frame 1.4:

Stimuli	Response
1. NOT Route is correct	1. report
2. • Aircraft Identification is correct	error
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. \bullet Supplementary Information is correct	

Test Frame 1.5:	
Stimuli	Response
1. NOT Departure Aerodrome and time are correct	1. report
2. • Aircraft Identification is correct	error
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}	
 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	

--Test Frame 1.5:

Test	Frame	1.	6	:
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Stimuli	Response
1. NOT Equipment is correct	1. report
2. • Aircraft Identification is correct	error
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. \bullet Supplementary Information is correct	

timuli	Response
1. NOT Number and Type of Aircraft and Wake	1. report
Turbulence Category is correct	error
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	

--Test <u>Frame</u> 1.8:

Stimuli	Response
1. NOT Aircraft Identification is correct	1. report
2. • insert {Item 8 Flight Rules} - {I}	error
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	

Test Frame 1.9:	
ROIDs: 18FT	
Stimuli	Response
1. Military	1. report
2. NOT (insert {Item 8 Type of Flight} - {M})	error
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}	
 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	

ROIDs: 18FT	
Stimuli	Response
1. NOT Scheduled Air Service	1. report
2. NOT Non-scheduled Air Transport Operation	error
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}	
 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	

--Test Frame 1.10:

Test Frame 1.11:	
ROIDs: I8FT	
Stimuli	Response
1. Scheduled Air Service	1. report
2. NOT (insert {Item 8 Type of Flight} - {S})	error
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}	
 Number and Type of Aircraft and Wake Turbulence Category is correct 	
9. • Equipment is correct	
10. \bullet 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. \bullet Supplementary Information is correct	

--Test Frame 1.11:

Test	Frame	1.12:

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

Test Frame 1.13:	
ROIDs: I8FR	
Stimuli	Response
1. IFR first	1. report
2. NOT (insert {Item 8 Flight Rules} - {Y})	error
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	

--Test Frame 1.13:

Test Frame 1.14:	
ROIDs: I8FR	
Stimuli	Response
1. VFR rules	1. report
2. NOT (insert {Item 8 Flight Rules} - {V})	error
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	

--Test Frame 1.14:

Test Frame 1.15:	
ROIDs: 18FR	
Stimuli	Response
1. IFR rules	1. report
2. NOT (insert {Item 8 Flight Rules} - {I})	error
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	
Test Frame 1.16:	•

Test	Frame	1.15:
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ROIDs: I8FT	
Stimuli	Response
1. Non-scheduled Air Transport Operation	1. report
2. NOT (insert {Item 8 Type of Flight} - {N})	error
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}	
 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. \bullet Supplementary Information is correct	

 General Aviation NOT (insert {Item 8 Type of Flight} - {G}) Aircraft Identification is correct insert {Item 8 Flight Rules} - {I} insert {Item 8 Flight Rules} - {V} insert {Item 8 Flight Rules} - {Y} insert {Item 8 Flight Rules} - {Z} Number and Type of Aircraft and Wake	1. repor
Turbulence Category is correct Equipment is correct Departure Aerodrome and time are correct	error
 11. • Route is correct 12. • Destination Aerodrome and Total Estimated Elapsed Time is correct 	

Test	Frame	e 1.1:	
Stimu	li		
1	NOT S	upplementary	Inform

Stimuli	Response
Stimuti	nesponse
1. NOT Supplementary Information is correct	1. report
2. \bullet Aircraft Identification is correct	error
3. \bullet FlightRules and Type of Flight is correct	
4. ● insert {Item 9 Number of Aircraft} - {the number of aircraft}	
5. $ullet$ 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	

Test Frame 1.2:	
Stimuli	Response
1. NOT Other Information is correct	1. report
2. • Aircraft Identification is correct	error
3. \bullet FlightRules and Type of Flight is correct	
4. ● insert {Item 9 Number of Aircraft} - {the number of aircraft}	
5. $ullet$ 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. \bullet 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	

--Test Frame 1.2:

Stimuli	Response
 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. • 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. $ullet$ Departure Aerodrome and time are correct	
13. • Route is correct	
14. • Other Information is correct	
15. • Supplementary Information is correct	

--Test Frame 1.3:

Test Frame 1.4:	
Stimuli	Response
1. NOT Route is correct	1. report
2. • Aircraft Identification is correct	error
3. $ullet$ FlightRules and Type of Flight is correct	
4. ● insert {Item 9 Number of Aircraft} - {the number of aircraft}	
5. $ullet$ There is an appropriate ICAO type designator	
6. \bullet 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. $ullet$ 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	

--Test Frame 1.4:

Test Frame 1.5:
Stimuli
1. NOT Departure Aerodrome ar
2 • Aircraft Identification

5 CIMULI	nesponse
1. NOT Departure Aerodrome and time are correct	1. report
2. • Aircraft Identification is correct	error
3. • FlightRules and Type of Flight is correct	
4. ● insert {Item 9 Number of Aircraft} - {the number of aircraft}	
5. $ullet$ There is an appropriate ICAO type designator	
6. \bullet 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	

Response

st Frame 1.6:	
imuli	Response
1. NOT Equipment is correct	1. repo
2. • Aircraft Identification is correct	erro
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	
 This is a formation flight with more than one type 	э
7. • insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft}	
3. • insert {Item 9 Wake Turnulence} - {/H}	
9. • insert {Item 9 Wake Turnulence} - {/M}	
D. • insert {Item 9 Wake Turnulence} - {/L}	

11. • Departure Aerodrome and time are correct

13. • Destination Aerodrome and Total Estimated

15. • Supplementary Information is correct

12. • Route is correct

Elapsed Time is correct 14. • Other Information is correct

16 Fr

1. report error

Test Frame 1.7:	
Stimuli	Response
1. NOT FlightRules and Type of Flight is correct	1. report
2. • Aircraft Identification is correct	error
3. • insert {Item 9 Number of Aircraft} - {the number of aircraft}	
4. $ullet$ 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	

--Test Frame 1.7:

Test Frame 1.8:	
Stimuli	Response
1. NOT Aircraft Identification is correct	1. report
2. \bullet FlightRules and Type of Flight is correct	error
3. • insert {Item 9 Number of Aircraft} - {the number of aircraft}	
4. $ullet$ 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	

--Test Frame 1 8.

Test Frame 1.9:	
ROIDs: I9T	
Stimuli	Response
1. There is an appropriate ICAO type designator	1. report
NOT This is a formation flight with more than one type	error
3. NOT (insert {Item 9 Type of Aircraft} - {the appropriate ICAO type designator})	
4. • Aircraft Identification is correct	
5. \bullet 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	

--Test Frame 1.9:

ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is $\{7000\}$ kg or less	1. report error
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. $ullet$ There is an appropriate ICAO type designator	
 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	

--Test Frame 1.10:

lest frame 1.11: ROIDs: I9W	
Stimuli	Response
1. The maximum certified take-off mass is less than $\{136000\}\ kg$ but more than $\{7000\}\ kg$	1. report error
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. $ullet$ There is an appropriate ICAO type designator	
 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	

--Test Frame 1.11:

ROIDs: I9W	
Stimuli	Response
 The maximum certified take-off mass is {136000} kg or more 	1. report error
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. $ullet$ There is an appropriate ICAO type designator	
 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	

--Test Frame 1.12:

Test Frame 1.13: ROIDs: I9N	
Stimuli	Response
1. There is more than one aircraft	1. report
 NOT (insert {Item 9 Number of Aircraft} - {the number of aircraft}) 	error
3. • Aircraft Identification is correct	
4. • FlightRules and Type of Flight is correct	
5. $ullet$ 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	

--Test Frame 1.13:

ROIDs: I9T	
Stimuli	Response
 This is a formation flight with more than one type 	1. report error
 NOT (insert {Item 18} - {TYP/ Types of aircraft preceded by numbers of aircraft}) 	
3. • Aircraft Identification is correct	
4. \bullet FlightRules and Type of Flight is correct	
5. • insert {Item 9 Number of Aircraft} - {the number of aircraft}	
6. \bullet 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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
14. • Other Information is correct	
15. • Supplementary Information is correct	

--Test Frame 1.14:

Test Frame 1.15:	
ROIDs: I9T	
Stimuli	Response
1. NOT There is an appropriate ICAO type designator	1. report
2. NOT (insert {Item 9 Type of Aircraft} - { <code>ZZZZ</code> })	error
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	

--Test Frame 1.15:

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Test Frame 1.1:	
Stimuli	Response
1. NOT Supplementary Information is correct	1. report
2. • Aircraft Identification is correct	error
3. \bullet FlightRules and Type of Flight is correct	
 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	

Test Frame 1.2:	
Stimuli	Response
1. NOT Other Information is correct	1. report
2. • Aircraft Identification is correct	error
3. $ullet$ FlightRules and Type of Flight is correct	
 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	

--Test Frame 1.2:

Stimuli	Response
 NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 	1. report error
2. • Aircraft Identification is correct	
3. \bullet FlightRules and Type of Flight is correct	
 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	

timuli	Response
1. NOT Route is correct	1. report
2. • Aircraft Identification is correct	error
3. \bullet FlightRules and Type of Flight is correct	
 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	

Test Frame 1.5:	
Stimuli	Response
1. NOT Departure Aerodrome and time are correct	1. report
2. • Aircraft Identification is correct	error
3. • FlightRules and Type of Flight is correct	
 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	

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Test	${\tt Frame}$	1.6:	

Stimuli	Response
1. NOT Equipment [Part E] is correct	1. report
2. • Aircraft Identification is correct	error
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	

Stimuli	Response
 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. • 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	

