Automatically Generated Test Frames from a Q Specification of ICAO Flight Plan Form Instructions

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Abstract

A partially automated process for generating tests has been experimentally applied to a portion of a real world system-level requirements specification. This paper discusses the problems addressed by this process along with how and why this automation was achieved. The requirements were formalized using a notation designed to be readable by a large proportion of requirements stakeholders. This report also addresses traceability of requirements to tests and introduces the requirements specification language Q.

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Contents

1 Introduction

This document reports on the semi-automatic generation of a set of 252 test frames from a portion of the ICAO instructions for filling out a flight plan as specified in Appendix 2, Subsection 2 of ICAO's Rules of the Air and Air Traffic Services [6]. Appendices D and E contain a list of 252 test frames which were automatically generated by a software tool from a parseable representation of testable requirements. Figure 1 provides a sample of one of these automatically generated test frames. The test frames for Appendices D and E are generated through different uses of the same requirements specification. Each set of test frames provides complete coverage of all the testable requirements relative to the context in which they are used. The 122 test frames contained in Appendix D are schemas for testing a system that automatically fills out a flight plan. The remaining 130 test frames in Appendix E are schemas for testing a system that validates a given flight plan.

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

Figure 1: A test frame from Appendix D.

Each test frame specifies a specific combination of conditions corresponding to a single step in a test procedure.[1] The contents of the "Stimuli" field of each test frame are used to determine the contents of the "Stimuli" field of a test step. A test engineer would refine a test frame into a test step by entering appropriate data values into the "Stimuli" and "Responses" fields of the test step that satisfy the "Stimuli" of the test frame. In addition to specifying the contents of the "Stimuli" field, each test frame includes traceability information which may be used by the test engineer to specify Requirement Object IDentifiers (ROIDs) in the "Verified Requirements" field of the test step.

The test frames in this report are provided as an example of a semi-automated process employing a formal yet readable-by-non-specialists requirements specification. It is expected that these 252 test frames could be used directly by test engineers in the development of test procedures for software that produces

[1] A test procedure is a sequence of test steps. Each test step contributes to the demonstration that a specified requirement has indeed been implemented.

a filled out flight plan (Appendix D) and for software validating filled out flight plans (Appendix E). The generation of these 252 test frames was performed by means of an algorithm based on a specific, precisely defined coverage criterion. The ten pages of testable requirements were manually translated into a parseable representation of similar size. This representation was then parsed by the software tool and systematically transformed into test frames. Each step in this derivation is a logical inference. These inferences can be grouped into meta-steps which parallel the steps that would be taken by a test engineer in a manual process.

An overview of the process used to generate the test frames is briefly described in Section 2. Appendix A contains the Q translation of the ICAO flight plan instructions. Appendix C describes the Q specification language. Section 3 of this report outlines a process for the refinement of test frames from Appendix D or E into test steps within a test outline. The coverage criterion determines the number of test frames generated as well as serving as the basis of any claim about the completeness of a test procedure. Section 4 provides a description of the coverage criterion used to generate the 252 test frames in Appendices D and E. Appendix B details the mathemtical definition of the coverage criterion. For each of the test frames, all of the conditions specified in the "Stimuli" field of the test frame are both necessary and sufficient. Section 5 of this report describes an alternate approach which supplements the necessary and sufficient conditions with additional conditions that fully differentiate the test frame from other test frames as a means of helping the test engineer ensure that the expected response has a unique cause. Traceability of requirements to tests is addressed in Section 6. The time required to generate these test frames is described in Section 7. A brief summary of this report is provided in Section 8.

2 Test Frame Generation: Process Overview

This overview provides a brief introduction to the test frame generation process. Details of this process are not essential to the use of the test frames in Appendices D and E. The process used to generate test frames uses a parseable representation of the specification and a test frame generation tool, QTCG. The purpose of this process is to enhance the current manual process through automation while leaving enough flexibility for engineering judgment to be applied. Figure 2 illustrates this process.

Once a set of system-level requirements has been selected, the process of generating test frames involves three steps:

1. Translate the system-level requirements into a parseable representation that can be processed mechanically.

2. Add domain knowledge to document dependencies between conditions. This information is used to eliminate infeasible tests.

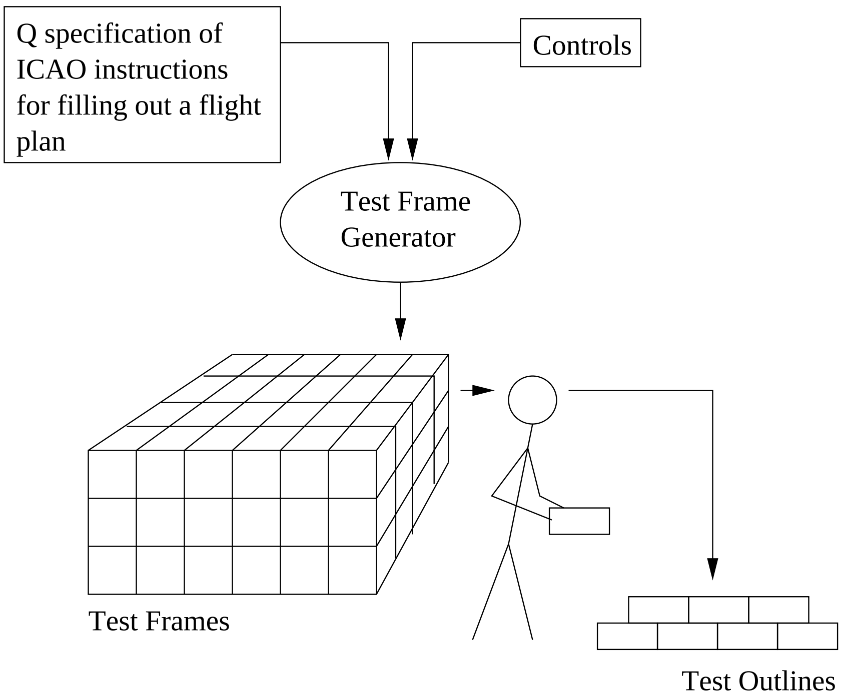

Figure 2: Automatic Generation of Test Frames

3. Use the QTCG tool to generate test frames from the parseable representation. The conversion to a parseable representation is a relatively simple translation task.

To produce the formal specification in Appendix A, text was translated directly from the ICAO flight plan instructions into the parseable representation. The parseable representation is written in a formal language. An important characteristic of the parseable representation is that it is also readable by those unfamiliar with the formal language. The Q fragment below is taken directly from the specification in Appendix A.

```
I19ES4.
if {not {Dinghies are carried}} then {
  cross out {Item 19 D} - {each of {D, C}}}
else {all of {
  insert {Item 19 D} - {number of dinghies carried},

  insert {Item 19 D} -
    {total capacity in persons of all dinghies carried},

  if {not {Dinghies are covered}} then {
    cross out {Item 19 D} - {C}},

  insert {Item 19 D} - {colour of dinghies}
  }}
```

This fragment explicitly expresses the logical relationships between conditions but does not assign any meaning to these conditions. The logical relationships are required for algorithmic test frame generation. The language of this parseable representation is described in more detail in Appendix C.

The parseable representation makes the logical structure containing testable requirements and the alternatives within the requirements explicit. The QTCG tool exploits this structure in the parseable representation to generate test frames. Furthermore, the parseable representation allows requirements to be tagged with identifiers. The QTCG tool preserves these identifiers while generating test frames. The requirement identifiers associated with a test frame indicate which requirements were relevant to its construction. A traceability mapping from test frames to requirements would normally be constructed manually by test engineers as they construct test frames. The QTCG tool provides this mapping automatically.

3 Test Steps from Test Frames

A softcopy of the test frames can be developed into test steps by following the steps below:

1. Sequence the test frames into outlines of test procedures.

2. For each test frame in the outline, select appropriate values that satisfy the stimuli specified by the test frame in a manner compatible with the response in the previous test step.

If it is not possible to select values in step 2, either the outline is infeasible or previously selected values must be adjusted to construct a feasible test procedure.

4 Coverage Criteria

The completeness of a test set is determined by a coverage criterion. The test frames in Appendices D and E were generated using a condition coverage criterion. A simple description of this criterion is that there is at least one test frame for each condition in the Q specification of the requirements. This coverage criterion is based on a mathematical foundation [2]. The precise mathematical definition of this coverage criterion is given in Appendix B. This coverage criterion is intended to be a precise interpretation of the guidance provided in paragraph 6.4.4.1(a)[2] of DO178B [11] that "test cases exist for each software requirement."

This coverage criterion is illustrated by the following example:

> The condition R exists if all of the following conditions are satisfied:
>
> 1. condition A is true or condition B is true, and
> 2. condition C is true or condition D is true.

In this example, the letters A, B, C, D, and R are used to symbolically represent a set of conditions. For instance, the letter A may actually be a phrase such as "the total number of persons is known." Given that each of the four conditions A, B, C, and D can be true or false, there are sixteen possible logical combinations of these values. But, of course, it is not practical to generate test steps for each of the possible logical combinations since, in general, the number of test cases would grow exponentially with the number of conditions.

The coverage criterion defined mathematically in Appendix B, requires each requirement to be verified once in the sense that every condition must appear in at least one test procedure step. The coverage criterion also requires the conditions to be both necessary and sufficient. For the above example, these constraints can be satisfied by just two test procedures steps. A step in which condition A and condition C are both true together with step in which condition B and condition D are true would satisfy this coverage criterion. An equally valid combination is a step in which condition A and condition D are both true together with a step in which condition B and condition C are true.

[2] 6.4.4.1(b) refers to data selection.

5 Test Frame Styles

The QTCG tool is capable of listing conditions for test frames in one of two styles. The "base style" lists only those conditions that are necessary and sufficient to cause the response. However, this list may not be sufficient to differentiate this cause of the response from that of an overlapping test frame. For this purpose test frame conditions can be listed using the "differentiated style." The style is selected by the test engineer.