Test Frame 1.8:	
Stimuli	Response
1. NOT FlightRules and Type of Flight is correct	1. report
2. • Aircraft Identification is correct	error
 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. \bullet Departure Aerodrome and time are correct	
16. • Route is correct	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
18. • Other Information is correct	
19. • Supplementary Information is correct	

--Test Frame 1.8:

Test Frame 1.9:	
Stimuli	Response
1. NOT Aircraft Identification is correct	1. report
2. \bullet <code>FlightRules</code> and <code>Type</code> of <code>Flight</code> is <code>correct</code>	error
 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	

--Test Frame 1.9:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. NOT Equipment [Part 2] is correct	
3. • Aircraft Identification is correct	
4. \bullet 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	

--Test Frame 1.10:

Test Frame 1.11:	
ROIDs: I10	D
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
	61101
2. NOT (insert {Item 10 CNA} - {S})	
3. • Aircraft Identification is correct	
FlightRules and Type of Flight is correct	
5. $ullet$ 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. $ullet$ 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. \bullet Supplementary Information is correct	

--Test Frame 1.11:

lest Frame 1.12: ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	
 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	

--Test Frame 1.12:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	

--Test Frame 1.13:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
 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	

--Test Frame 1.14:

ROIDs: I10	1
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	

--Test Frame 1.15:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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. $ullet$ 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	

--Test Frame 1.16:

lest Frame 1.17: ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	
 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	

--Test Frame 1.17:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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. $ullet$ 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	

--Test Frame 1.18:

lest Frame 1.19: ROIDs: I10]
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	

--Test Frame 1.19:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	

--Test Frame 1.20:

lest Frame 1.21: ROIDs: I10]
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	

--Test Frame 1.21:

Test Frame 1.1:	
Stimuli	Response
1. NOT Supplementary Information is correct	1. report
2. • Aircraft Identification is correct	error
3. $ullet$ 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. \bullet 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	

lest Frame 1.2:

Stimuli	Response
1. NOT Other Information is correct	1. report
2. • Aircraft Identification is correct	error
3. • FlightRules and Type of Flight is correct	
 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. $ullet$ 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	

lest Frame 1.3:	
Stimuli	Response
 NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 	1. report error
2. • Aircraft Identification is correct	
3. \bullet FlightRules and Type of Flight is correct	
 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. $ullet$ Departure Aerodrome and time are correct	
18. • Route is correct	
19. • Other Information is correct	
20. • Supplementary Information is correct	

Test Frame 1.4:	
Stimuli	Response
1. NOT Route is correct	1. report
2. • Aircraft Identification is correct	error
3. \bullet 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. $ullet$ 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	

--Test Frame 1.4:

Stimuli	Respo	onse
1. NOT Departure Aerodrome and time are correct	1.	report
2. • Aircraft Identification is correct		error
3. • FlightRules and Type of Flight is correct		
 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		

Stimuli	Response
1. NOT Equipment [Part E] is correct	1. report
2. • Aircraft Identification is correct	error
3. \bullet FlightRules and Type of Flight is correct	
 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	

Stimuli	Response
 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	1. report
2. • Aircraft Identification is correct	error
 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} - {₩}	
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:

Test Frame 1.9:	
Stimuli	Response
1. NOT Aircraft Identification is correct	1. report
2. • FlightRules and Type of Flight is correct	error
 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	

--Test Frame 1.9:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. NOT Equipment [Part 1] is correct	
3. • Aircraft Identification is correct	
4. \bullet 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	

--Test Frame 1.10:

Test Frame 1.11:	
ROIDs: I10 Stimuli	Response
	-
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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} - {0}	
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	

--Test Frame 1.11:

Test Frame 1.12:	
ROIDs: I10 Stimuli	Response
	-
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	
 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. $ullet$ 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	

--Test Frame 1.12:

Test Frame 1.13: ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	

--Test Frame 1.13:

Test Frame 1.14:	
ROIDs: I10 Stimuli	Response
	-
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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. $ullet$ 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	

--Test Frame 1.14:

Test Frame 1.15: ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	

--Test Frame 1.15:

lest Frame 1.16: ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	
 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	

--Test Frame 1.16:

Test Frame 1.17:	
ROIDs: I10 Stimuli	Pogpongo
	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
	61101
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. \bullet Destination Aerodrome and Total Estimated	
Elapsed Time is correct	
21. • Other Information is correct	
22. • Supplementary Information is correct	

--Test Frame 1.17:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	

--Test Frame 1.18:

Test Frame 1.19: ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
COM/NAV/approach aid equipment is {VOR}	
3. NOT (insert {Item 10 CNA} - $\{0\}$)	
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	

--Test Frame 1.19:

lest Frame 1.20: ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	
 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	

--Test Frame 1.20:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	

--Test Frame 1.21:

Test Frame 1.22: ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
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	
 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	

--Test Frame 1.22:

timuli	Response
1. NOT Supplementary Information is correct	1. report error
2. • Aircraft Identification is correct	
3. • FlightRules and Type of Flight is correct	
 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	

Test Frame 1.2:	
Stimuli	Response
1. NOT Other Information is correct	1. report
2. • Aircraft Identification is correct	error
3. $ullet$ FlightRules and Type of Flight is correct	
 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. \bullet Supplementary Information is correct	

--Test Frame 1.2:

Test Frame 1.3:	
Stimuli	Response
 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	
 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	

timuli	Response
1. NOT Route is correct	1. report
2. • Aircraft Identification is correct	error
3. • FlightRules and Type of Flight is correct	
 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	

Test	Frame	1.5:	
Stimu	1 i		

Stimuli	Response
1. NOT Departure Aerodrome and time are correct	1. report
2. • Aircraft Identification is correct	error
3. \bullet 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	

Stimuli	Response
 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. • 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. \bullet 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	

Test Frame 1.7:	
Stimuli	Response
1. NOT FlightRules and Type of Flight is correct	1. report
2. • Aircraft Identification is correct	error
 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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
18. • Other Information is correct	
19. • Supplementary Information is correct	

--Test Frame 1.7:

Test Frame 1.8:	
Stimuli	Response
1. NOT Aircraft Identification is correct	1. report
2. \bullet FlightRules and Type of Flight is correct	error
 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	

--Test Frame 1.8:

Test Frame 1.9:	
ROIDs: I10SE	
Stimuli	Response
1. ADS capability	1. report
2. NOT (insert {Item 10 SE} - {D})	error
3. • Aircraft Identification is correct	
4. \bullet 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. ullet Supplementary Information is correct	

--Test Frame 1 9.

ROIDs: I10SE]
Stimuli	Response
 SSR transponder mode S including pressure-altitude and aicraft identification trasmission 	1. report error
2. NOT (insert {Item 10 SE} - {S})	
3. • Aircraft Identification is correct	
4. \bullet 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	

--Test Frame 1.10:

Test Frame 1.11:	
ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode S including aircraft	1. report
identification trasmission	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. \bullet Supplementary Information is correct	

--Test Frame 1.11:

Test Frame 1.12: ROIDs: I10SE	
Stimuli	Response
 SSR transponder mode S including pressure-altitude trasmission 	1. report error
2. NOT (insert {Item 10 SE} - {P})	
3. • Aircraft Identification is correct	
4. \bullet 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. ullet Supplementary Information is correct	

--Test Frame 1.12:

Test Frame 1.13:	
ROIDs: I10SE	-
Stimuli	Response
1. SSR transponder mode S only	1. report
2. NOT (insert {Item 10 SE} - {X})	error
3. • Aircraft Identification is correct	
4. \bullet 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. $ullet$ 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 1.13:

Test Frame 1.14:	
ROIDs: I10SE Stimuli	Response
1. SSR transponder mode A and mode C	1. report
2. NOT (insert {Item 10 SE} - {C})	error
3. • Aircraft Identification is correct	
4. \bullet 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. \bullet Supplementary Information is correct	

--Test Frame 1.14:

Test Frame 1.15:	
ROIDs: I10SE	
Stimuli	Response
1. SSR transponder mode A	1. report
2. NOT (insert {Item 10 SE} - {A})	error
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. ullet Supplementary Information is correct	

--Test Frame 1.15:

Test Frame 1.16:	
ROIDs: I10SE Stimuli	Response
1. NOT SSR equipment is present	1. report
* * *	i. Tepoit error
2. NOT (insert {Item 10 SE} - {N})	
3. • Aircraft Identification is correct	
4. • FlightRules and Type of Flight is correct	
 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. \bullet Supplementary Information is correct	

--Test Frame 1.16:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. NOT Equipment [Part 2] is correct	
3. • Aircraft Identification is correct	
4. \bullet 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	

--Test Frame 1.17:

ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. NOT Equipment [Part 1] is correct	
3. • Aircraft Identification is correct	
4. \bullet 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	

--Test Frame 1.18:

Test Frame 1.19: ROIDs: I10	
Stimuli	Response
 Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 	1. report error
2. NOT (insert {Item 10 CNA} - {S})	
3. • Aircraft Identification is correct	
4. $ullet$ 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. \bullet Supplementary Information is correct	

--Test Frame 1.19:

Test H	rame 1	ι.	1	:
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Stimuli	Response
1. NOT Supplementary Information is correct	1. report
2. • Aircraft Identification is correct	error
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. $ullet$ The flight plan was submitted before departure	
<pre>10. • insert {Item 13 B} - {the estimated off-block time}</pre>	
11. • Route is correct	
12. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
13. • Other Information is correct	