The difference between "base style" and "differentiated style" is illustrated in the following example.

Produce response R if any of the following conditions are true:

1. the value of field X is less than 5,
2. the value of field Y is less than 3, or
3. the value of field Z is less than 7.

The test frames for this fragment using a base style are:

–Test Frame 1:

Stimuli	Response
1. X < 5	1. R

–Test Frame 2:

Stimuli	Response
1. Y < 3	1. R

–Test Frame 3:

Stimuli	Response
1. Z < 7	1. R

This style allows for the maximum amount of choice exercised by test engineers in constructing test steps. However, while specifying the test step corresponding to test frame 1, it may be necessary to specify values for Y and Z. The test step corresponding to:

Stimulus	Response
1. X = 4 2. Y = 2 3. Z = 8	1. R

does not differentiate between test frames 1 and 2. The differentiated style can assist test engineers by adding constraints to the list of conditions that differentiate the test frames. In this example the set of differentiated test frames is (the extra constraints, or differentiating conditions, are marked with a "•"):

–Test Frame 1:

Stimuli	Response
1. $Y < 3$ 2. • $\neg (X < 5)$ 3. • $\neg (Z < 7)$	1. R

–Test Frame 2:

Stimuli	Response
1. $Z < 7$ 2. • $\neg (X < 5)$ 3. • $\neg (Y < 3)$	1. R

–Test Frame 3:

Stimuli	Response
1. $X < 5$ 2. • $\neg (Y < 3)$ 3. • $\neg (Z < 7)$	1. R

Differentiated frames can be useful in ensuring that test engineers construct test steps that are differentiated. However, in some cases, test frame differentiation takes significant processing time and there may be several alternatives to choose from in order to achieve differentiation. In the QTCG prototype, the choice between alternatives is arbitrary and might not always be appropriate according to best engineering judgment.

As a second example, a base test frame from Section E.2 is:

`--Test Frame 1.14:`

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

while its differentiated form (Section E.3) is:

--Test Frame 1.10:

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

The advantage of the differentiated test frame is that the additional conditions ensure there is no overlap with another test frame. The disadvantage is that there may be several different ways to differentiate the test frame, but the current prototype test frame generator takes this flexibility away from the engineer by making an arbitrary choice. It is important to note that test frame style is independent of coverage criteria.

6 Traceability

Traceability is necessary for providing an audit trail to support process monitoring. The QTCG tool supports traceability by keeping track of requirement identifiers inserted into the Q specification by requirements authors. These requirement identifiers are propagated through the logical inferences during the derivation of test frames. This automates the construction of a traceability mapping between requirements and test frames that is currently done manually by test engineers.

7 Processing Times

Computing the base test frames for Appendix D required a total of one minute and 42 seconds[3] on an Ultra-Sparc 60. The base test frames for Appendix E required a total of two minutes and 39 seconds. Computing the differentiated test frames for Appendix E had to be done in pieces and required fifty minutes and seven seconds. Constructing the set of scripts for generating test frames took approximately half an hour.

From the author's exposure to industry practice, a conservative estimate of the time required to construct, review, and produce a traceability map for a single test frame, on average, is one hour.[4] By this estimate, the base test frames in Appendix E that were automatically generated in under three minutes would require approximately three person-weeks to prepare manually. This comparison does not include the translation time due to the expectation that requirements authors would produce original specifications in Q.

8 Summary

This document has reported the production of 252 test frames using a semi-automated process. Test frames can be used during test development to construct test steps. The automatic production of test frames from a parseable interpretation of system-level requirements has the potential to reduce the labour required to produce test steps for logically complex conditions. In addition, the test frames are produced according to a precise definition of coverage which ensures that the coverage provided by the test frames is consistent and homogenous. Conditions for test frames can be listed in one of two styles: 1) necessary and sufficient, or 2) necessary and sufficient along with additional conditions to ensure that no test step can satisfy more than one test frame. Requirement identifier information is automatically propagated to the test frames during their production. This report includes a description of the Q requirements specification language. Further details of this research can be found in [5, 3, 4, 13].

[3] The times given are the elapsed time reported by the unix time utility.

[4] In some cases the estimate is one day.