Stimuli	Respo	onse
1. NOT Other Information is correct	1.	report
2. • Aircraft Identification is correct		error
3. \bullet FlightRules and Type of Flight is correct		
 Number and Type of Aircraft and Wake Turbulence Category is correct 		
5. • Equipment is correct		
 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. $ullet$ The flight plan was submitted before departure		
<pre>10. • insert {Item 13 B} - {the estimated off-block time}</pre>		
11. • Route is correct		
 Destination Aerodrome and Total Estimated Elapsed Time is correct 		
13. • Supplementary Information is correct		

Test Frame 1.3:	
Stimuli	Response
 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. • 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. $ullet$ The flight plan was submitted before departure	
<pre>10. • insert {Item 13 B} - {the estimated off-block time}</pre>	
11. • Route is correct	
12. • Other Information is correct	
13. • Supplementary Information is correct	

Test Frame 1.4:	
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Stimuli	Respo	onse
1. NOT Route is correct	1.	report
2. • Aircraft Identification is correct		error
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. $ullet$ The flight plan was submitted before departure		
<pre>10. • insert {Item 13 B} - {the estimated off-block time}</pre>		
 Destination Aerodrome and Total Estimated Elapsed Time is correct 		
12. • Other Information is correct		
13. • Supplementary Information is correct		

Stimuli	Response
1. NOT Equipment is correct	1. report
2. • Aircraft Identification is correct	error
3. • FlightRules and Type of Flight is correct	
 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. $ullet$ The flight plan was submitted before departure	
9. • insert {Item 13 B} - {the estimated off-block time}	
10. • Route is correct	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
12. • Other Information is correct	
13. • Supplementary Information is correct	

lest Frame 1.6:	
Stimuli	Response
 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. • 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. $ullet$ The flight plan was submitted before departure	
9. • insert {Item 13 B} - {the estimated off-block time}	
10. • Route is correct	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
12. • Other Information is correct	
13. • Supplementary Information is correct	

--Test Frame 1.6:

Test Frame 1.7:	
Stimuli	Response
1. NOT FlightRules and Type of Flight is correct	1. report
2. • Aircraft Identification is correct	error
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}	
 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. $ullet$ 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	

--Test Frame 1.7:

Test	Frame	1.8:	

Stimuli	Response
1. NOT Aircraft Identification is correct	1. report
2. • FlightRules and Type of Flight is correct	error
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. $ullet$ The flight plan was submitted before departure	
9. • insert {Item 13 B} - {the estimated off-block time}	
10. • Route is correct	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
12. • Other Information is correct	
13. • Supplementary Information is correct	

Test Frame 1.9:	
ROIDs: I13	-
Stimuli	Response
 NOT The flight plan was submitted before departure 	1. report error
 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	
 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	

--Test Frame 1.9:

Test Lidme 1.10.	
ROIDs: I13	
Stimuli	Response
 NOT The flight plan is received from an aircraft in flight 	1. report error
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. $ullet$ The flight plan was submitted before departure	
9. • insert {Item 13 B} - {the estimated off-block time}	
10. • Route is correct	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
12. • Other Information is correct	
13. • Supplementary Information is correct	

--Test Frame 1.10:

ROIDs: I13	
Stimuli	Response
 The flight plan was submitted before departure NOT (insert {Item 13 B} - {the estimated off-block time}) 	1. report error
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	
 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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
12. • Other Information is correct	
13. ullet Supplementary Information is correct	

--Test Frame 1.11:

ROIDs: I13	
Stimuli	Response
 The flight plan is received from an aircraft in flight 	1. report error
 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. \bullet 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. $ullet$ The flight plan was submitted before departure	
9. • insert {Item 13 B} - {the estimated off-block time}	
10. • Route is correct	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
12. • Other Information is correct	
13. • Supplementary Information is correct	

--Test Frame 1.12:

ROIDs: I13	
Stimuli	Response
 NOT The flight plan is received from an aircraft in flight 	1. report error
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. $ullet$ The flight plan was submitted before departure	
<pre>10. • insert {Item 13 B} - {the estimated off-block time}</pre>	
11. • Route is correct	
12. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
13. • Other Information is correct	
14. • Supplementary Information is correct	

--Test Frame 1.13:

ROIDs: I13	
Stimuli	Response
 The flight plan is received from an aircraft in flight 	1. report error
2. NOT (insert {Item 13 A} - {AFIL})	
3. • Aircraft Identification is correct	
4. $ullet$ 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. $ullet$ The flight plan was submitted before departure	
9. • insert {Item 13 B} - {the estimated off-block time}	
10. • Route is correct	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
12. • Other Information is correct	
13. • Supplementary Information is correct	

--Test Frame 1.14:

ROIDs: I13	
Stimuli	Response
 NOT The flight plan is received from an aircraft in flight 	1. report error
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. \bullet The flight plan was submitted before departure	
<pre>10. • insert {Item 13 B} - {the estimated off-block time}</pre>	
11. • Route is correct	
12. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
13. • Other Information is correct	
14. \bullet Supplementary Information is correct	

--Test Frame 1.15:

Stim	2 Frame 1.1: 11 i	Response
1.	NOT Supplementary Information is correct	1. report
2.	• Aircraft Identification is correct	error
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.	ullet The flight is along a designated ATS route	
12.	\bullet 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} 	

Test	Frame	1	.2:
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Stimu	Frame 1.2: li	Response
1.	NOT Other Information is correct	1. report
2.	• Aircraft Identification is correct	error
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} 	

Test Frame 1.3:				
Stim	uli	Response		
1.	NOT Destination Aerodrome and Total Estimated Elapsed Time is correct	1. report error		
2.	• Aircraft Identification is correct			
з.	• 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} 			

--Test Frame 1.3:

Test	Frame	1.4:
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Test	Frame 1.4:	
Stimu	li	Response
1.	NOT Departure Aerodrome and time are correct	1. report
2.	• Aircraft Identification is correct	error
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}	
	• 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} 	

Test	Frame	1.	5:
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Test Frame 1.5: Stimuli Response					
	NOT Equipment is correct	Response 1. report			
		error			
	• Aircraft Identification is correct				
	• 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} 				

Test Frame 1.6:	1 -
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. $ullet$ Departure Aerodrome and time are correct	
6. • Mach number is prescribed by the appropriate ATS authority	
 finsert {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}	
 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}	

Test	Frame	1.	7:	
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	Frame 1.7:	
Stimu	li	Response
	NOT FlightRules and Type of Flight is correct	1. report error
	• Aircraft Identification is correct	61101
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} 	

Test	Frame	1.8:	
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Test	Frame 1.8:	
Stimu	li	Response
1.	NOT Aircraft Identification is correct	1. report
2.	• FlightRules and Type of Flight is correct	error
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}	
	• 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} 	

Test	Frame	1.9:	
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	Frame 1.9:	
ROIDs		-
Stimu		Response
	NOT The flight is along a designated ATS route	1. report error
	{point} is listed in Item 15 C	01101
3.	NOT (A significant point code designator has been assigned to $\{{\tt point}\}$)	
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})	

--Test Frame 1.9: (continued)

ROIDs: I15C	
Stimuli	Response
13. • Aircraft Identification is correct	
14. $ullet$ FlightRules and Type of Flight is correct	
15. $ullet$ Number and Type of Aircraft and Wake	
Turbulence Category is correct	
16. • Equipment is correct	
17. \bullet 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}	
<pre>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} }</pre>	

--Test Frame 1.9: (continued)

ROIDs	s: I15C	
Stim		Response
	• 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 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.	<pre>• 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})</pre>	

--Test Frame 1.9: (continued)

ROIDs: I15C	
Stimuli	Response
35. • forall point. forall point and {point B} are successive p {Item 15 C} - { {point} follow B} } OR {point} is defined by co-ordinates}	points) OR insert wed by {point
36. • forall point. NOT (A change is planned at {point}) OR NOT listed in Item 15 C) OR NOT IN letters VFR are associated with	F ({point} is FR to VFR OR the
37. • forall point. NOT ({point 15 C) OR an oblique stroke and speed and the cruising level a {point} OR NOT (A change of {s more} is planned at {point})	l both the cruising is associated with
38. • forall point. forall point and {point B} are successive p {Item 15 C} - { {point} follow } OR {point B} is defined by { co-ordinates}	points) OR insert wed by {point B}
39. • forall point. forall point and {point B} are successive p is defined by {bearing and dis {Item 15 C} - { {point} follow	points) OR {point} stance} OR insert
<pre>40. • forall point. forall point and {point B} are successive p B} is defined by {bearing and insert {Item 15 C} - { {point} {point B} }</pre>	points) OR {point distance} OR

Test Frame 1.10: ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
<pre>2. NOT (A change of {flight rules} is planned at {point})</pre>	error
3. NOT (A change of $\{level\}$ is planned at $\{point\}$)	
4. NOT (A change of $\{ ext{speed}\}$ is planned at $\{ ext{point}\}$)	
NOT ATS flight track points are required by the appropriate ATS authority	
6. insert {Item 15 C} - { {point} details}	
7. NOT (A change of $\{\texttt{track}\}$ is planned at $\{\texttt{point}\}$)	
8. • Aircraft Identification is correct	
9. • FlightRules and Type of Flight is correct	
 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. Itsent {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	

--Test Frame 1.10:

--Test Frame 1.10: (continued)

	Response
	nesponse
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 longitude in degrees followed by {E} is associated with {point} OR 2 figures describing longitude in degrees followed by {E} is associated with {point} OR 2 figures describing longitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 4 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point} OR 4 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 {E} is associated with {point} OR 4 figures describing latitude 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 {W} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by	

--Test Frame 1.10: (continued)

ROIDs: I15C		
Stim		Response
	• 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 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})		

	Frame 1.11:	
ROIDs		-
Stimu	lli	Response
1.	The flight is along a designated ATS route	1. report
2.	A change of {ATS route other than same direction lower/upper} is planned at {point}	error
3.	<pre>{next {point} } is defined by geological co-ordinates</pre>	
4.	$\{\texttt{point}\}$ 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} 	

--Test Frame 1.11:

Test Frame 1.12: ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
ATS flight track points are required by the appropriate ATS authority	error
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	

--Test Frame 1.12:

--Test Frame 1.12: (continued)

StimuliResponse20. • 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 {W} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {W} followed by {W} followed by 3 figures describing longitude in degrees and tens of units of minutes followed by {W} 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 {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {B} is associated with {point} OR 4 figures describing longitude in degrees and tens of units of minutes followed by {W} 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 longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and	ROIDs: I15C	
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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		
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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		
$\{N\}$ 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		
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		
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		
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		
degrees magnetic followed by the distance from the aid in 3 figures expressing nautical miles	character identification of the navigation aid	
the aid in 3 figures expressing nautical miles	followed by the 3 figure bearing from the aid in	
	degrees magnetic followed by the distance from	
is associated with {point}	is associated with {point}	

--Test Frame 1.12: (continued)

Test Frame 1.12: (continued)		
ROID		
Stim	11 1	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}	
	• 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} } 	

ROID: Stimu		Response
	NOT Flight is uncontrolled VFR	1. report
	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} })	I. report error
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}	

--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}	
 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	Rosponso
1. NOT The flight is along a designated ATS route	Response
<i>.</i>	1. report error
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	

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--Test Frame 1.14: (continued)

Stimuli Respon 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 latitude 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 longitude in degrees followed by {W} is associated with {point} OR 2 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing longitude in degrees followed by {W} is associated with {point} OR 4 figures describing longitude 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 longitude in degrees and tens of units of minutes followed by {W} {S} followed by {S} followed by {S} follow	ROIDs: I15C	
 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 longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing latitude in degrees followed by {E} is associated with {point} OR 4 figures describing longitude 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 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 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 {N} followed by 5 figures describing longitude in degrees and tens of unit		Begnonge
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 longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 4 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 {W} 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 {W} is associated with {point} OR 4 figures describing latitude 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 {W} {N} followed by 5 figures describing longit		nesponse
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 {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 4 figures describing longitude 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 {W} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {W} followed by {F} is associated with {point} OR 4 figures describing latitude 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 {E} is associated with {point} OR 4 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 {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {E} is a	19. • Other Information is correct	
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 {W} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 4 figures describing longitude 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 {S} followed by 5 figures describing longitude 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 {W} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing latitude 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 {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} 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 be	20. • Supplementary Information is correct	
address magnesses relieved by sine arbutanes from	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 longitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 2 figures describing longitude in degrees followed by {N} followed by 3 figures describing longitude 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 {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude 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 longitude in degrees and tens of units of minutes followed by {W} is associated with {point} OR 4 figures describing longitude 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 {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing latitude in degrees and tens of units of minutes fol	
the aid in 3 figures expressing nautical miles		
is associated with {point}	is associated with {point}	

--Test Frame 1.14: (continued)

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.	<pre>• 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})</pre>	

--Test Frame 1.14: (continued)

ROIDs	s: I15C	
Stimu	ıli	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: s: I15C	
Stim		Response
1.	The flight is along a designated ATS route	1. report
2.	A change of {speed} is planned at {point}	error
З.	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	
	 Departure Aerodrome and time are correct 	
	 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} 	
	• 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} 	

--Test Frame 1.15:

Test Frame 1.16:	
ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
2. A change of $\{flight rules\}$ is planned at $\{point\}$	error
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. \bullet FlightRules and Type of Flight is correct	
9. • Number and Type of Aircraft and Wake Turbulence Category is correct	
10. • Equipment is correct	
11. $ullet$ 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	

--Test Frame 1.16:

--Test Frame 1.16: (continued)

--Test Frame 1.16: (continued)

(Frame 1.16: (continued)	
ROIDs		
Stimu	lli	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} OR the code designator assigned to the standard {departure} route is associated with {point}	
	• 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)

	Frame 1.16: (continued)			
ROIDs: I15C Stimuli Response				
	 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}) 	Response		
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} } 			

	Frame 1.17:	
ROIDs		
Stimu	li	Response
1.	NOT Mach number is prescribed by the appropriate ATS authority	1. report error
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}	

--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 Fr	ame 1.18:	
ROIDs:	I15C	
Stimuli		Response
1. The	e flight is along a designated ATS route	1. report
	<pre>I (The departure aerodrome is {connected to} e ATS route)</pre>	error
	I (The departure aerodrome is {located on} the S route)	
fo: rou	I (insert {Item 15 C} - {the letters DCT llowed by the point of joining the first ATS ute followed by the designator of the ATS ute})	
5. • <i>I</i>	Aircraft Identification is correct	
6. • H	FlightRules and Type of Flight is correct	
	Number and Type of Aircraft and Wake rbulence Category is correct	
8. • H	Equipment is correct	
9. • I	Departure Aerodrome and time are correct	
	Mach number is prescribed by the appropriate S authority	
the fl:	insert {Item 15 A} - {the true airspeed for e first or the whole cruising portion of the ight expressed as {M followed by 3 digits of ch hundredths} }	
12. • H	Flight is uncontrolled VFR	
13. • :	insert {Item 15 B} - {VFR}	
14. • I	Destination Aerodrome and Total Estimated apsed Time is correct	
15. • (Dther Information is correct	
16. • S	Supplementary Information is correct	
17. • f otl pl: is {pc OR	forall point. NOT (A change of {ATS route her than same direction lower/upper} is anned at {point}) OR NOT ({next {point} } defined by geological co-ordinates) OR NOT (pint} is defined by geological co-ordinates) insert {Item 15 C} - { {point} followed by e designator of the next ATS route segment}	
pl; {ne roi co-	forall point. NOT (A change of {speed} is anned at {point}) OR NOT (The flight to the ext {point} } will be outside a designated ute) OR {point} is defined by geological -ordinates OR insert {Item 15 C} - { {point} llowed by DCT}	

--Test Frame 1.18:

--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}		

ROIDs: I15C Stimuli Response 1. NOT The flight is along a designated ATS route 1. report 2. {point} is listed in Item 15 C 1. report 3. A change of {level - climb} is planned at {point} 1. 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. 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. report 11. report	Test	Frame 1.19:	
 NOT The flight is along a designated ATS route {point} is listed in Item 15 C A change of {level - climb} is planned at {point} 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}) 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}) A ricraft Identification is correct FlightRules and Type of Flight is correct Number and Type of Aircraft and Wake Turbulence Category is correct Equipment is correct Departure Aerodrome and time are correct 			
 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. A 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 	Stimu	111	Response
 2. {point} is fisted in item is 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. A 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 	1.	NOT The flight is along a designated ATS route	_
 {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 	2.	{point} is listed in Item 15 C	error
 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 	3.		
 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 	4.	be maintained during cruise climb followed by {the level above which cruise climb is planned	
 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 	5.	to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with	
 8. Number and Type of Aircraft and Wake Turbulence Category is correct 9. Equipment is correct 10. Departure Aerodrome and time are correct 	6.	• Aircraft Identification is correct	
Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct	7.	• FlightRules and Type of Flight is correct	
10. • Departure Aerodrome and time are correct	8.		
	9.	• Equipment is correct	
11. $ullet$ Mach number is prescribed by the appropriate	10.	• Departure Aerodrome and time are correct	
ATS authority	11.		
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} }	12.	the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of	
13. • Flight is uncontrolled VFR	13.	• Flight is uncontrolled VFR	
14. • insert {Item 15 B} - {VFR}	14.	• insert {Item 15 B} - {VFR}	
15. • ATS flight track points are required by the appropriate ATS authority	15.	5 I I I	
16. • Use ATS style track points	16.	• Use ATS style track points	
17. • Destination Aerodrome and Total Estimated Elapsed Time is correct	17.		
18. • Other Information is correct	18.	• Other Information is correct	
19. • Supplementary Information is correct	19.	• Supplementary Information is correct	

--Test Frame 1.19: (continued)

Stimuli F	D
	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 longitude in degrees followed by {E} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing latitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {W} followed by 3 figures describing latitude in degrees followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {S} followed by {W} is associated with {point} OR 4 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude	Response

--Test Frame 1.19: (continued)

	Frame 1.19: (continued)	
ROID		
Stim	ıli	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.	<pre>• 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})</pre>	
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	1. report
 NOT ATS flight track points are required by the appropriate ATS authority 	error
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 $\{\texttt{track}\}$ is planned at $\{\texttt{point}\}$	
6. • Aircraft Identification is correct	
7. • FlightRules and Type of Flight is correct	
 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	

--Test Frame 1.20:

--Test Frame 1.20: (continued)

ROIDs: I15C		
Stimuli	Response	
<pre>Stimuli 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 {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 {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 4 figures describing longitude 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 longitude 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} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {P} is associated with {point} OR 4 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 {W} 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 longitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing longitude in degrees</pre>	Response	

--Test Frame 1.20: (continued)