Acknowledgments

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A Q Specification of ICAO Flight Plan Instructions

```
%include startup.s

%include icaofpdefs.s

BEGIN_Q

{Aircraft Identification is correct} is true iff
{all of {

  I7A.
  if {{The radiotelephony call sign to be used by the aircraft will
  consist of {
    any of {
      the registration marking of the aircraft,

      the registration marking of the aircraft preceeded by the ICAO
      telephony designator for the aircraft operating agency}}}
    or {not {The aircraft is equipped with radio}}} then
  {insert {Item 7} - {the registration marking of the aircraft}},

  I7B.
  {id} is {the ICAO telephony designator for the operating agency followed by
  the flight identification} in {
  if {The radiotelephony call sign to be used by the aircraft will consist of
  {id}} then {insert {Item 7} - {id}}}
}}.


{FlightRules and Type of Flight is correct} is true iff
{all of {

  I8FR.
  all of {
  if {IFR rules} then {insert {Item 8 Flight Rules} - {I}},
  if {VFR rules} then {insert {Item 8 Flight Rules} - {V}},
  if {IFR first} then {insert {Item 8 Flight Rules} - {Y}},
  if {VFR first} then {insert {Item 8 Flight Rules} - {Z}}},

  I8FT.
  if {Scheduled Air Service} then {insert {Item 8 Type of Flight} - {S}}
  else {if {Non-scheduled Air Transport Operation} then {insert {Item 8 Type of Flight} - {N}}
  else {if {General Aviation} then {insert {Item 8 Type of Flight} - {G}}
  else {if {Military} then {insert {Item 8 Type of Flight} - {M}}
  else {insert {Item 8 Type of Flight} - {X}}}}}
}}.
```

```
{Number and Type of Aircraft and Wake Turbulence Category is correct}
is true iff
{all of{

  I9N.
  if {There is more than one aircraft} then
  {insert {Item 9 Number of Aircraft} - {the number of aircraft}},

  I9T.
  if {{not {There is an appropriate ICAO type designator}}
    or {This is a formation flight with more than one type}}
  then {{insert {Item 9 Type of Aircraft} - {ZZZZ}} and {insert {Item 18} - {TYP/
    Types of aircraft preceded by numbers of aircraft}}}
  else {insert {Item 9 Type of Aircraft} - {the appropriate ICAO type
    designator}},

  I9W.
  all of {
  if {The maximum certified take-off mass is {136000} kg or more} then
  {insert {Item 9 Wake Turnulence} - {/H}},
  if {The maximum certified take-off mass is less than {136000} kg but more
  than {7000} kg} then {insert {Item 9 Wake Turnulence} - {/M}},
  if {The maximum certified take-off mass is {7000} kg or less} then
  {insert {Item 9 Wake Turnulence} - {/L}}
  }
}}.


{Equipment [Part E] is correct} is true iff
{all of{

  I10SE.
  all of {
  if {not {SSR equipment is present}} then {insert {Item 10 SE} - {N}},
  if {SSR transponder mode A} then {insert {Item 10 SE} - {A}},
  if {SSR transponder mode A and mode C} then {insert {Item 10 SE} - {C}},
  if {SSR transponder mode S only} then {insert {Item 10 SE} - {X}},
  if {SSR transponder mode S including pressure-altitude trasmission} then
    {insert {Item 10 SE} - {P}},
  if {SSR transponder mode S including aircraft identification trasmission} then
    {insert {Item 10 SE} - {I}},
  if {SSR transponder mode S including pressure-altitude and aicraft identification trasmission} then
    {insert {Item 10 SE} - {S}},

  if {ADS capability} then {insert {Item 10 SE} - {D}}}
}}.

{Equipment [Part 1] is correct} is true iff
{all of {
```

```
    if {COM/NAV/approach aid equipment is {LORAN C}} then
    {insert {Item 10 CNA} - {C}},

    if {COM/NAV/approach aid equipment is {DME}} then
    {insert {Item 10 CNA} - {D}},

    if {COM/NAV/approach aid equipment is {ADF}} then
    {insert {Item 10 CNA} - {F_}},

    if {COM/NAV/approach aid equipment is {GNSS}} then
    {insert {Item 10 CNA} - {G}},

    if {COM/NAV/approach aid equipment is {HF RTF}} then
    {insert {Item 10 CNA} - {H}},

    if {COM/NAV/approach aid equipment is {Inertial Navigation}} then
    {insert {Item 10 CNA} - {I}},

    if {COM/NAV/approach aid equipment is {Data Link}} then
    {{insert {Item 10 CNA} - {J}} and {insert {Item 18} - {DAT/}}},

    if {COM/NAV/approach aid equipment is {MLS}} then
    {insert {Item 10 CNA} - {K}},

    if {COM/NAV/approach aid equipment is {ILS}} then
    {insert {Item 10 CNA} - {L}}
}}.

{Equipment [Part 2] is correct} is true iff
{all of {

    if {COM/NAV/approach aid equipment is {Omega}} then
    {insert {Item 10 CNA} - {M}},

    if {COM/NAV/approach aid equipment is {VOR}} then
    {insert {Item 10 CNA} - {O}},

    if {COM/NAV/approach aid equipment is {RNP type certification}} then
    {insert {Item 10 CNA} - {R}},

    if {COM/NAV/approach aid equipment is {TACAN}} then
    {insert {Item 10 CNA} - {T_}},

    if {COM/NAV/approach aid equipment is {UHF RTF}} then
    {insert {Item 10 CNA} - {U}},

    if {COM/NAV/approach aid equipment is {VHF RTF}} then
    {insert {Item 10 CNA} - {V}},
```

```
    if {COM/NAV/approach aid equipment is {other}} then
    {{insert {Item 10 CNA} - {Z}} and {insert {Item 18} - {COM/ or NAV/}}},

    {letter} is {each of {W, X, Y}} in
    {if {{letter} is prescribed by ATS} then {insert {Item 10 CNA} - {letter}}}
}}.

{Equipment is correct} is true iff
{all of {

  I10.
  if {Standard COM/NAV/approach aid equipment for the route to be flown is
  carried and is serviceable} then
  {all of {

    insert {Item 10 CNA} - {S},

    Equipment [Part 1] is correct,

    Equipment [Part 2] is correct}},

  Equipment [Part E] is correct
}}.


{Departure Aerodrome and time are correct} is true iff
{I13.all of{

  if {The flight plan is received from an aircraft in flight} then {
    {insert {Item 13 A} - {AFIL}} and {insert {Item 18} - {DEP/ the four-letter
    location indicator of the location of the ATS unit from which supplementary
    flight data can be obtained}}}
  else {if {not {Location indicator has been assigned}} then
    {{insert {Item 13 A} - {ZZZZZ}} and {insert {Item 13} - {DEP/ aerodrome name}}}
  else
    {insert {Item 13 A} - {the ICAO four-letter location indicator of the
    departure aerodrome}}},

  if {The flight plan was submitted before departure} then
    {insert {Item 13 B} - {the estimated off-block time}}
  else
    {insert {Item 13 B} - {{any of {the actual time, the estimated time}} over
    the first point of the route to which the flight plan applies}}
}}.


{Route is correct} is true iff
{all of {

  I15A.
```

```
if {Mach number is prescribed by the appropriate ATS authority} then
  {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}}}
else {insert {Item 15 A} - {the true airspeed for the first or the whole
  cruising portion of the flight expressed as {any of {
    K followed by 4 digits of kilometres per hour,
    N followed by 4 digits of knots
  }}}},

I15B.
if {Flight is uncontrolled VFR} then {insert {Item 15 B} - {VFR}}
else {insert {Item 15 B} - {the planned cruising level for the first or the
  whole portion of the route to be flown as {any of {
    F followed by 3 digits of Flight level,
    S followed by 4 digits of Standard Metric Level in tens of metres,
    A followed by 3 digits of Altitude in tens of metres
  }}}},

I15C.
if {The flight is along a designated ATS route} then
  {all of {

  if {The departure aerodrome is {any of {located on, connected to}} the
    ATS route} then
    {insert {Item 15 C} - {the designator of the first ATS route}}
  else {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}},

  for any {point} {
  if {A change of {any of {speed, level, ATS route other than same
      direction lower/upper, flight rules}} is planned at {point}} then
    {if {{The flight to the {next {point}} will be outside a designated route}
      and {not {{each of {point, next {point}}} is
      defined by geological co-ordinates}}} then
      {insert {Item 15 C} - {{point} followed by DCT}}
    else {insert {Item 15 C} - {{point} followed by the designator of the
      next ATS route segment}}}}}}

else {all of {

  if {ATS flight track points are required by the appropriate ATS authority}
  then
    {all of {
    Use ATS style track points,
    for any {point A} {
    for any {point B} {
      if {{point A} and {point B} are successive points} then
        {{point def} is {each of {
          goegraphical co-ordinates,
```

```
        bearing and distance}} in
      {if {{each of {point A, point B}} is defined by {point def}} then
        {insert {Item 15 C} - {DCT between {point A} and {point B}}}
      else
        {insert {Item 15 C} - {{point A} followed by {point B}}}}}}}
  }}
else
  {for any {point} {
  {insert {Item 15 C} - {{point} details}} if and only if
    {{not {{point} and {next {point}} are normally more than
    {each of {30 minutes flying time, 370km}} apart}} and
    {A change of {any of {speed, level, track, flight rules}}
    is planned at {point}}}}},

for any {point} {if {{point} is listed in Item 15 C} then
{all of {

I15C1.
the code designator assigned to {any of {route, route segment}} including
  where appropriate the coded designator assigned to the standard
  {any of {departure, arrival}} route is associated with {point},

I15C2.
if {not{A significant point code designator has been assigned to {point}}} then
  {any of {

  2 figures describing latitude in degrees followed
  by {any of {N, S}} followed by 3 figures describing longitude in degrees
  followed by {any of {E, W}} is associated with {point},

  4 figures describing latitude in degrees and
  tens of units of minutes followed by {any of {N, S}} followed by 5
  figures describing longitude in degrees and tens of units of minutes
  followed by {any of {E, W}} is associated with {point},

  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}
  }}
else
  {the 2 to 5 characters of the assigned coded
  designator is associated with {point}},

I15C3.
{change} is
{each of {speed - 5pc TAS or more, speed - 0.01 Mach or more, level}} in {
if {A change of {change} is planned at {point}} then {

  an oblique stroke and both the cruising speed
```

```
      and the cruising level is associated with {point}}},

    I15C4.
    if {A change of {flight rules} is planned at {point}} then {
      if {IFR to VFR} then
        {the letters VFR are associated with {point}}
      else {if {VFR to IFR} then
        {the letters IFR are associated with {point}}}},

    I15C5.
    if {A change of {level - climb} is planned at {point}} then {
      an oblique stroke followed by the speed to be maintained during
      cruise climb followed by {any of {
        the two levels defining the layer to be occupied during cruide climb,
        the level above which cruise climb is planned followed by PLUS}} is
        associated with {point}}
    }}
    }}}
}}.


END_Q

/* NOTE - Item 15 C, outside ATS routes:

The scope of the instructions 1 - 5 is not clear, i.e., are these
        conventions applied:

1. to each point in Item 15 C,
2. only when outside ATS routes, or
3. only when required by an ATS authority.

(2) is assumed in the above spec.
*/


Subsm ["insert * - * " "Item 10 CNA" V; "insert * - * " "Item 10 CNA" S];
Subsm ["insert * - * " "Item 10 CNA" "F_"; "insert * - * " "Item 10 CNA" S];
Subsm ["insert * - * " "Item 10 CNA" O; "insert * - * " "Item 10 CNA" S];
Subsm ["insert * - * " "Item 10 CNA" L; "insert * - * " "Item 10 CNA" S];


BEGIN_Q


{Destination Aerodrome and Total Estimated Elapsed Time is correct} is true iff
{all of {

  I16-1.
  if {not {Location indicator has been assigned}} then
```

```
    {{insert {Item 16 Dest} - {ZZZZ followed by the total estimated elapsed time}}
    and {insert {Item 18} - {DEST/ the name of the aerodrome}}}
  else
    {insert {Item 16 Dest} - {the ICAO four letter location indicator of the
    destination aerodrome followed by the total estimated elapsed time}},

  I16-2.
  if {not {Location indicator has been assigned to the alternate aerodrome}} then
    {{insert {Item 16 Alt} - {ZZZZ}}
    and {insert {Item 18} - {ALTN/ the name of the alternate aerodrome}}}
}}.


{Other Information is correct} is true iff
{all of {

  I18-1.
  for any {point} {
  if {{point} is a {any of {significant point, FIR boundary}} prescribed
    {any of {
      on the basis of regional air navigation agreements,
      by the approapriate ATS authority}}} then {
    insert {Item 18} - {EET/ {point}}}},

  I18-2.
  if {The route is revised} then {
    insert {Item 18} - {RIF/route details to the revised destination
    aerodrome followed by the ICAO four letter location indicator of the
    aerodrome}},

  I18-3.
  if {The registration markings of the aircraft are different from the
    aircraft identification in Item 7} then {
    insert {Item 18} - {REG/registration markings of the aircraft}},

  I18-4.
  if {A SELCAL Code is prescribed by the appropriate ATS authority} then {
    insert {Item 18} - {SEL/SELCAL Code}},

  I18-5.
  if {not {The name of the operator is obvious from the aircraft identification
    in Item 7}} then {
    insert {Item 18} - {OPR/operator name}},

  I18-6.
  if {There is a reason for special handling} then {
    insert {Item 18} - {STS/reason for special handling}},

  I18-7.
  if {Aircraft performance data is prescribed by the appropriate ATS
```

```
    authority} then {
    insert {Item 18} - {PER/Aircraft performance data}},

  I18-8.
  for any {aerodrome} {
  if {{aerodrome} is an en-route alternate aerodrome} then {
    insert {Item 18} - {RALT/ {aerodrome}}}},

  I18-9.
  if {Any other plain lanugage remarks are necessary} then {
    insert {Item 18} - {RMK/any other remarks}}
}}.


{Supplementary Information [Part 1] is correct} is true iff
{all of {

  I19E.
  insert {Item 19 E} - {the four digit fuel endurance in hours and minutes},

  I19P.
  if {Number of persons is required by the ATS authority} then {
      if {not {The total number of persons is known}} then {
        insert {Item 19 P} - {TBN}}
      else {
        insert {Item 19 P} - {the total number of persons [passengers and crew]
            on board}}},

  I19ES1.
  all of {
    if {not {UHF on frequency 243.0 MHz is available}} then {
      cross out {Item 19 R} - {U}},

    if {not {VHF on frequency 121.5 MHz is available}} then {
      cross out {Item 19 R} - {V}},

    if {not {Emergency location beacon is available}} then {
      cross out {Item 19 R} - {E}}
    },

  I19ES2.
  all of {
    if {not {Polar equipment is carried}} then {
      cross out {Item 19 S} - {P}},

    if {not {Desert equipment is carried}} then {
      cross out {Item 19 S} - {D}},

    if {not {Maritime equipment is carried}} then {
      cross out {Item 19 S} - {M}},
```

```
    if {not {Jungle equipment is carried}} then {
      cross out {Item 19 S} - {J}}
    },

  I19ES3.
  if {not {Life jackets are carried}} then {
    cross out {Item 19 J} - {each of {L, F_, U, V}}}
  else {all of {
    if {not {Life jackets are equipped with lights}} then {
      cross out {Item 19 J} - {L}},

    if {not {Life jackets are equipped with fluorescein}} then {
      cross out {Item 19 J} - {F_}},

    {cross out {Item 19 J} - {U}} exactly when {cross out {Item 19 R} - {U}},

    {cross out {Item 19 J} - {V}} exactly when {cross out {Item 19 R} - {V}}
    }}
}}.

{Supplementary Information [Part 2] is correct} is true iff
{all of {

  I19ES4.
  if {not {Dinghies are carried}} then {
    cross out {Item 19 D} - {each of {D, C}}}
  else {all of {
    insert {Item 19 D} - {number of dinghies carried},

    insert {Item 19 D} - {total capacity in persons of all dinghies carried},

    if {not {Dinghies are covered}} then {
      cross out {Item 19 D} - {C}},

    insert {Item 19 D} - {colour of dinghies}
    }},

  I19ES5.
  insert {Item 19 A} - {colour of aircraft and significant markings},

  I19ES6.
  if {not{There are remarks}} then {
    cross out {Item 19 N} - {N}}
  else {
    indicate {Item 19 N} - {any other survival equipment carried and any other
        remarks regarding survival equipment}},

  I19ES7.
  insert {Item 19 C} - {name of pilot in command}
```

```
}}.

{Supplementary Information is correct} is true iff
{all of {
  Supplementary Information [Part 1] is correct,
  Supplementary Information [Part 2] is correct
}}.


{Correct Form} is true iff
{all of {
  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,
  Route is correct,
  Destination Aerodrome and Total Estimated Elapsed Time is correct,
  Other Information is correct,
  Supplementary Information is correct
}}.


{Flag Errors} is true iff
{if {not {Correct Form}} then {report error}}.


END_Q
```