	Frame 1.20: (continued)	ı
ROIDs		
Stimu	ıli	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} OR the code 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} 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
15 C) OF speed ar {point}	l point. NOT ({point} is listed in Item & an oblique stroke and both the cruising nd the cruising level is associated with OR NOT (A change of {speed - 0.01 Mach } is planned at {point})	
{ {point {next {p apart) (l point. NOT (insert {Item 15 C} - b} details}) OR NOT ({point} and boint} } are normally more than {370km} DR NOT ({point} and {next {point} } are y more than {30 minutes flying time}	
is planı listed i	l point. NOT (A change of {flight rules} ned at {point}) OR NOT ({point} is in Item 15 C) OR NOT IFR to VFR OR the VFR are associated with {point}	
15 C) OF speed ar {point}	l point. NOT ({point} is listed in Item & an oblique stroke and both the cruising nd the cruising level is associated with OR NOT (A change of {speed - 5pc TAS or s planned at {point})	
details] normall	L point. insert {Item 15 C} - { {point} } OR {point} and {next {point} } are y more than {370km} apart OR NOT (A of {track} is planned at {point})	

Test Frame 1.21:	
ROIDs: I15B Stimuli	Response
1. Flight is uncontrolled VFR	1. report
2. NOT (insert {Item 15 B} - {VFR})	error
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	
 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. \bullet The flight is along a designated ATS route	
11. • The departure aerodrome is {connected to} the ATS route	
<pre>12. • insert {Item 15 C} - {the designator of the first ATS route}</pre>	
13. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
14. • Other Information is correct	
15. • Supplementary Information is correct	
<pre>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}</pre>	
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}	

r	Frame 1.22:	
ROID		D
Stim		Response
1.	Mach number is prescribed by the appropriate ATS authority	 report error
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} 	

--Test Frame 1.22:

Test Frame 1.23:	
ROIDs: I15C	n
Stimuli	Response
1. The flight is along a designated ATS route	1. report error
 The departure aerodrome is {connected to} the ATS route 	61101
<pre>3. NOT (insert {Item 15 C} - {the designator of the first ATS route})</pre>	
4. • Aircraft Identification is correct	
5. $ullet$ FlightRules and Type of Flight is correct	
6. • Number and Type of Aircraft and Wake Turbulence Category is correct	
7. • Equipment is correct	
8. $ullet$ 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}	

--Test Frame 1.23:

ROIDs: 115C Stimuli Response 1. NOT The flight is along a designated ATS route 1. report 2. {point} is listed in Item 15 C 3. A significant point code designator has been assigned to {point} 1. report 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. 11. einsert {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. 15. Use ATS style track points 16. Destination Aerodrome and Total Estimated Elapsed Time is correct	Test Frame 1.24:	
 NOT The flight is along a designated ATS route {point} is listed in Item 15 C A significant point code designator has been assigned to {point} NOT (the 2 to 5 characters of the assigned coded designator is associated with {point}) Aircraft Identification is correct FlightRules and Type of Flight is correct FlightRules and Type of Aircraft and Wake Turbulence Category is correct Equipment is correct Mach number is prescribed by the appropriate ATS authority 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} } Flight is uncontrolled VFR insert {Item 15 B} - {VFR} Ouse ATS style track points Destination Aerodrome and Total Estimated Elapsed Time is correct 		
 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 	Stimuli	Response
 (point) is listed in item is C A significant point code designator has been assigned to {point} NOT (the 2 to 5 characters of the assigned coded designator is associated with {point}) • Aircraft Identification is correct • FlightRules and Type of Flight is correct • FlightRules and Type of Aircraft and Wake Turbulence Category is correct • Equipment is correct • Departure Aerodrome and time are correct • Mach number is prescribed by the appropriate ATS authority • 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} } • Flight is uncontrolled VFR • insert {Item 15 B} - {VFR} • Mars style track points • Destination Aerodrome and Total Estimated Elapsed Time is correct 	1. NOT The flight is along a designated ATS route	-
 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 	2. {point} is listed in Item 15 C	error
 designator is associated with {point}) 5. • Aircraft Identification is correct 6. • FlightBules 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 		
 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 		
 Number and Type of Aircraft and Wake Turbulence Category is correct Equipment is correct Departure Aerodrome and time are correct Mach number is prescribed by the appropriate ATS authority 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} } Flight is uncontrolled VFR insert {Item 15 B} - {VFR} ATS flight track points are required by the appropriate ATS authority Use ATS style track points Destination Aerodrome and Total Estimated Elapsed Time is correct 	5. • Aircraft Identification is correct	
 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 	6. • FlightRules and Type of Flight 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 		
 10. Mach number is prescribed by the appropriate ATS authority 11. Mach number 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. Mach first are required by the appropriate ATS authority 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 	8. • Equipment is correct	
 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 	9. • Departure Aerodrome and time are correct	
 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 		
 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 	the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of	
 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 	12. • Flight is uncontrolled VFR	
appropriate ATS authority 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct	13. • insert {Item 15 B} - {VFR}	
16. • Destination Aerodrome and Total Estimated Elapsed Time is correct		
Elapsed Time is correct	15. • Use ATS style track points	
17. • Other Information is correct		
	17. • Other Information is correct	
18. • Supplementary Information is correct	18. • Supplementary Information is correct	

--Test Frame 1.24:

--Test Frame 1.24: (continued)

ROIDs: I15C		
Stimuli	Response	
<pre>Stimuli 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 {E} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {N} followed by 3 figures describing latitude in degrees followed by {N} followed by 3 figures describing latitude in degrees followed by {N} followed by 3 figures describing latitude in degrees followed by {N} followed by followed by followed by {E} is associated with {point} OR 4 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point} OR 4 figures describing longitude in degrees and tens of units of minutes followed by {E} is associated with {point} OR 4 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W}</pre>	Response	

--Test Frame 1.24: (continued)

	Frame 1.24: (continued)	
ROIDs		D
Stimu		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} OR the code 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)

lest Frame 1.24: (continued) ROIDs: I15C		
Stimuli Response		
	 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}) 	Response
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} } 	

	Frame 1.25:	
ROIDs		Pogpongo
Stimu 1	The flight is along a designated ATS route	Response
	A change of {level} is planned at {point}	1. report error
	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	
	• 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} 	

--Test Frame 1.25:

Test Frame 1.26: ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
2. {point} is listed in Item 15 C	error
 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	
 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	
 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	

--Test Frame 1.26: (continued)

--Test Frame 1.26: (continued)

lest Frame 1.25: (continued)			
ROIDs: I15C			
Stimu		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} OR the code 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		
Stim		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	1. report
NOT ATS flight track points are required by the appropriate ATS authority	error
3. insert {Item 15 C} - { {point} details}	
<pre>4. {point} and {next {point} } are normally more than {370km} apart</pre>	
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	
 Number and Type of Aircraft and Wake Turbulence Category is correct 	
9. • Equipment is correct	
10. • Departure Aerodrome and time are correct	
 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	

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--Test Frame 1.27: (continued)

--Test Frame 1.27: (continued)

ROIDs: I15C			
Stim	ıli	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} OR the code 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	1. report		
ATS flight track points are required by the appropriate ATS authority	error		
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}			
<pre>6. {point} is defined by {goegraphical co-ordinates}</pre>			
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			

--Test Frame 1.28:

--Test Frame 1.28: (continued)

--Test Frame 1.28: (continued)

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)

Test Frame 1.28: (continued) ROIDs: I15C			
	Stimuli Response		
	 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} 	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} - { {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} } 		

ROIDs: I15C Stimuli Response 1. NOT The flight is along a designated ATS route 1. report 2. ATS flight track points are required by the appropriate ATS authority 1. report 3. {point} and {point B} are successive points 1. 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	Test Frame 1.29:	
 NOT The flight is along a designated ATS route NOT The flight is along a designated ATS route ATS flight track points are required by the appropriate ATS authority {point} and {point B} are successive points NOT (insert {Item 15 C} - { {point} followed by {point B} }) NOT ({point} is defined by {goegraphical co-ordinates}) Aircraft Identification is correct FlightRules and Type of Flight is correct Number and Type of Aircraft and Wake Turbulence Category is correct Equipment is correct Departure Aerodrome and time are correct 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} Flight is uncontrolled VFR Insert {Item 15 B} - {VFR} Use ATS style track points Obestination Aerodrome and Total Estimated Elapsed Time is correct 		
 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 	Stimuli	Response
 Als flight track points are required by the appropriate ATS authority {point} and {point B} are successive points NOT (insert {Item 15 C} - { {point} followed by {point B} }) NOT ({point} is defined by {goegraphical co-ordinates}) Aircraft Identification is correct FlightRules and Type of Flight is correct Number and Type of Aircraft and Wake Turbulence Category is correct Equipment is correct Departure Aerodrome and time are correct 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} } Flight is uncontrolled VFR Insert {Item 15 B} - {VFR} Use ATS style track points Destination Aerodrome and Total Estimated Elapsed Time is correct 	1. NOT The flight is along a designated ATS route	1. report
 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 	· · · ·	error
 {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 	3. $\{point\}$ and $\{point B\}$ are successive points	
 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 		
 FlightRules and Type of Flight is correct Number and Type of Aircraft and Wake Turbulence Category is correct Equipment is correct Departure Aerodrome and time are correct Mach number is prescribed by the appropriate ATS authority 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} } Flight is uncontrolled VFR insert {Item 15 B} - {VFR} Destination Aerodrome and Total Estimated Elapsed Time 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 	6. • Aircraft Identification is correct	
 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 	7. • FlightRules and Type of Flight 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 		
 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 	9. • Equipment is correct	
 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 	10. • Departure Aerodrome and time are correct	
<pre>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</pre>		
 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 	the first or the whole cruising portion of the flight expressed as $\{M \text{ followed by 3 digits of } \}$	
 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 	13. • Flight is uncontrolled VFR	
 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 	14. • insert {Item 15 B} - {VFR}	
Elapsed Time is correct 17. • Other Information is correct	15. • Use ATS style track points	
18. • Supplementary Information is correct	17. • Other Information is correct	
	18. • Supplementary Information is correct	