B Mathematical Definition of Term Coverage

The definition of Term Coverage is based on definitions of test classes, test frames, frame stimuli, and test class normal form [2]. The definition of Term Coverage expresses a relationship between frame stimuli within test frames and the frame stimuli of a test class normal form of the specification. The mathematical definition of Term Coverage follows.

The following definitions are assumed:

- Let $C_i, 1 \leqslant i \leqslant n$, represent the n test classes of specification Q, i.e., $Q = C_1 \wedge ... \wedge C_n$.
- Let c_i represent the test class antecedent of C_i.
- Let $\mathrm{Conj}(E)$ represent the set of conjuncts in an expression E.

Now, let $S(E)$ represent the set of frame stimuli in the test class normal form of an expression, E, i.e.,

$$S = \{s \mid \exists\, i.\, C_i \in \mathrm{Conj}(TC(E)) \wedge s \in FS(c_i)\},$$

where TC is the test class algorithm and $FS(c)$ represents the set of frame stimuli obtained from the test class antecedent, c, as determined by the test frame generation algorithms [2].

Let f_{ik} represent the antecedent of the k^{th} test frame F_{ik} derived from C_i, i.e.,

$$\forall\, ik.(f_{ik} \Rightarrow c_i) \wedge \forall\, e.(e \Rightarrow c_i) \Rightarrow \mathrm{Conj}(e) \not\subset \mathrm{Conj}(f_{ik}). \tag{1}$$

Equation (1) states that F_{ik} is a valid test frame of test class C_i and f_{ik} is a prime implicant. The F_{ik} test frames satisfy Term Coverage of a specification, E, when:

$$\forall\, s \in S(E).\, \exists\, ik.s \in \mathrm{Conj}(f_{ik}). \tag{2}$$

An alternative variation of Term Coverage is where the coverage of the F_{ik} test frames is measured relative to each individual test class rather than the specification as a whole:

$$\forall\, i.C_i \in \mathrm{Conj}(TC(E)) \Rightarrow \forall\, s \in S(C_i).\, \exists\, k.s \in \mathrm{Conj}(f_{ik}). \tag{3}$$

C The Q Requirements Specification Language

This report introduces a specification making use of certain requirements specification language features. These features are combined to form Q, a requirements specification language. This section describes the motivation for Q and defines the Q specification language.

C.1 Overview

To be practical, the syntax of the specification language should impose as few restrictions on specification authors as possible. It may be necessary to produce test frames for a specification which is an arbitrary relation between any number of stimuli, pre- and post-conditions, and responses. This approach is different from techniques based on specification styles such as Z [12] or VDM [7] which require specifications to be broken down into pieces to be modeled in terms of schemata or operations.

The objective of Q is to provide a means of formalizing requirements phrases while maintaining readability and conciseness as much as possible. The formal aspect of the language is required by the test frame generator. A formal specification that is also readable relieves the need for maintaining two specifications; one formal for input to the test frame generator and another readable by non-specialists. Thus, a key design issue is that Q must be readable by non-specialists.

The specification language provides a concise syntax for denoting the logical relationships and alternatives within the requirements while also providing a natural language style. For example, the requirement fragment,

> Either the leading aircraft or the trailing aircraft is supersonic

is specified as

```
{any of {the leading aircraft, the trailing aircraft}} is supersonic.
```

The braces impose a parseable structure on the requirements. The semantics of the language constructs, such as ``any of,'' allows the test frame generator to calculate the logically equivalent expression, which in this case is:

```
{{the leading aircraft} is supersonic} or {{the trailing aircraft}
is supersonic}.
```

Q is implemented as an extension of the S specification language [9] and is used to formalize natural language stimulus-response style specifications for the purpose of requirements-based testing. Q can be used to define predicates within a requirements specification but relies on S syntax for defining constants, type, and functions. Q statements are contained within the keywords BEGIN_Q and END_Q.

The light-weight simplicity of the Q language helps to preserve the readability and conciseness of the specification. The mathematical semantics of Q ensure that each statement has an unambiguous meaning. With these qualities, Q provides the mathematical link between a requirements specification and the test frame generation tool introduced in the previous chapter.

Three features of Q substantially contribute to preserving readability and conciseness. The first is the use of braces, {}, which delimit phrases and parameters within the specification. Injecting these braces into the specification effectively transforms the phrases of natural language into formal functions and arguments. This technique was first used by Joyce in his Test Case Element Language (TCEL) [8].

When formalizing the natural language phrase

> the leading aircraft is supersonic or the following aircraft is supersonic

for the purpose of system-level requirements-based testing, only the choices need to be made explicit. Thus, the appropriate formalization for testing is to choose `''or''` as the predicate and the two adjoining phrases are conditions. The resulting Q version of the above phrase is:

```
{the leading aircraft is supersonic} or {the following aircraft
is supersonic}.
```

In this Q expression, `'' * or * ''` is the function and `''the leading aircraft is supersonic''` and `''the following aircraft is supersonic''` are its arguments. The lambda calculus equivalent is

```
'' * or * '' ''the leading aircraft is supersonic'' ''the following
aircraft is supersonic''
```

where `'' * or * ''` has the type `bool` $\rightarrow$ `bool` $\rightarrow$ `bool`, as expected.

The `'' * ''` in the function name denotes positions in the text where arguments are placed. This type of notation is referred to as a flex-fix notation [1]. Flex-fix, the second Q feature, allows arguments to be distributed within a function name. This helps preserve readability. For example, the Q expression

```
''{aircraft A} and {aircraft B} are separated by at least {1000
feet}''
```

corresponds to the following lambda calculus representation:

```
'' * and * are separated by at least * '' ''aircraft A'' ''aircraft
B'' ''1000 feet.''
```

The Q expression is more readable than, say, a Z or VDM-SL expression

$$ABS(Altitude(aircraft\_A) - Altitude(aircraft\_B)) \geqslant feet(1000).$$

The third feature of Q, due to the author, is the use of keywords which define multiple arguments for a function's parameter. These keywords are motivated by natural language phraseology such as "both aircraft are...," "either A or B is a... ." For example, the requirement either the leading aircraft or the following aircraft is supersonic

can be formalized in Q as

```
{any of {the leading aircraft, the following aircraft}} is supersonic.
```

A predicate containing an "any of" argument is equivalent to a disjunction of that predicate evaluated at each of the values in the "any of" set. In this case, the equivalent expression is

```
{{the leading aircraft} is supersonic} or {{the following aircraft}
is supersonic}.
```

This example contains more formal detail than the first example in this section. Here, there are formal references to two aircraft. In the first example, there were only two conditions. The fact that these conditions were based on two aircraft was not made explicit in the first example. This latest example is referred to as a deeper specification because it contains more formal detail. Test engineers decide how deep a specification should be by determining the condition dependencies they wish to reveal to the test frame generator.

Another parameter mechanism is the "distinct choices" keyword. This keyword is used in encoding phrases such as:

all of the following are true:

1. aircraft A is dumping fuel,
2. aircraft B is using standard altimeter setting,
3. if one aircraft is supersonic and the other is not then ...

In this example, "one aircraft" and "the other" refer to either "aircraft A" or "aircraft B," interchangeably. i.e., They represent distinct choices of the two aircraft. The Q version is:

```
{all of {

  1. {aircraft A} is dumping fuel,

  2. {aircraft B} is using standard altimeter setting,

  3. if {{one aircraft, the other} are any distinct choices of {aircraft
     A, aircraft B} in
     {{{one aircraft} is supersonic} and {it is not the case that
     {{the other} is supersonic}}}} then...
```

The loss of conciseness in this example is necessary in order to formally define the references "one aircraft" and "the other." However, this construction is still more concise and more readable than the full expansion of the distinct choice which is:

```
{{{aircraft A} is supersonic} and
        {it is not the case that {{aircraft B} is supersonic}}}
or
{{{aircraft B} is supersonic} and
        {it is not the case that {{aircraft A} is supersonic}}}
```

This point is even more apparent when considering the case where a third aircraft is involved.

```
{one aircraft, another} are any distinct choices of {aircraft A,
aircraft B, aircraft C} in
{{{one aircraft} is supersonic} and {it is not the case that {{another}
is supersonic}}}
```

is equivalent to:

```
{{{aircraft A} is supersonic} and {it is not the case that {{aircraft
B} is supersonic}}} or
{{{{aircraft A} is supersonic} and {it is not the case that {{aircraft
C} is supersonic}}} or
{{{{aircraft B} is supersonic} and {it is not the case that {{aircraft
A} is supersonic}}} or
{{{{aircraft B} is supersonic} and {it is not the case that {{aircraft
C} is supersonic}}} or
{{{{aircraft C} is supersonic} and {it is not the case that {{aircraft
A} is supersonic}}} or
{{{{aircraft C} is supersonic} and {it is not the case that {{aircraft
B} is supersonic}}}}}}}
```

This example also demonstrates that the use of the distinct choices keyword helps preserve the understandability of the specification. Comprehending the Q expression above requires more effort than text which makes use of the `''distinct choices''` keyword.

The formal semantics of `''any of,''` its counterpart, `''each of,''` and other parameter mechanisms are more precisely defined in later sections.

C.2 Expressions

A Q expression is a string of at least one word and any number of arguments separated by white-space characters. Arguments are expressions contained within a comma delimited list surrounded by braces. In this thesis Q expressions are usually enclosed in braces to delimit them from the rest of the text. To be concise, an ambiguous grammar is used to express the syntax of Q. In the following grammar, e* represents zero or more e's concatenated, e.g., any of nil, e, ee, ..., where nil is the empty string. The expression e+ is equivalent to ee*. Parentheses are used to group expressions together in order to then apply * or +, e.g., a (";" b)* represents any of a, a;b, a;b;b, ...

expression	:=	word+ "." primitive_expression
	|	primitive_expresion
primitive_expression	:=	("{" expression ("," expression)* "}")+ primitive_expression
	|	primitive_expression ("{" expression ("," expression)* "}")+
	|	word+

The optional prefix for each expression allows specification authors to tag expressions for traceability purposes. These tags have no semantic value with respect to the logical meaning of the specification.

C.3 Predicate Definitions

A Q specification is a collection of predicate definitions. Predicates are defined using the `'' * is true iff * ''` statement.

definition	:=	"{" parm_expression "}" is true iff "{" expression "}" "."
parm_expression	:=	("{" word+ ("," word+)* "}")+ parm_expression
	|	parm_expression ("{" word+ ("," word+)* "}")+
	|	word+

C.4 Conjunctive and Disjunctive Lists

Requirements specifications often provide lists of conditions which represent logical conjunction, e.g., "all of the following," or disjunction, e.g., "at least one of the following." Such a list format is provided by the predicates `''all of''` and `''any of.''` The Q expression {`all of` {`S`}}, where `S` is a comma separated list of predicates, is semantically equivalent to $\bigwedge$`S`, where $\bigwedge(\{x\} \cup A) = x \wedge (\bigwedge A)$, and $\bigwedge\{\} = \top$. Similarly, {`any of` {`S`}} is semantically equivalent to $\bigvee$`S`, where $\bigvee(\{x\} \cup A) = x \vee (\bigwedge A)$, and $\bigvee\{\} = \bot$.

C.5 Argument Based Conjunctions and Disjunctions

The functions `''each of * ''` and `''any of * ''` are used to construct conjunctions and disjunctions, respectively, of a predicate over different arguments. These functions both have the type $(t)list \rightarrow t$. The semantics of these functions is defined in terms of predicates (Boolean expressions that do not contain logical connectives). The equivalent logic expression is determining by evaluating the Boolean expression $AE\_Ua\ P$ `for ''any of'' or` $AE\_Ue\ P$ `for ''each of''` using axioms [4]. These two functions map the application of a predicate to a list of arguments into a disjunction or conjunction, respectively, of the predicate applied to each argument of the list, separately.

Although multiple uses of one of these keywords can be used within a predicate, mixtures of `''any of''` and `''each of''` within arguments to a single reference of a predicate are problematic. This is because it is unclear whether the expression containing argument keywords represents a conjunction of disjunctions or vice versa.

For example, the expression

```
{the {each of {apple, tomato}} is a {any of {vegetable, fruit}}}
```

may have been intended to mean either

```
{{{the {apple} is a {vegetable}} or {the {tomato} is a {vegetable}}}
and {{the {apple} is a {fruit}} or {the {tomato} is a {fruit}}}}
```

or, alternatively,

```
{{{the {apple} is a {vegetable}} and {the {tomato} is a {vegetable}}}
or {{the {apple} is a {fruit}} and {the {tomato} is a {fruit}}}}.
```

Clearly these two semantic evaluations are logically different.

Although the axioms for `''any of''` and `''each pf''` disambiguate such a construction, this rule would need to be learned and would not be obvious to a non-specialist from the text alone. Since this is counter to the objective of Q, mixtures of `''any of''` and `''each of''` are not allowed within arguments to the same predicate. The order of semantic evaluation in these situations can be made more clearly using expression aliasing.

C.6 Expression Aliasing

An expression alias is the same as the let statement found in functional programming languages such as ML [10]. The purpose of the alias is to assign a short name to a complex expression in order to make a portion of text more readable.

The Q expression `{{x} is {y} in {E}}` is semantically equivalent to `{E}` with `y` substituted for `x`. To encourage simpler specifications, the expression E must be a predicate. The predicate `{{x} is {y} in {E}}` is syntactic sugar for the lambda calculus expression $(\lambda\, \mathtt{x}.\mathtt{E})\mathtt{y}$. Similarly, the tuple form `{{x,y} are {a,b} in {E}}` is syntactic sugar for the lambda calculus expression $(\lambda\, \mathsf{x}, \mathsf{y}.\mathtt{E})(\mathsf{a}, \mathsf{b})$.

Using expression aliasing, the earlier `''any of''` / `''each of''` example can be disambiguated as

```
{{item} is {each of {apple, tomato}} in
{the {item} is a {any of {vegetable, fruit}}}}
```

which results in a conjunction of disjunctions.

C.7 Argument Permutation

The predicates `'' * are all distinct choices of * in * ''` and `'' * are any distinct choices of * in * ''` are used to construct conjunctions and disjunctions involving permutations of arguments. An example of the use of this keyword was given above.

`{{x} are all distinct choices of {A} in {E}}`

is syntactically equivalent to

`{{x} are {each of {P(A)}} in {E}},`

where `P(A)` is a list of all the permutations of tuples the same size as `x` uses elements of `A`. Similarly,

`{{x} are any distinct choices of {A} in {E}}`

is syntactically equivalent to

`{{x} are {any of {P(A)}} in {E}}.`

C.8 Quantification

Universal and existential quantification are provided by the syntactic forms `{for any {x} {E}}`, which is equivalent to $\forall$ `x.E`, and `{there exists {x} such that {E}}`, which is equivalent to $\exists$ `x.E`.

D Test Frames for Flight Plan Creation

D.1 Introduction

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

`Correct Form.`

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

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

Test class 59 is analogous to the test frame:

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

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

Test class 87 is analogous to the test frame:

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

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

D.2 Base Test Frames

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 2.1:

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

--Test Frame 3.1:

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

--Test Frame 4.1:

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

--Test Frame 5.1:

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

--Test Frame 6.1:

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

--Test Frame 7.1:

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

--Test Frame 8.1:

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

--Test Frame 9.1:

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

--Test Frame 10.1:

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

--Test Frame 11.1:

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

--Test Frame 12.1:

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

--Test Frame 13.1:

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

--Test Frame 13.2:

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

--Test Frame 14.1:

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

--Test Frame 15.1:

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

--Test Frame 16.1:

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

--Test Frame 17.1:

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

--Test Frame 18.1:

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

--Test Frame 19.1:

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

--Test Frame 20.1:

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

--Test Frame 21.1:

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

--Test Frame 22.1:

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

--Test Frame 23.1:

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

--Test Frame 24.1:

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

--Test Frame 25.1:

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

--Test Frame 26.1:

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

--Test Frame 27.1:

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

--Test Frame 28.1:

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

--Test Frame 29.1:

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

--Test Frame 30.1:

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

--Test Frame 31.1:

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

--Test Frame 32.1:

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

--Test Frame 33.1:

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

--Test Frame 34.1:

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

--Test Frame 35.1:

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

--Test Frame 36.1:

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

--Test Frame 37.1:

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

--Test Frame 38.1:

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

--Test Frame 39.1:

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

--Test Frame 40.1:

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

--Test Frame 41.1:

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

--Test Frame 42.1:

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

--Test Frame 43.1:

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

--Test Frame 44.1:

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

--Test Frame 45.1:

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

--Test Frame 46.1:

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

--Test Frame 47.1:

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

--Test Frame 48.1:

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

--Test Frame 49.1:

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

--Test Frame 50.1:

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

--Test Frame 51.1:

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

--Test Frame 52.1:

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

--Test Frame 53.1:

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

--Test Frame 54.1:

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

--Test Frame 55.1:

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

--Test Frame 55.2:

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

--Test Frame 56.1:

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

--Test Frame 57.1:

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

--Test Frame 57.2:

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

--Test Frame 57.3:

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

--Test Frame 57.4:

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

--Test Frame 58.1:

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

--Test Frame 58.2:

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

--Test Frame 58.3:

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

--Test Frame 58.4:

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

--Test Frame 60.1:

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

--Test Frame 61.1:

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

--Test Frame 61.2:

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

--Test Frame 62.1:

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

--Test Frame 63.1:

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

--Test Frame 63.2:

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

--Test Frame 64.1:

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

--Test Frame 64.2:

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

--Test Frame 65.1:

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

--Test Frame 65.2:

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

--Test Frame 65.3:

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

--Test Frame 65.4:

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

--Test Frame 66.1:

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

--Test Frame 67.1:

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

--Test Frame 68.1:

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

--Test Frame 69.1:

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

--Test Frame 70.1:

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

--Test Frame 71.1:

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

--Test Frame 72.1:

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

--Test Frame 73.1:

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

--Test Frame 74.1:

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

--Test Frame 75.1:

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

--Test Frame 76.1:

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

--Test Frame 77.1:

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

--Test Frame 78.1:

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

--Test Frame 78.2:

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

--Test Frame 78.3:

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

--Test Frame 78.4:

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

--Test Frame 79.1:

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

--Test Frame 80.1:

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

--Test Frame 81.1:

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

--Test Frame 82.1:

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

--Test Frame 83.1:

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

--Test Frame 84.1:

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

--Test Frame 85.1:

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

--Test Frame 86.1:

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

--Test Frame 88.1:

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

--Test Frame 89.1:

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

--Test Frame 90.1:

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

--Test Frame 91.1:

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

--Test Frame 92.1:

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

--Test Frame 93.1:

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

--Test Frame 94.1:

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

--Test Frame 95.1:

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

--Test Frame 96.1:

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

--Test Frame 97.1:

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

--Test Frame 98.1:

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

--Test Frame 99.1:

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

--Test Frame 100.1:

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

--Test Frame 101.1:

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

--Test Frame 102.1:

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

--Test Frame 103.1:

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

--Test Frame 104.1:

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

--Test Frame 105.1:

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

E Test Frames for Flight Plan Validation

E.1 Introduction

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

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if not Correct Form then report error.
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Base test frames are presented in Section E.2. Differentiated versions of these test frames are presented in Section E.3.

E.2 Base Test Frames

--Test Frame 1.1:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. NOT (A significant point code designator has been assigned to {point}) 4. NOT (2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point}) 5. NOT (2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point}) 6. NOT (2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point}) 7. NOT (2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point}) 8. NOT (4 figures describing latitude in degrees and tens of units of minutes followed by {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point}) 9. NOT (4 figures describing latitude in degrees and tens of units of minutes followed by {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {E} is associated with {point}) 10. NOT (4 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point}) 11. NOT (4 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {E} is associated with {point}) 12. NOT (the 2 or 3 character identification of the navigation aid followed by the 3 figure bearing from the aid in degrees magnetic followed by the distance from the aid in 3 figures expressing nautical miles is associated with {point})	1. report error

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {ATS route other than same direction lower/upper} is planned at {point} 3. {next {point} } is defined by geological co-ordinates 4. {point} is defined by geological co-ordinates 5. NOT (insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment})	1. report error

--Test Frame 1.6:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point} and {point B} are successive points 4. {point B} is defined by {bearing and distance} 5. {point} is defined by {bearing and distance} 6. NOT (insert {Item 15 C} - {DCT between {point} and {point B} })	1. report error

--Test Frame 1.7:

ROIDs: I15B	
Stimuli	Response
1. NOT Flight is uncontrolled VFR 2. NOT (insert {Item 15 B} - {the planned cruising level for the first or the whole portion of the route to be flown as {A followed by 3 digits of Altitude in tens of metres} }) 3. NOT (insert {Item 15 B} - {the planned cruising level for the first or the whole portion of the route to be flown as {S followed by 4 digits of Standard Metric Level in tens of metres} }) 4. NOT (insert {Item 15 B} - {the planned cruising level for the first or the whole portion of the route to be flown as {F followed by 3 digits of Flight level} })	1. report error

--Test Frame 1.8:

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

--Test Frame 1.9:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {speed} is planned at {point} 3. The flight to the {next {point} } will be outside a designated route 4. NOT ({point} is defined by geological co-ordinates) 5. NOT (insert {Item 15 C} - { {point} followed by DCT})	1. report error

--Test Frame 1.10:

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

--Test Frame 1.11:

ROIDs: I15A	
Stimuli	Response
1. NOT Mach number is prescribed by the appropriate ATS authority 2. NOT (insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {N followed by 4 digits of knots} }) 3. NOT (insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {K followed by 4 digits of kilometres per hour} })	1. report error

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

--Test Frame 1.16:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. NOT (The departure aerodrome is {connected to} the ATS route) 3. NOT (The departure aerodrome is {located on} the ATS route) 4. NOT (insert {Item 15 C} - {the letters DCT followed by the point of joining the first ATS route followed by the designator of the ATS route})	1. report error

--Test Frame 1.17:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A change of {level - climb} is planned at {point} 4. NOT (an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point}) 5. NOT (an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point})	1. report error

--Test Frame 1.18:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. NOT (insert {Item 15 C} - { {point} details}) 4. NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart) 5. A change of {track} is planned at {point}	1. report error

--Test Frame 1.19:

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

--Test Frame 1.20:

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

--Test Frame 1.21:

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

--Test Frame 1.22:

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

--Test Frame 1.23:

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

--Test Frame 1.24:

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

--Test Frame 1.25:

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

--Test Frame 1.26:

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

--Test Frame 1.27:

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

--Test Frame 1.28:

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

--Test Frame 1.29:

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

--Test Frame 1.30:

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

--Test Frame 1.31:

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

--Test Frame 1.32:

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

--Test Frame 1.33:

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

--Test Frame 1.34:

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

--Test Frame 1.35:

ROIDs: I15A	
Stimuli	Response
1. Mach number is prescribed by the appropriate ATS authority 2. NOT (insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} })	1. report error

--Test Frame 1.36:

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

--Test Frame 1.37:

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

--Test Frame 1.38:

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

--Test Frame 1.39:

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

--Test Frame 1.40:

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

--Test Frame 1.41:

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

--Test Frame 1.42:

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

--Test Frame 1.43:

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

--Test Frame 1.44:

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

--Test Frame 1.45:

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

--Test Frame 1.46:

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

--Test Frame 1.47:

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

--Test Frame 1.48:

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

--Test Frame 1.49:

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

--Test Frame 1.50:

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

--Test Frame 1.51:

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

--Test Frame 1.52:

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

--Test Frame 1.53:

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

--Test Frame 1.54:

ROIDs: I7B	
Stimuli	Response
1. The radiotelephony call sign to be used by the aircraft will consist of {the ICAO telephony designator for the operating agency followed by the flight identification} 2. NOT (insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification})	1. report error

--Test Frame 1.55:

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

--Test Frame 1.56:

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

--Test Frame 1.57:

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

--Test Frame 1.58:

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

--Test Frame 1.59:

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

--Test Frame 1.60:

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

--Test Frame 1.61:

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

--Test Frame 1.62:

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

--Test Frame 1.63:

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

--Test Frame 1.64:

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

--Test Frame 1.65:

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

--Test Frame 1.66:

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

--Test Frame 1.67:

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

--Test Frame 1.68:

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

--Test Frame 1.69:

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

--Test Frame 1.70:

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

--Test Frame 1.71:

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

--Test Frame 1.72:

ROIDs: I8FT	
Stimuli	Response
1. Non-scheduled Air Transport Operation 2. NOT (insert {Item 8 Type of Flight} - {N})	1. report error

--Test Frame 1.73:

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

--Test Frame 1.74:

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

--Test Frame 1.75:

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

--Test Frame 1.76:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A significant point code designator has been assigned to {point} 4. NOT (the 2 to 5 characters of the assigned coded designator is associated with {point})	1. report error

--Test Frame 1.77:

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

--Test Frame 1.78:

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

--Test Frame 1.79:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. insert {Item 15 C} - { {point} details} 4. {point} and {next {point} } are normally more than {370km} apart 5. {point} and {next {point} } are normally more than {30 minutes flying time} apart	1. report error

--Test Frame 1.80:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point} and {point B} are successive points 4. NOT (insert {Item 15 C} - {DCT between {point} and {point B} }) 5. {point B} is defined by {goegraphical co-ordinates} 6. {point} is defined by {goegraphical co-ordinates}	1. report error

--Test Frame 1.81:

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

--Test Frame 1.82:

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

--Test Frame 1.83:

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

--Test Frame 1.84:

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

--Test Frame 1.85:

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

--Test Frame 1.86:

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

--Test Frame 1.87:

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

--Test Frame 1.88:

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

--Test Frame 1.89:

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

--Test Frame 1.90:

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

--Test Frame 1.91:

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

--Test Frame 1.92:

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

--Test Frame 1.93:

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

--Test Frame 1.94:

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

--Test Frame 1.95:

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

--Test Frame 1.96:

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

--Test Frame 1.97:

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

--Test Frame 1.98:

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

--Test Frame 1.99:

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

--Test Frame 1.100:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. NOT Use ATS style track points	1. report error

--Test Frame 1.101:

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

--Test Frame 1.102:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {ATS route other than same direction lower/upper} is planned at {point} 3. The flight to the {next {point} } will be outside a designated route 4. NOT ({next {point} } is defined by geological co-ordinates) 5. NOT (insert {Item 15 C} - { {point} followed by DCT})	1. report error

--Test Frame 1.103:

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

--Test Frame 1.104:

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

--Test Frame 1.105:

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

--Test Frame 1.106:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. NOT (insert {Item 15 C} - { {point} details}) 4. NOT ({point} and {next {point} } are normally more than {370km} apart) 5. A change of {track} is planned at {point}	1. report error

--Test Frame 1.107:

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

--Test Frame 1.108:

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

--Test Frame 1.109:

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

--Test Frame 1.110:

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

--Test Frame 1.111:

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

--Test Frame 1.112:

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

--Test Frame 1.113:

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

--Test Frame 1.114:

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

--Test Frame 1.115:

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

--Test Frame 1.116:

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

--Test Frame 1.117:

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

--Test Frame 1.118:

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

--Test Frame 1.119:

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

--Test Frame 1.120:

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

--Test Frame 1.121:

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

--Test Frame 1.122:

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

--Test Frame 1.123:

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

--Test Frame 1.124:

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

--Test Frame 1.125:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {other} 3. NOT (insert {Item 18} - {COM/ or NAV/})	1. report error

--Test Frame 1.126:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable 2. COM/NAV/approach aid equipment is {Data Link} 3. NOT (insert {Item 18} - {DAT/})	1. report error

--Test Frame 1.127:

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

--Test Frame 1.128:

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

--Test Frame 1.129:

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

--Test Frame 1.130:

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

E.3 Differentiated Test Frames

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

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

E.3.1 Aircraft Identification

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

ROIDs: I7B	
Stimuli	Response
1. The radiotelephony call sign to be used by the aircraft will consist of {the ICAO telephony designator for the operating agency followed by the flight identification} 2. NOT (insert {Item 7} - {the ICAO telephony designator for the operating agency followed by the flight identification}) 3. • insert {Item 7} - {the registration marking of the aircraft} 4. • FlightRules and Type of Flight is correct 5. • Number and Type of Aircraft and Wake Turbulence Category is correct 6. • Equipment is correct 7. • Departure Aerodrome and time are correct 8. • Route is correct 9. • Destination Aerodrome and Total Estimated Elapsed Time is correct 10. • Other Information is correct 11. • Supplementary Information is correct	1. report error

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

E.3.2 FlightRules and Type of Flight

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

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

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--Test Frame 1.10:
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ROIDs: I8FT	
Stimuli	Response
1. NOT Scheduled Air Service 2. NOT Non-scheduled Air Transport Operation 3. NOT General Aviation 4. NOT Military 5. NOT (insert {Item 8 Type of Flight} - {X}) 6. • Aircraft Identification is correct 7. • insert {Item 8 Flight Rules} - {I} 8. • insert {Item 8 Flight Rules} - {V} 9. • insert {Item 8 Flight Rules} - {Y} 10. • insert {Item 8 Flight Rules} - {Z} 11. • Number and Type of Aircraft and Wake Turbulence Category is correct 12. • Equipment is correct 13. • Departure Aerodrome and time are correct 14. • Route is correct 15. • Destination Aerodrome and Total Estimated Elapsed Time is correct 16. • Other Information is correct 17. • Supplementary Information is correct	1. report error

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

--Test Frame 1.16:

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

--Test Frame 1.17:

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

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

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

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

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

E.3.4 Equipment

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.9:

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

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

--Test Frame 1.16:

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

--Test Frame 1.17:

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

--Test Frame 1.18:

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

--Test Frame 1.19:

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

--Test Frame 1.20:

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

--Test Frame 1.21:

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

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

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

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

--Test Frame 1.16:

ROIDs: I10	
Stimuli	Response
1. Standard COM/NAV/approach aid equipment for the route to be flown is carried and is serviceable	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	
6. • Number and Type of Aircraft and Wake Turbulence Category is correct	
7. • insert {Item 10 CNA} - {S}	
8. • Equipment [Part 1] is correct	
9. • insert {Item 10 CNA} - {M}	
10. • insert {Item 10 CNA} - {R}	
11. • insert {Item 10 CNA} - {T_}	
12. • insert {Item 10 CNA} - {Z}	
13. • insert {Item 18} - {COM/ or NAV/}	
14. • insert {Item 10 CNA} - {Y}	
15. • insert {Item 10 CNA} - {X}	
16. • insert {Item 10 CNA} - {W}	
17. • Equipment [Part E] is correct	
18. • Departure Aerodrome and time are correct	
19. • Route is correct	
20. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
21. • Other Information is correct	
22. • Supplementary Information is correct	

--Test Frame 1.17:

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

--Test Frame 1.18:

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

--Test Frame 1.19:

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

--Test Frame 1.20:

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

--Test Frame 1.21:

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

--Test Frame 1.22:

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

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

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

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

--Test Frame 1.16:

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

--Test Frame 1.17:

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

--Test Frame 1.18:

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

--Test Frame 1.19:

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

E.3.5 Departure Aerodrome and Time

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

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

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

E.3.6 Route

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. NOT (A significant point code designator has been assigned to {point}) 4. NOT (2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point}) 5. NOT (2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point}) 6. NOT (2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point}) 7. NOT (2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point}) 8. NOT (4 figures describing latitude in degrees and tens of units of minutes followed by {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point}) 9. NOT (4 figures describing latitude in degrees and tens of units of minutes followed by {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {E} is associated with {point}) 10. NOT (4 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point}) 11. NOT (4 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {E} is associated with {point}) 12. NOT (the 2 or 3 character identification of the navigation aid followed by the 3 figure bearing from the aid in degrees magnetic followed by the distance from the aid in 3 figures expressing nautical miles is associated with {point})	1. report error

--Test Frame 1.9: (continued)

ROIDs: I15C	
Stimuli	Response
13. • Aircraft Identification is correct	
14. • FlightRules and Type of Flight is correct	
15. • Number and Type of Aircraft and Wake Turbulence Category is correct	
16. • Equipment is correct	
17. • Departure Aerodrome and time are correct	
18. • Mach number is prescribed by the appropriate ATS authority	
19. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} }	
20. • Flight is uncontrolled VFR	
21. • insert {Item 15 B} - {VFR}	
22. • ATS flight track points are required by the appropriate ATS authority	
23. • Use ATS style track points	
24. • Destination Aerodrome and Total Estimated Elapsed Time is correct	
25. • Other Information is correct	
26. • Supplementary Information is correct	
27. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
28. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	

--Test Frame 1.9: (continued)

ROIDs: I15C	
Stimuli	Response
29. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
30. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
31. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	
32. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
33. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	
34. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR insert {Item 15 C} - {DCT between {point} and {point B} } OR NOT ({point B} is defined by {goegraphical co-ordinates}) OR NOT ({point} is defined by {goegraphical co-ordinates})	

--Test Frame 1.9: (continued)

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

--Test Frame 1.10:

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

--Test Frame 1.10: (continued)

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

--Test Frame 1.10: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
22. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
23. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	
24. • forall point. insert {Item 15 C} - { {point} details} OR {point} and {next {point} } are normally more than {30 minutes flying time} apart OR NOT (A change of {track} is planned at {point})	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	

--Test Frame 1.10: (continued)

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

--Test Frame 1.11:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {ATS route other than same direction lower/upper} is planned at {point} 3. {next {point} } is defined by geological co-ordinates 4. {point} is defined by geological co-ordinates 5. NOT (insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • The departure aerodrome is {connected to} the ATS route 16. • insert {Item 15 C} - {the designator of the first ATS route} 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct 20. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 21. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 22. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.12:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point} and {point B} are successive points 4. {point B} is defined by {bearing and distance} 5. {point} is defined by {bearing and distance} 6. NOT (insert {Item 15 C} - {DCT between {point} and {point B} }) 7. • Aircraft Identification is correct 8. • FlightRules and Type of Flight is correct 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Mach number is prescribed by the appropriate ATS authority 13. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 14. • Flight is uncontrolled VFR 15. • insert {Item 15 B} - {VFR} 16. • Use ATS style track points 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.12: (continued)

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

--Test Frame 1.12: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
22. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR an oblique stroke and both the cruising speed and the cruising level is associated with {point} OR NOT (A change of {speed - 0.01 Mach or more} is planned at {point})	

--Test Frame 1.12: (continued)

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

--Test Frame 1.13:

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

--Test Frame 1.13: (continued)

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

--Test Frame 1.14:

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

--Test Frame 1.14: (continued)

ROIDs: I15C	
Stimuli	Response
19. • Other Information is correct	
20. • Supplementary Information is correct	
21. • forall point. NOT ({point} is listed in Item 15 C) OR A significant point code designator has been assigned to {point} OR 2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {S} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {W} is associated with {point} OR 2 figures describing latitude in degrees followed by {N} followed by 3 figures describing longitude in degrees followed by {E} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {S} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {E} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {W} is associated with {point} OR 4 figures describing latitude in degrees and tens of units of minutes followed by {N} followed by 5 figures describing longitude in degrees and tens of units of minutes followed by {E} is associated with {point} OR the 2 or 3 character identification of the navigation aid followed by the 3 figure bearing from the aid in degrees magnetic followed by the distance from the aid in 3 figures expressing nautical miles is associated with {point}	

--Test Frame 1.14: (continued)

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

--Test Frame 1.14: (continued)

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

--Test Frame 1.15:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {speed} is planned at {point} 3. The flight to the {next {point} } will be outside a designated route 4. NOT ({point} is defined by geological co-ordinates) 5. NOT (insert {Item 15 C} - { {point} followed by DCT}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • The departure aerodrome is {connected to} the ATS route 16. • insert {Item 15 C} - {the designator of the first ATS route} 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct 20. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 21. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 22. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.16:

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

--Test Frame 1.16: (continued)

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

--Test Frame 1.16: (continued)

ROIDs: I15C	
Stimuli	Response
22. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
23. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
24. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	
26. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	

--Test Frame 1.16: (continued)

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

--Test Frame 1.17:

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

--Test Frame 1.17: (continued)

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

--Test Frame 1.18:

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

--Test Frame 1.18: (continued)

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

--Test Frame 1.19:

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

--Test Frame 1.19: (continued)

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

--Test Frame 1.19: (continued)

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

--Test Frame 1.19: (continued)

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

--Test Frame 1.20:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. NOT (insert {Item 15 C} - { {point} details}) 4. NOT ({point} and {next {point} } are normally more than {30 minutes flying time} apart) 5. A change of {track} is planned at {point} 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Destination Aerodrome and Total Estimated Elapsed Time is correct 16. • Other Information is correct 17. • Supplementary Information is correct	1. report error

--Test Frame 1.20: (continued)

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

--Test Frame 1.20: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
20. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
21. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
22. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	
23. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point}	

--Test Frame 1.20: (continued)

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

--Test Frame 1.21:

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

--Test Frame 1.22:

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

--Test Frame 1.23:

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

--Test Frame 1.24:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. {point} is listed in Item 15 C 3. A significant point code designator has been assigned to {point} 4. NOT (the 2 to 5 characters of the assigned coded designator is associated with {point}) 5. • Aircraft Identification is correct 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Mach number is prescribed by the appropriate ATS authority 11. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 12. • Flight is uncontrolled VFR 13. • insert {Item 15 B} - {VFR} 14. • ATS flight track points are required by the appropriate ATS authority 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.24: (continued)

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

--Test Frame 1.24: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.24: (continued)

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

--Test Frame 1.25:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {level} is planned at {point} 3. NOT (The flight to the {next {point} } will be outside a designated route) 4. NOT (insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}) 5. • Aircraft Identification is correct 6. • FlightRules and Type of Flight is correct 7. • Number and Type of Aircraft and Wake Turbulence Category is correct 8. • Equipment is correct 9. • Departure Aerodrome and time are correct 10. • Mach number is prescribed by the appropriate ATS authority 11. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 12. • Flight is uncontrolled VFR 13. • insert {Item 15 B} - {VFR} 14. • The departure aerodrome is {connected to} the ATS route 15. • insert {Item 15 C} - {the designator of the first ATS route} 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct 19. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 20. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 21. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {next {point} } is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT}	1. report error

--Test Frame 1.26:

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

--Test Frame 1.26: (continued)

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

--Test Frame 1.26: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.26: (continued)

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

--Test Frame 1.27:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. insert {Item 15 C} - { {point} details} 4. {point} and {next {point} } are normally more than {370km} apart 5. {point} and {next {point} } are normally more than {30 minutes flying time} apart 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Destination Aerodrome and Total Estimated Elapsed Time is correct 16. • Other Information is correct 17. • Supplementary Information is correct	1. report error

--Test Frame 1.27: (continued)

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

--Test Frame 1.27: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point} 20. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} 21. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point} 22. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.27: (continued)

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

--Test Frame 1.28:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point} and {point B} are successive points 4. NOT (insert {Item 15 C} - {DCT between {point} and {point B} }) 5. {point B} is defined by {goegraphical co-ordinates} 6. {point} is defined by {goegraphical co-ordinates} 7. • Aircraft Identification is correct 8. • FlightRules and Type of Flight is correct 9. • Number and Type of Aircraft and Wake Turbulence Category is correct 10. • Equipment is correct 11. • Departure Aerodrome and time are correct 12. • Mach number is prescribed by the appropriate ATS authority 13. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 14. • Flight is uncontrolled VFR 15. • insert {Item 15 B} - {VFR} 16. • Use ATS style track points 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct	1. report error

--Test Frame 1.28: (continued)

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

--Test Frame 1.28: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point} 22. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} } 23. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} 24. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point} 25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.28: (continued)

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

--Test Frame 1.29:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point} and {point B} are successive points 4. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 5. NOT ({point} is defined by {goegraphical co-ordinates}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.29: (continued)

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

--Test Frame 1.29: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.29: (continued)

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

--Test Frame 1.30:

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

--Test Frame 1.30: (continued)

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

--Test Frame 1.30: (continued)

ROIDs: I15C	
Stimuli	Response
21. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
22. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
23. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
24. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
25. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.30: (continued)

ROIDs: I15C	
Stimuli	Response
26. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A significant point code designator has been assigned to {point}) OR the 2 to 5 characters of the assigned coded designator is associated with {point} 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} }	1. report error

--Test Frame 1.31:

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

--Test Frame 1.32:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. NOT Use ATS style track points 4. • Aircraft Identification is correct 5. • FlightRules and Type of Flight is correct 6. • Number and Type of Aircraft and Wake Turbulence Category is correct 7. • Equipment is correct 8. • Departure Aerodrome and time are correct 9. • Mach number is prescribed by the appropriate ATS authority 10. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 11. • Flight is uncontrolled VFR 12. • insert {Item 15 B} - {VFR} 13. • Destination Aerodrome and Total Estimated Elapsed Time is correct 14. • Other Information is correct 15. • Supplementary Information is correct	1. report error

--Test Frame 1.32: (continued)

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

--Test Frame 1.32: (continued)

ROIDs: I15C	
Stimuli	Response
17. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
18. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
19. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
20. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
21. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.32: (continued)

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

--Test Frame 1.33:

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

--Test Frame 1.33: (continued)

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

--Test Frame 1.33: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.33: (continued)

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

--Test Frame 1.34:

ROIDs: I15C	
Stimuli	Response
1. The flight is along a designated ATS route 2. A change of {ATS route other than same direction lower/upper} is planned at {point} 3. The flight to the {next {point} } will be outside a designated route 4. NOT ({next {point} } is defined by geological co-ordinates) 5. NOT (insert {Item 15 C} - { {point} followed by DCT}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • The departure aerodrome is {connected to} the ATS route 16. • insert {Item 15 C} - {the designator of the first ATS route} 17. • Destination Aerodrome and Total Estimated Elapsed Time is correct 18. • Other Information is correct 19. • Supplementary Information is correct 20. • forall point. NOT (A change of {ATS route other than same direction lower/upper} is planned at {point}) OR NOT ({next {point} } is defined by geological co-ordinates) OR NOT ({point} is defined by geological co-ordinates) OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment} 21. • forall point. NOT (A change of {speed} is planned at {point}) OR NOT (The flight to the {next {point} } will be outside a designated route) OR {point} is defined by geological co-ordinates OR insert {Item 15 C} - { {point} followed by DCT} 22. • forall point. NOT (A change of {level} is planned at {point}) OR The flight to the {next {point} } will be outside a designated route OR insert {Item 15 C} - { {point} followed by the designator of the next ATS route segment}	1. report error

--Test Frame 1.35:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point} and {point B} are successive points 4. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 5. NOT ({point B} is defined by {goegraphical co-ordinates}) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.35: (continued)

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

--Test Frame 1.35: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.35: (continued)

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

--Test Frame 1.36:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point} and {point B} are successive points 4. NOT ({point} is defined by {bearing and distance}) 5. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.36: (continued)

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

--Test Frame 1.36: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} }	
22. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.36: (continued)

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

--Test Frame 1.37:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. ATS flight track points are required by the appropriate ATS authority 3. {point} and {point B} are successive points 4. NOT ({point B} is defined by {bearing and distance}) 5. NOT (insert {Item 15 C} - { {point} followed by {point B} }) 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Use ATS style track points 16. • Destination Aerodrome and Total Estimated Elapsed Time is correct 17. • Other Information is correct 18. • Supplementary Information is correct	1. report error

--Test Frame 1.37: (continued)

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

--Test Frame 1.37: (continued)

ROIDs: I15C	
Stimuli	Response
20. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point} 21. • forall point. forall point B. NOT ({point} and {point B} are successive points) OR NOT ({point B} is defined by {bearing and distance}) OR NOT ({point} is defined by {bearing and distance}) OR insert {Item 15 C} - {DCT between {point} and {point B} } 22. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} 23. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point} 24. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	

--Test Frame 1.37: (continued)

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

--Test Frame 1.38:

ROIDs: I15C	
Stimuli	Response
1. NOT The flight is along a designated ATS route 2. NOT ATS flight track points are required by the appropriate ATS authority 3. NOT (insert {Item 15 C} - { {point} details}) 4. NOT ({point} and {next {point} } are normally more than {370km} apart) 5. A change of {track} is planned at {point} 6. • Aircraft Identification is correct 7. • FlightRules and Type of Flight is correct 8. • Number and Type of Aircraft and Wake Turbulence Category is correct 9. • Equipment is correct 10. • Departure Aerodrome and time are correct 11. • Mach number is prescribed by the appropriate ATS authority 12. • insert {Item 15 A} - {the true airspeed for the first or the whole cruising portion of the flight expressed as {M followed by 3 digits of Mach hundredths} } 13. • Flight is uncontrolled VFR 14. • insert {Item 15 B} - {VFR} 15. • Destination Aerodrome and Total Estimated Elapsed Time is correct 16. • Other Information is correct 17. • Supplementary Information is correct	1. report error

--Test Frame 1.38: (continued)

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

--Test Frame 1.38: (continued)

ROIDs: I15C	
Stimuli	Response
19. • forall point. A change of {flight rules} is planned at {point} OR A change of {level} is planned at {point} OR A change of {speed} is planned at {point} OR ATS flight track points are required by the appropriate ATS authority OR NOT (insert {Item 15 C} - { {point} details}) OR A change of {track} is planned at {point}	
20. • forall point. NOT ({point} is listed in Item 15 C) OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route segment} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {arrival} route is associated with {point} OR the code designator assigned to {route} including where appropriate the coded designator assigned to the standard {departure} route is associated with {point}	
21. • forall point. NOT (A change of {flight rules} is planned at {point}) OR NOT ({point} is listed in Item 15 C) OR IFR to VFR OR NOT VFR to IFR OR the letters IFR are associated with {point}	
22. • forall point. NOT ({point} is listed in Item 15 C) OR NOT (A change of {level - climb} is planned at {point}) OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the level above which cruise climb is planned followed by PLUS} is associated with {point} OR an oblique stroke followed by the speed to be maintained during cruise climb followed by {the two levels defining the layer to be occupied during cruide climb} is associated with {point}	
23. • forall point. insert {Item 15 C} - { {point} details} OR {point} and {next {point} } are normally more than {30 minutes flying time} apart OR NOT (A change of {track} is planned at {point})	

--Test Frame 1.38: (continued)

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

E.3.7 Destination Aerodrome and Total Estimated Elapsed Time

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

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

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

E.3.8 Other Information

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

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

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

--Test Frame 1.16:

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

--Test Frame 1.17:

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

--Test Frame 1.18:

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

--Test Frame 1.19:

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

--Test Frame 1.20:

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

E.3.9 Supplementary Information

--Test Frame 1.1:

Stimuli	Response
1. NOT Supplementary Information [Part 2] is correct	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}	

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

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

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

--Test Frame 1.16:

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

--Test Frame 1.17:

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

--Test Frame 1.18:

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

--Test Frame 1.19:

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

--Test Frame 1.20:

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

--Test Frame 1.21:

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

--Test Frame 1.22:

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

--Test Frame 1.23:

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

--Test Frame 1.24:

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

--Test Frame 1.25:

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

--Test Frame 1.26:

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

--Test Frame 1.1:

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

--Test Frame 1.2:

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

--Test Frame 1.3:

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

--Test Frame 1.4:

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

--Test Frame 1.5:

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

--Test Frame 1.6:

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

--Test Frame 1.7:

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

--Test Frame 1.8:

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

--Test Frame 1.9:

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

--Test Frame 1.10:

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

--Test Frame 1.11:

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

--Test Frame 1.12:

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

--Test Frame 1.13:

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

--Test Frame 1.14:

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

--Test Frame 1.15:

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

--Test Frame 1.16:

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

--Test Frame 1.17:

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

--Test Frame 1.18:

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