--Test Frame 1.29:

--Test Frame 1.29: (continued)

--Test Frame 1.29: (continued)

Test Frame 1.29: (continued)			
ROIDs: I15C			
Stim	ıli	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		
Stim		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	1. report
2. A change of $\{ \texttt{flight rules} \}$ is planned at $\{ \texttt{point} \}$	error
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	
 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	

--Test Frame 1.30:

--Test Frame 1.30: (continued)

--Test Frame 1.30: (continued)

Test Frame 1.30: (continued)			
ROIDs: I15C			
Stim	ıli	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	1. report		
The departure aerodrome is {located on} the ATS route	error		
<pre>3. NOT (insert {Item 15 C} - {the designator of the first ATS route})</pre>			
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}			

--Test Frame 1.31:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
ATS flight track points are required by the appropriate ATS authority	error
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. \bullet Departure Aerodrome and time are correct	
9. • Mach number is prescribed by the appropriate ATS authority	
 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	

--Test Frame 1.32:

--Test Frame 1.32: (continued)

--Test Frame 1.32: (continued)

lest Frame 1.32: (continued)		
ROIDs: I15C		
Stimu	11 1	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} OR the code 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)

Test Frame 1.32: (continued)		
ROIDs: I15C		
Stim	11 i	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} } 	

ROIDs: I15C Stimuli Response 1. NOT The flight is along a designated ATS route 1. report 2. {point} is listed in Item 15 C 1. report 3. NOT (an oblique stroke and both the cruising speed and the cruising level is associated with {point}) 1. 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
 NOT The flight is along a designated ATS route {point} is listed in Item 15 C NOT (an oblique stroke and both the cruising speed and the cruising level is associated with {point}) A change of {speed - 5pc TAS or more} is planned at {point} A change of {speed - 5pc TAS or more} is planned at {point} A incraft Identification is correct FlightRules and Type of Flight is correct Number and Type of Aircraft and Wake Turbulence Category is correct Equipment is correct Departure Aerodrome and time are correct Mach number is prescribed by the appropriate ATS authority 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} }
<pre>error 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} }</pre>
 2. {point} is fisted in item is 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} }
<pre>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} }</pre>
 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} }
 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} }
 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} }
 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} }
 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} }
 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} }
<pre>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} }</pre>
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

--Test Frame 1.33:

--Test Frame 1.33: (continued)

ROIDs: I15C	
Stimuli	Response
<pre>Stimuli 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 {E} is associated with {point} OR 2 figures describing latitude in degrees followed by {F} is associated with {point} OR 2 figures describing latitude in degrees followed by {F} is associated with {point} on 2 figures describing longitude in degrees followed by {F} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {W} is associated with {point} OR 4 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point} OR 4 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 {W} is associated with {point} OR 4 figures describing latitude 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 {W} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing latitude 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 {F} is associated with {point} OR 4 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 {W} followed b</pre>	Response

--Test Frame 1.33: (continued)

	Frame 1.33: (continued)	
ROIDs		D
Stimu		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} OR the code 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	s: I15C]
Stimu	ıli	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.	<pre>• 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})</pre>	
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:	
ROID	s: I15C	
Stim	ıli	Response
1.	The flight is along a designated ATS route	1. report
2.	A change of {ATS route other than same direction lower/upper} is planned at {point}	error
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}	

Test Frame 1.35:	
ROIDs: I15C	-
Stimuli	Response
1. NOT The flight is along a designated ATS route	1. report
ATS flight track points are required by the appropriate ATS authority	error
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	
 Number and Type of Aircraft and Wake Turbulence Category is correct 	
9. • Equipment is correct	
10. $ullet$ 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	

--Test Frame 1.35:

--Test Frame 1.35: (continued)

ROIDs: I15C	
Stimuli	Response
<pre>Stimuli 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 {E} is associated with {point} OR 2 figures describing latitude in degrees followed by {E} is associated with {point} OR 2 figures describing latitude in degrees followed by {E} is associated with {point} OR 4 figures describing longitude 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 {W} followed by 5 figures describing longitude 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 4 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 {E} is associated with {point} OR 4 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 {W} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing latitude in degrees and tens of units of minutes followed by {W} followed by 5 figures describing latitude in degrees and tens of uni</pre>	Response

--Test Frame 1.35: (continued)

	Frame 1.35: (continued)	
ROID		_
Stim	111	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)

ROID	s: I15C	
Stim		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	1. report
ATS flight track points are required by the appropriate ATS authority	error
3. {point} and {point B} are successive points	
<pre>4. NOT ({point} is defined by {bearing and distance})</pre>	
5. NOT (insert {Item 15 C} - { {point} followed by {point B} })	
6. • Aircraft Identification is correct	
7. • FlightRules and Type of Flight is correct	
 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	

--Test Frame 1.36:

--Test Frame 1.36: (continued)

	Response
	1
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 {W} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {W} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 4 figures describing longitude 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 {S} followed by 5 figures describing latitude 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 {W} followed by 5 figures describing latitude 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 {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	

--Test Frame 1.36: (continued)

	Frame 1.36: (continued)	
ROIDs	s: I15C	
Stimu	ıli	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} OR the code 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)

Test Frame 1.36: (continued)		
ROIDs: I15C Stimuli Response		
<pre>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}</pre>	Response	
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})		
<pre>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})</pre>		
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	1. report
ATS flight track points are required by the appropriate ATS authority	error
3. {point} and {point B} are successive points	
<pre>4. NOT ({point B} is defined by {bearing and distance})</pre>	
5. NOT (insert {Item 15 C} - { {point} followed by {point B} })	
6. • Aircraft Identification is correct	
7. \bullet FlightRules and Type of Flight is correct	
 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	

--Test Frame 1.37:

--Test Frame 1.37: (continued)

--Test Frame 1.37: (continued)

	Frame 1.37: (continued)	
ROIDs		D
Stimu		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} OR the code 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)

ROID	s: I15C	
Stim	ıli	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}	1. report error
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} } 	

Test Frame 1.38: ROIDs: I15C	
ROIDs: I15C Stimuli	Response
 NOT The flight is along a designated ATS route NOT ATS flight track points are required by the appropriate ATS authority 	1. report error
 NOT (insert {Item 15 C} - { {point} details}) NOT ({point} and {next {point} } are normally more than {370km} apart) A change of {track} is planned at {point} A ircraft Identification is correct FlightRules and Type of Flight is correct 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 	

--Test Frame 1.38:

--Test Frame 1.38: (continued)

--Test Frame 1.38: (continued)

	Frame 1.38: (continued)	
ROID		_
Stim	11 i	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} OR the code 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}	
	 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} 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		
Stimu	ıli	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
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Test Frame 1.1:	
Stimuli	Response
1. NOT Supplementary Information is correct	1. report
2. • Aircraft Identification is correct	error
3. \bullet FlightRules and Type of Flight is correct	
 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}	
 Location indicator has been assigned to the alternate aerodrome 	
11. • Other Information is correct	
Test Frame 1.2:	
Stimuli	Response
1. NOT Other Information is correct	1. report
2. • Aircraft Identification is correct	error
3. • FlightRules and Type of Flight is correct	
4. • Number and Type of Aircraft and Wake Turbulence Category is correct	

6. • Departure Aerodrome and time are correct

5. • Equipment is correct

- 7. Route is correct
- 8. \bullet 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}
- Location indicator has been assigned to the alternate aerodrome
- 11. Supplementary Information is correct

Test l	Frame	1.3:	
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Stimuli	Response
1. NOT Route is correct	1. report
2. • Aircraft Identification is correct	error
3. \bullet 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. \bullet 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}	
 Location indicator has been assigned to the alternate aerodrome 	
10. • Other Information is correct	
11. \bullet Supplementary Information is correct	

--Test Frame 1.4:

Stimuli	Response
1. NOT Departure Aerodrome and time are correct	1. report
2. • Aircraft Identification is correct	error
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}	
 Location indicator has been assigned to the alternate aerodrome 	
10. • Other Information is correct	
11. • Supplementary Information is correct	

Test	Frame	1.5:
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Stimuli	Response
1. NOT Equipment is correct	1. report
2. • Aircraft Identification is correct	error
3. \bullet FlightRules and Type of Flight is correct	
 Number and Type of Aircraft and Wake Turbulence Category is correct 	
5. \bullet Departure Aerodrome and time are correct	
6. • Route is correct	
7. $ullet$ 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}	
 Location indicator has been assigned to the alternate aerodrome 	
10. • Other Information is correct	
11. • Supplementary Information is correct	

--Test Frame 1.6:

Stimuli	Response
 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. • 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}	
 Location indicator has been assigned to the alternate aerodrome 	
10. • Other Information is correct	
11. • Supplementary Information is correct	

lest Frame 1.7:	
Stimuli	Response
1. NOT FlightRules and Type of Flight is correct	1. report
2. • Aircraft Identification is correct	error
3. • Number and Type of Aircraft and Wake Turbulence Category is correct	
4. • Equipment is correct	
5. $ullet$ 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}	
 Location indicator has been assigned to the alternate aerodrome 	
10. • Other Information is correct	
11. • Supplementary Information is correct	

--Test Frame 1.7:

--Test Frame 1.8:

Stimuli	Response
1. NOT Aircraft Identification is correct	1. report
2. • FlightRules and Type of Flight is correct	error
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}	
 Location indicator has been assigned to the alternate aerodrome 	
10. • Other Information is correct	
11. • Supplementary Information is correct	

Test Frame 1.9:	
ROIDs: I16-1	
Stimuli	Response
1. Location indicator has been assigned	1. report
 NOT (insert {Item 16 Dest} - {the ICAO four letter location indicator of the destination aerodrome followed by the total estimated elapsed time}) 	error
3. • Aircraft Identification is correct	
4. • FlightRules and Type of Flight is correct	
 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	
 Location indicator has been assigned to the alternate aerodrome 	
10. • Other Information is correct	
11. • Supplementary Information is correct	

--Test Frame 1.9:

Test	Frame	1.	. 10 :	:
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ROIDs: I16-2	
Stimuli	Response
 NOT Location indicator has been assigned to the alternate aerodrome 	1. report error
 NOT (insert {Item 18} - {ALTN/ the name of the alternate aerodrome}) 	
3. • Aircraft Identification is correct	
4. \bullet FlightRules and Type of Flight is correct	
5. • Number and Type of Aircraft and Wake Turbulence Category is correct	
6. • Equipment is correct	
7. $ullet$ Departure Aerodrome and time are correct	
8. • Route is correct	
9. $ullet$ 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. ullet Supplementary Information is correct	

Test Flame 1.11.	
ROIDs: I16-1	
Stimuli	Response
1. NOT Location indicator has been assigned	1. report
 NOT (insert {Item 18} - {DEST/ the name of the aerodrome}) 	error
3. • Aircraft Identification is correct	
4. \bullet FlightRules and Type of Flight is correct	
5. • Number and Type of Aircraft and Wake Turbulence Category is correct	
6. • Equipment is correct	
7. $ullet$ Departure Aerodrome and time are correct	
8. • Route is correct	
9. • insert {Item 16 Dest} - {ZZZZ followed by the total estimated elapsed time}	
 Location indicator has been assigned to the alternate aerodrome 	
11. • Other Information is correct	
12. • Supplementary Information is correct	

--Test Frame 1.11:

--Test Frame 1.12:

ROIDs: I16-2	
Stimuli	Response
 NOT Location indicator has been assigned to the alternate aerodrome 	1. report error
2. NOT (insert {Item 16 Alt} - { $ZZZZ$ })	
3. • Aircraft Identification is correct	
4. \bullet 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. \bullet 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	

lest Frame 1.13:	
ROIDs: I16-1	
Stimuli	Response
1. NOT Location indicator has been assigned	1. report
 NOT (insert {Item 16 Dest} - {ZZZZ followed by the total estimated elapsed time}) 	error
3. • Aircraft Identification is correct	
4. \bullet FlightRules and Type of Flight is correct	
5. • Number and Type of Aircraft and Wake Turbulence Category is correct	
6. • Equipment is correct	
7. $ullet$ Departure Aerodrome and time are correct	
8. • Route is correct	
9. • insert {Item 18} - {DEST/ the name of the aerodrome}	
 Location indicator has been assigned to the alternate aerodrome 	
11. • Other Information is correct	
12. • Supplementary Information is correct	

--Test Frame 1.13:

Test	Test Frame 1.1:			
Stim	ıli	Response		
1.	NOT Supplementary Information is correct	1. report		
2.	• Aircraft Identification is correct	error		
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} }			

Test	Frame 1.2:	
Stimu	li	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.	• 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} }	

Test	Frame	1	.3:	
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Test	Frame 1.3:	
Stimu	li	Response
1.	NOT Route is correct	1. report
	• Aircraft Identification is correct	error
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.	ullet 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} } 	

Test	Frame	1	.4	:
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Test	Frame 1.4:	-
Stimu	ıli	Response
1.	NOT Departure Aerodrome and time are correct	1. report
2.	• Aircraft Identification is correct	error
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} } 	

Test Frame 1.5:				
Stimu		Response		
	NOT Equipment is correct	1. report error		
2.	• Aircraft Identification is correct	61101		
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.	ullet 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} } 			

Test Frame 1.6:		
Stim	ıli	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.	ullet 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} }	

Test Frame	1.7:
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lest Stimu	Response	
	NOT FlightRules and Type of Flight is correct	1. report
	• Aircraft Identification is correct	error
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.	ullet 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} } 	

Test	Frame	1.8:
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	Frame 1.8:	
Stimu	li	Response
1.	NOT Aircraft Identification is correct	1. report
2.	• FlightRules and Type of Flight is correct	error
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} } 	

Test Frame 1.9:	
ROIDs: I18-9	-
Stimuli	Response
1. Any other plain lanugage remarks are necessary	1. report
<pre>2. NOT (insert {Item 18} - {RMK/any other remarks})</pre>	error
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. $ullet$ Departure Aerodrome and time are correct	
8. • Route is correct	
 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} }	
<pre>18. • forall point. NOT ({point} is a {FIR boundary} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} }</pre>	
19. • forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	
<pre>20. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} }</pre>	
21. • forall point. NOT ({point} is a {significant point} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} }	

-Test Frame 1.9:

ROID	s: I18-8	
Stim	ıli	Response
1.	{aerodrome} is an en-route alternate aerodrome	1. repor
2.	NOT (insert {Item 18} - {RALT/ {aerodrome} })	error
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} } 	

Test Frame 1.11:			
ROIDs			
Stimu	li	Response	
1.	Aircraft performance data is prescribed by the appropriate ATS authority	1. report error	
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} } 		

--Test Frame 1.11:

Test	Frame 1.12:	
ROIDs		
Stimu	li	Response
1.	There is a reason for special handling	1. report
2.	NOT (insert {Item 18} - {STS/reason for special handling})	error
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} } 	

--Test Frame 1.12:

Test	Frame 1.13:	
ROIDs		D
Stimu		Response
1.	NOT The name of the operator is obvious from the aircraft identification in Item 7	1. report error
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} } 	

--Test Frame 1 13.

	Frame 1.14:	
ROIDs		Pogpongo
Stimu 1	A SELCAL Code is prescribed by the appropriate	Response
1.	ATS authority	1. report error
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} } 	

--Test Frame 1.14:

Test	Frame 1.15:	
ROID		D
Stim		Response
1.	The registration markings of the aircraft are different from the aircraft identification in Item 7	1. report error
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} }	

(Frame 1.16:	
ROIDs		5
Stimu		Response
	The route is revised 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
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} } 	

--Test Frame 1.16:

Test Frame 1.17:	
ROIDs: I18-1	
Stimuli	Response
 {point'} is a {FIR boundary} prescribed {by the approapriate ATS authority} 	1. report error
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	
 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} }	

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	Frame 1.18:	
ROIDs Stimu		Response
	<pre>{point'} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}</pre>	1. report error
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} }	

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Test Frame 1.19:	
ROIDs: I18-1	- T
Stimuli	Response
 {point'} is a {significant point} prescribed {by the approapriate ATS authority} 	1. report error
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} }	

Test Frame 1.20:	
ROIDs: I18-1	Pagnanga
<pre>Stimuli 1. {point'} is a {significant point} prescribed {on the basis of regional air navigation agreements}</pre>	Response 1. report error
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	
 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} }	
 forall point. NOT ({point} is a {FIR boundary} prescribed {on the basis of regional air navigation agreements}) OR insert {Item 18} - {EET/ {point} } 	
<pre>21. • forall point. NOT ({point} is a {significant point} prescribed {by the approapriate ATS authority}) OR insert {Item 18} - {EET/ {point} }</pre>	

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Test	Frame 1.1:	
Stim		Response
1.	NOT Supplementary Information [Part 2] 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.	• 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}	

E.3.9 Supplementary Information

Test	Frame	1.2:
Stimu	li	

Stimuli	Response
1. NOT Other Information is correct	1. report
2. • Aircraft Identification is correct	error
3. • FlightRules and Type of Flight is correct	
 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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
9. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes}	
10. \bullet 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	Pogpongo
	Response
 NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 	1. report error
2. • Aircraft Identification is correct	
3. $ullet$ FlightRules and Type of Flight is correct	
 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. \bullet 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	1.4:	
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Stimuli		Respo	onse
1.	NOT Route is correct	1.	report
2.	• Aircraft Identification is correct		error
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		

Test	Frame	1.5:
Stimu	li	

-lest flame 1.5:	
Stimuli	Response
1. NOT Departure Aerodrome and time are correct	1. report
2. • Aircraft Identification is correct	error
3. $ullet$ 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	
 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. \bullet 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	1.6:
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Stimuli		Respo	onse
1.	NOT Equipment is correct	1.	report
2.	• Aircraft Identification is correct		error
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		

Test Frame 1.7: Stimuli	Response
1. NOT Number and Type of Aircraft and Wake	1. report
Turbulence Category is correct	error
 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	
 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. \bullet 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	1. report
2. • Aircraft Identification is correct	error
3. • Number and Type of Aircraft and Wake Turbulence Category is correct	
4. • Equipment is correct	
5. $ullet$ Departure Aerodrome and time are correct	
6. • Route is correct	
 Pestination 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. \bullet 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	

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Test	Frame	1.9:
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Stimuli	Response
1. NOT Aircraft Identification is correct	1. report
2. • FlightRules and Type of Flight is correct	error
 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	
 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. \bullet 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 1.10: ROIDs: I19P	
Stimuli	Response
 Number of persons is required by the ATS authority 	1. report error
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. \bullet Departure Aerodrome and time are correct	
9. • Route is correct	
 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	

--Test Frame 1.10:

Test Frame 1.11:	
ROIDs: I19ES3	- I -
Stimuli	Response
1. NOT (cross out {Item 19 R} - {V})	1. report
2. Life jackets are carried	error
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. $ullet$ 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	

--Test Frame 1.11:

Test Frame 1.12:	
ROIDs: I19ES2	
Stimuli	Response
1. NOT Jungle equipment is carried	1. report
2. NOT (cross out {Item 19 S} - {J})	error
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	

OIDs: I19ES2	Pogpongo
	Response
1. NOT Maritime equipment is carried	1. report error
2. NOT (cross out {Item 19 S} - {M})	01101
3. • Aircraft Identification is correct	
4. \bullet FlightRules and Type of Flight is correct	
 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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
10. • Other Information is correct	
<pre>11. • insert {Item 19 E} - {the four digit fuel endurance in hours and minutes}</pre>	
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	t

Test Frame 1.14:	
ROIDs: I19ES2	
Stimuli	Response
1. NOT Desert equipment is carried	1. report
2. NOT (cross out {Item 19 S} - {D})	error
3. • Aircraft Identification is correct	
4. $ullet$ 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. \bullet 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	

--Test Frame 1.14:

Test Frame 1.15:	
ROIDs: I19ES2	-
Stimuli	Response
1. NOT Polar equipment is carried	1. report
2. NOT (cross out {Item 19 S} - {P})	error
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. $ullet$ 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. ullet Supplementary Information [Part 2] is correct	

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ROIDs: I19ES1 Stimuli	Response
	_
1. NOT Emergency location beacon is available	1. report error
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. $ullet$ Departure Aerodrome and time are correct	
8. • Route is correct	
 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	at l

Test Frame 1.17:	
ROIDs: I19ES3	
Stimuli	Response
1. NOT (cross out {Item 19 J} - {L})	1. report error
2. NOT Life jackets are equipped with lights	01101
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	

Test Frame 1.18:	
ROIDs: I19ES3	
Stimuli	Response
1. NOT (cross out {Item 19 J} - {F_})	1. report
2. NOT Life jackets are equipped with fluorescein	error
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. $ullet$ Departure Aerodrome and time are correct	
8. • Route is correct	
 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. $ullet$ 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	

Test Frame 1.19:	
ROIDs: I19ES3	n
Stimuli	Response
1. cross out {Item 19 R} - {U}	1. report error
2. NOT (cross out {Item 19 J} - {U})	61101
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	

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Test Frame 1.20:	
ROIDs: I19ES3 Stimuli	Response
1. cross out {Item 19 R} - {V}	1. report
2. NOT (cross out {Item 19 J} - {V})	error
 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. ullet Supplementary Information [Part 2] is correct	

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ROIDs: I19ES1	I _
Stimuli	Response
1. NOT UHF on frequency 243.0 MHz is available	1. report
2. NOT (cross out {Item 19 R} - {U})	error
3. • Aircraft Identification is correct	
4. $ullet$ FlightRules and Type of Flight is correct	
 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	
 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. \bullet 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	5

ROIDs: I19P	
Stimuli	Response
 Number of persons is required by the ATS authority 	1. report error
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. ullet Supplementary Information [Part 2] is correct	

--Test Frame 1.22:

Test Frame 1.23:	
ROIDs: I19E	D
Stimuli	Response
 NOT (insert {Item 19 E} - {the four digit fuel endurance in hours and minutes}) 	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	
 Destination Aerodrome and Total Estimated Elapsed Time is correct 	
9. • Other Information is correct	
10. \bullet 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 1.23:

Test Frame 1.24:			
ROIDs			
Stimu		Response	
1.	NOT VHF on frequency 121.5 MHz is available	1. report	
2.	NOT (cross out {Item 19 R} - {V})	error	
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		

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OIDs: I19ES3 timuli	Pagnongo
	Response
1. NOT (cross out {Item 19 R} - {U})	1. report error
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. \bullet 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 corre-	ct

Test Frame 1.26:	
ROIDs: I19ES3	
Stimuli	Response
1. NOT Life jackets are carried	1. report error
2. NOT (cross out {Item 19 J} - {L})	61101
3. • Aircraft Identification is correct	
4. \bullet FlightRules and Type of Flight is correct	
 Number and Type of Aircraft and Wake Turbulence Category is correct 	
6. • Equipment is correct	
7. $ullet$ 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. $ullet$ 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	
20 Supprementary information [1010 2] 18 Collect	,

Test Frame 1.1:				
Stimuli	Response			
 NOT Supplementary Information [Part 1] 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				
 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}				

Test	Frame	1.2:
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Stimuli	Response
1. NOT Other Information is correct	1. report
2. • Aircraft Identification is correct	error
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. \bullet Departure Aerodrome and time are correct	
7. • Route is correct	
 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}	
<pre>12. • insert {Item 19 D} - {number of dinghies carried}</pre>	
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}	
<pre>18. • insert {Item 19 C} - {name of pilot in command}</pre>	

Test Frame 1.3:				
Stimuli	Response			
 NOT Destination Aerodrome and Total Estimated Elapsed Time is correct 	1. report error			
2. • Aircraft Identification is correct				
3. $ullet$ FlightRules and Type of Flight is correct				
4. • Number and Type of Aircraft and Wake Turbulence Category is correct				
5. • Equipment is correct				
6. $ullet$ 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}				

Test Frame 1.4:	
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Stim	ıli	Response
1.	NOT Route is correct	1. report
2.	• Aircraft Identification is correct	error
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} 	

Stimuli	Response
1. NOT Departure Aerodrome and time are correct	1. report
2. • Aircraft Identification is correct	error
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	
 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}	
<pre>12. • insert {Item 19 D} - {number of dinghies carried}</pre>	
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}	
<pre>18. • insert {Item 19 C} - {name of pilot in command}</pre>	

Test	Frame	1.6:
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Stimu	ıli	Respo	onse
1.	NOT Equipment is correct	1.	report
2.	• Aircraft Identification is correct		error
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} 		

lest Frame 1.7:	
Stimuli	Response
1. NOT Number and Type of Aircraft and Wake	1. report
Turbulence Category is correct	error
2. • Aircraft Identification is correct	
3. \bullet FlightRules and Type of Flight is correct	
4. • Equipment is correct	
5. $ullet$ Departure Aerodrome and time are correct	
6. • Route is correct	
 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}	
<pre>12. • insert {Item 19 D} - {number of dinghies carried}</pre>	
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}	

Test Frame 1.8:	
Stimuli	Response
1. NOT FlightRules and Type of Flight is correct	1. report
2. • Aircraft Identification is correct	error
 Number and Type of Aircraft and Wake Turbulence Category is correct 	
4. • Equipment is correct	
5. $ullet$ 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}	
<pre>18. • insert {Item 19 C} - {name of pilot in command}</pre>	

--Test Frame 1.8:

Test	Frame 1.9:	
Stimu	ıli	Response
1.	NOT Aircraft Identification is correct	1. report
2.	• FlightRules and Type of Flight is correct	error
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}	

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ROIDs: I19ES6	
Stimuli	Response
1. There are remarks	1. report
 NOT (indicate {Item 19 N} - {any other survival equipment carried and any other remarks regarding survival equipment}) 	error
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}	
<pre>14. • insert {Item 19 D} - {number of dinghies carried}</pre>	
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}	
<pre>18. • insert {Item 19 C} - {name of pilot in command}</pre>	

--Test Frame 1.10:

Test Frame 1.11:	
ROIDs: I19ES6	
Stimuli	Response
1. NOT There are remarks	1. report
2. NOT (cross out {Item 19 N} - {N})	error
3. • Aircraft Identification is correct	
4. \bullet FlightRules and Type of Flight is correct	
5. • Number and Type of Aircraft and Wake Turbulence Category is correct	
6. • Equipment is correct	
7. $ullet$ 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}	

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

Test Frame 1.13:	
ROIDs: I19ES4	
Stimuli	Response
1. NOT Dinghies are carried	1. report
2. NOT (cross out {Item 19 D} - {D})	error
3. • Aircraft Identification is correct	
4. \bullet FlightRules and Type of Flight is correct	
5. • Number and Type of Aircraft and Wake Turbulence Category is correct	
6. • Equipment is correct	
7. $ullet$ Departure Aerodrome and time are correct	
8. • Route is correct	
 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}	
<pre>16. • insert {Item 19 C} - {name of pilot in command}</pre>	

--Test Frame 1.13:

Test Frame 1.14:	
ROIDs: I19ES4 Stimuli	Response
1. Dinghies are carried	1. report
0	error
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	
 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}	

--Test Frame 1.14:

Test Frame 1.15: ROIDs: I19ES7	
Stimuli	Response
 NOT (insert {Item 19 C} - {name of pilot in command}) 	1. report error
2. • Aircraft Identification is correct	
3. \bullet 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	
 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}	

--Test Frame 1.15:

Test Frame 1.16:	
ROIDs: I19ES5	
Stimuli	Response
 NOT (insert {Item 19 A} - {colour of aircraft and significant markings}) 	1. report error
2. • Aircraft Identification is correct	
3. $ullet$ FlightRules and Type of Flight is correct	
 Number and Type of Aircraft and Wake Turbulence Category is correct 	
5. • Equipment is correct	
6. $ullet$ Departure Aerodrome and time are correct	
7. • Route is correct	
 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}	

--Test Frame 1.16:

Test Frame 1.17: ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried	1. report
 NOT (insert {Item 19 D} - {total capacity in persons of all dinghies carried}) 	error
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}	

--Test Frame 1.17:

ROIDs: I19ES4	
Stimuli	Response
1. Dinghies are carried	1. report
2. NOT (insert {Item 19 D} - {number of dinghies carried})	error
3. • Aircraft Identification is correct	
4. \bullet FlightRules and Type of Flight is correct	
5. • Number and Type of Aircraft and Wake Turbulence Category is correct	
6. • Equipment is correct	
7. $ullet$ 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}	
<pre>18. • insert {Item 19 C} - {name of pilot in command}</pre>	

--Test Frame 1.18: