International Civil Aviation Organization

ICAO New Flight Plan Format Study Group (INFPL SG)

Fourth Meeting
(Cairo, Egypt, 27 – 29 February 2012)

Agenda Item 3: Status of Implementation of INFPL in the MID Region

INFPL TEST PLAN

(Presented by Jordan)

SUMMARY

This working paper aims to present the test plan that has been developed by Jordan, and proposes developing a Regional Test plan to assist MID states performing necessary thorough test.

Action by the meeting is at paragraph 3.

REFERENCES

- Asia/ Pacific Guidance Material for the Implementation of Amendment 1 to the 15th Edition of the Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM, Doc 4444)
- INFPL SG/3 Report
- MIDANPIRG/12 Report
- United States EXCEL based spreadsheet tool

1. INTRODUCTION

1.1 Amendment 1 to edition 15 of DOC 4444 defines a number of changes to the standard items of a flight plan which affect the flight plan data and its validation. Since the items in question (items 7, 8, 10a, 10b, 13, 15, 16 and 18) are used in other ICAO flight-related messages as well as FPL messages, the format of these messages also changes.

1.2 The format change affects all systems in place that handle flight plan, thus software upgrade/replacement is necessary to comply with the requirement of ICAO New Flight plan format. Functional testing can prove that the software performs in conformance with the INFPL automation specification.

2. DISCUSSION

2.1 The risk of large scale cutover can be mitigating by performing proper testing, the regional transition strategy defined three testing phases to ensure seamless transition. However, the INFPL SG/3 meeting encouraged MID States to conduct internal and external testing in close coordination with users.

2.2 Based on that, Jordan has developed a test plan to be used in different testing phases; the plan is at **Appendix A** to this working paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) Note the information in this paper and **Appendix A** to this working paper; and

b) review and Comment on Jordan test plan and develop a Regional test plan accordingly.

APPENDIX A

Jordan Civil Aviation Regulatory Commission

ICAO New Flight Plan Format
Test Plan

Created by	Mona R. Annaddaf
Version number	1.0
Date	20/2/2012

Revision History

DATE	version	DESCRIPTION
20/12/2011	0.1	Draft
6/1/2012	0.2	Conversion from New to current test scripts added
20/1/2012	1.0	Completed

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1. Introduction

Amendment 1 to edition 15 of DOC 4444 defines a number of changes to the standard items of a flight plan which affect the flight plan data and its validation. Since the items in question (items 7, 8, 10a, 10b, 13, 15, 16 and 18) are used in other ICAO flight-related messages as well as FPL messages, the format of these messages also changes.

The objectives of these changes are to:

- Mandate the inclusion of DOF in each flight plan filed more than 24 hours in advance of its EOBT;
- Allow flight plans to be filed up to 5 days in advance;
- Remove ambiguities in the way that CHG, DLA and other subsidiary messages relate to the flight to which they pertain;
- Allow more detailed specification of the equipment levels, status and other attributes of a flight;
- Systematize the permissible entries in item 18 of a flight plan;
- Provide enhanced editorial instructions for an operator filing flight plan messages.

Those changes impact the functionality of systems in place that handle flight plan and related messages, software/hardware upgrade is required to adapt those requirements, additional solution may be used as an alternative for upgrade in certain cases.

Jordan Civil Aviation Regulatory Commission (CARC) took all necessary measures to ensure its readiness to make the implementation date, 15th of Nov, 2012. A national transition timeline was setup to be in line with the regional transition strategy, different types of Testing were defined, and this test plan was developed to meet the functional specifications to comply with ICAO NEW Flight Plan format requirements.

2. Test Plan Objectives

This Test Plan for the INFPL affected System supports the following objectives:

- Define the activities required to prepare for and conduct different testing phases.
- Communicate to all responsible parties the Test strategy.
- Define deliverables and responsible parties.
- Define testing scripts to ensure that the INFPL handling automation remains to the greatest possible extent.

3. References:

[1] Amendment 1 to the 15th edition of DOC 4444

[2] MID Region strategy for the Implementation of ICAO New Flight Plan Format and supporting ATS messages.

[3] Asia/ Pacific Guidance Material for the Implementation of Amendment 1 to the 15th Edition of the Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM, Doc 4444)

[4] United States EXCEL based spreadsheet tool.

[5] INFPL SG3 Report

4. Terminology

- **PRESENT** Flight Plan is defined as ICAO flight planning and ATS message format currently in use as specified in DOC 4444, 15th Edition.

- **New** Flight Plan is defined as ICAO flight planning and ATS message format currently in use as specified in Amendment 1 to DOC 4444, 15th Edition.

5. Test Strategy

The test strategy consists of a series of different tests that will fully exercise the INFPL affected systems. The primary purpose of these tests is to uncover the systems limitations and measure its full capabilities. A list of the various planned tests and a brief explanation follows below.

1. User Acceptance Test

Once any of the affected systems upgrade/ installation is ready for implementation, the project team will perform User Acceptance Testing. The purpose of these tests is to confirm that the system is developed according to the specified user requirements and is ready for operational use. This test will include also scenarios to test the compliance with INFPL functional specifications.

2. Internal Test

Conformance testing will be carried between all local systems. [4] Defined different categories of systems according to its role in handling FPL as described in part (6) of this document.

3. ANSPs External Test

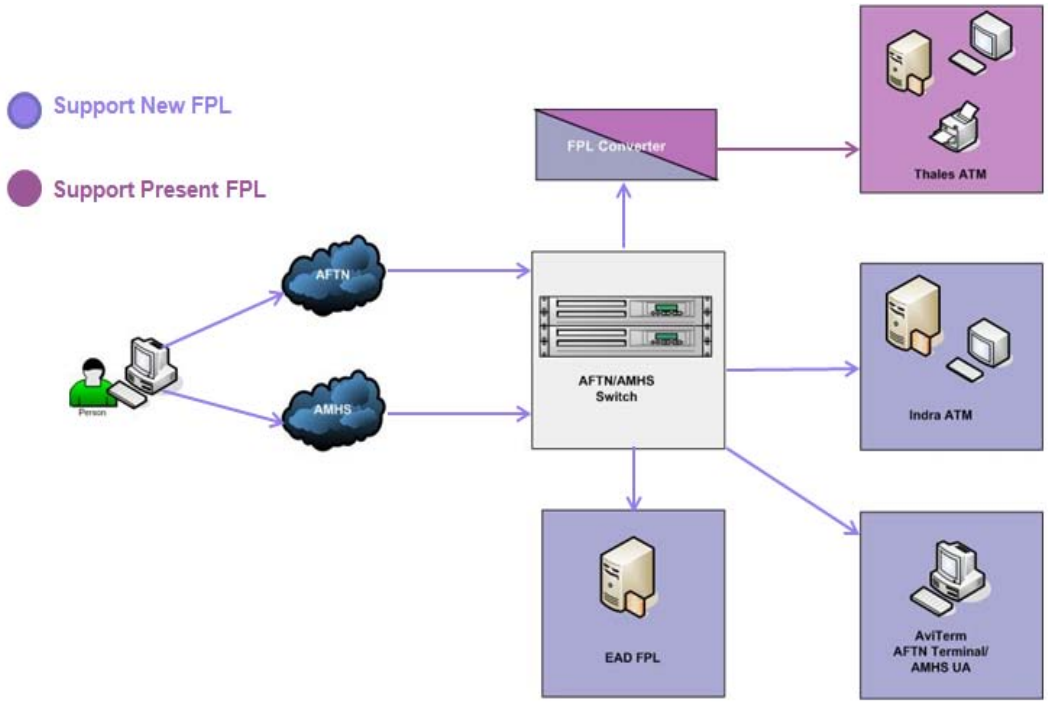
Various test scripts will be performed to ensure that all adjacent states can accept and disseminate "new Flight plan and associated ATS message formats.

4. Airspace users Test

The Airspace users are one of the stakeholder of ICAO New flight plan format messages, an intensive tests will be performed to ensure their capability to file FPL in a new format.

6. Environment Requirements

CARC national ICAO New flight plan format team has performed the Impact study and identify the affected systems that need further upgrade or replacement.



6.1 Flight Plan Composer

It can be defined as an individual or organization that files an FPL or related ATS message, certain test cases were developed to this type of system/ subsystem:

- AFTN Terminal/ ATS UA (AviTerm)
- Compose window on ATM system (Indra)
- Compose function at the Intervention position
- Compose function at EAD FPL Briefing Box (BF)

6.2 Flight Planning Service

A system that electronically sends an FPL or related ATS message over AFTN to an FDP (e.g., flight services organizations, commercial services, etc.)

6.3 Flight Data Processing

A system that accepts and processes an FPL or related ATS message for ATC purposes, like:

- FDP of ATM system (Indra)

6.4 Flight Data User

A system that receives data from FDP systems which has been derived from an FPL or related ATS message, but does not directly receive FPLs or related ATS messages, a stripe printer or billing system are examples of such system.

6.4 INFPL Converter

7. Test Schedule

- Software delivery and User Acceptance Test till 01/5/12
- Internal Test 01/01/12 - 31/05/12
- ANSPs External Testing 30/02/12 - 31/06/12
- Airspace Users Testing 01/07/12 - 14/11/12

8. Control Procedures

8.1 Reviews

The project team will perform reviews for each Phase. (Test Plan Review, Test Case Review and Final Test Summary Review). A meeting notice, with related documents, will be emailed to each participant.

8.2 Defect Review meetings

Regular weekly meeting will be held to discuss reported defects. The INFPL project manager will provide status/updates on all defects/enhancement reported to the director of technical support. All member of the project team will participate.

9. Functions to Be Tested

The following is a list of functions that will be tested:

- ✓ Handling/Compose FPL includes New Alphanumeric code in item 10 and item 18
- ✓ Handling/Compose FPL includes Invalid Alphanumeric code in item 10
- ✓ Perform Consistency check between item 10 and item 18
- ✓ Perform Coherence check in item 10
- ✓ The order of Item 18 indicators
- ✓ Handling FPL includes Non standard Item 18 indicators
- ✓ Handling/Compose FPL includes Date of Flight (DOF)
- ✓ Conversion from New to Current format
- ✓ Management of messages on queue.
- ✓ Handling of erroneous FPL.
- ✓ Verification of corrected FPL.
- ✓ CHG, CNL, DLA for FPL on queue
- ✓ Retrieval of all message types (sent, received, corrected, rejected)

A Requirements Validation Matrix will “map” the test cases back to the requirements.

10. Resources and Responsibilities

The Test Lead and Project Manager will determine when system test will start and end. The Test lead will also be responsible for coordinating schedules, equipment, & tools for the testers as well as writing/updating the Test Plan, Weekly Test Status reports and Final Test Summary report.

10.1 Resources

The test team will consist of:

- A Project Manager
- A Test Lead (INFPL Focal Point)
- 3 Testers

10.2 Responsibilities

Project Manager	Responsible for INFPL Project schedules and the overall success of the project.
Test Lead	Ensures the overall success of the test cycles. He/she will coordinate weekly meetings and will communicate the testing status to the project team.
Testers	Responsible for performing the actual system testing.

11. Deliverables

Deliverable	Responsibility	Completion Date
Develop Test cases	Test Lead	06/01/2012
Test Case Review	Test Lead, Project manager, Testers	20/01/2012
Requirements Validation Matrix	Test Lead	31/3/2012
Execute tests	Testers & Test Lead	31/6/2012
Complete Defect Reports	Everyone testing	On-going
Document and communicate test status	Test Lead	Weekly
Execute User Acceptance tests	The project team of each system of INFPL environment	06/01/2012

12. Documentation

The following documentation will be available at the end of the test phase:

- Test Plan
- Test Cases
- Test Case review
- Requirements Validation Matrix
- Defect reports
- Final Test Summary Report

13. Test Cases

13.1 Flight Plan Composer

Its anticipated that there will be high number of rejected messages in the first period of implementation, a thorough testing for the FPL Composer has a significant impact to mitigate the number of erroneous flight plan and thus decreases rejected messages.

13.1 New Alphanumeric code in item 10

Test Criteria	Accept New alphanumeric code (Item 10a)
Test Number	TST111
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains E1 and J4 in Item 10a.
Test Data	(FPL-TST111-IS -B738/M-SE1J4/S -OJAI0901 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0111 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software accepts the new indicator. 2. Message is sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Accept New alphanumeric code (Item 10a)
Test Number	TST112
Reference	[1] [3] In the new format of ICAO Flight Plan the alphanumeric P1-P9 is reserved, the FPL filer should be able to file these items.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains P2 in item 10a.
Test Data	(FPL-TST112-IS -B738/M-SP2/S -OJAI0902 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0112 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software accepts the new indicator. 2. Message is sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Accept New alphanumeric code (Item 10b)
Test Number	TST113
Reference	[1] The new format of ICAO Flight Plan includes new letters in item 10b plus letter-digit combinations.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains E, D1 and B2 in item 10a.
Test Data	(FPL-TST113-IS -B738/M-SJ2/ED1B2 -OJAI0903 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0110 HELX -DOF/120203 EET/HECC0025)
Expected Result	1. The Software accepts the new indicator. 2. Message is sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.2 Invalid Alphanumeric code in item 10

Test Criteria	**Invalid Alphanumeric code in item 10a**
Test Number	TST121
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10a.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains invalid letter J9 in item 10a.
Test Data	(FPL- TST121-IS -OJAI0804/M-SE1HYWJ9/S -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0044 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1. The Software rejects filing the flight plan 2. The error is highlighted. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Invalid Alphanumeric code in item 10b
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10b.
Test Number	TST122
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains invalid letter F and D2 in item 10b.
Test Data	(FPL- TST122-IS -OJAI0805/M-SE1HYWJ2/FD2 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error by the highlighting or a pop-up message. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.3 Coherence check in item 10

Test Criteria	Coherence check in item 10b
Test Number	TST131
Reference	[1] [3] Maximum one entry is expected for SSR Mode A.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains B1 and B2 in item 10b.
Test Data	(FPL-TST131-IS -B738/M-SP2/SB1B2 -OJAI0906 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0116 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error by the highlighting or a pop-up message. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check in item 10b
Test Number	TST132
Reference	[1] [3] Maximum one entry is expected for SSR Mode C.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains H and I in item 10b.
Test Data	(FPL-TST132-IS -B738/M-ADE3V/HIB1 -OJAI0907 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0117 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error by the highlighting or a pop-up message. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check in item 10b
Test Number	TST133
Reference	[1] [3] Maximum one entry is expected for each ADS-B link.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains B1, B2, V1 and V2 in item 10b.
Test Data	(FPL-TST133-IS -B738/M-ADE3V/HB1B2V1V2 -OJAI0908 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0118 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error by the highlighting or a pop-up message. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.4 Coherence check between item 10 and 18

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST141
Reference	[1] Letter G is used in item 10a to indicate GNSS capability equipage, the type of external augmentation should be specified in item 18 following the indicator NAV/
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains G in item 10a.
Test Data	(FPL-TST141-IS -B738/M-ADE3V/HB1V1G1 -OJAI0901 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0111 HELX -DOF/120202 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error that the indicator NAV/ should be included in item 18. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST142
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains PBN/B2 in item 18.
Test Data	(FPL-TST142-IS -B738/M-ADE3V/HB1V1G1 -OJAI1102 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01112HELX -PBN/ B2 DOF/120202 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error that the indicator G should be included in item 10a. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST143
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains PBN/C1 in item 18.
Test Data	(FPL-TST143-IS -B738/M-AE3V/HB1V1G1 -OJAI1103 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01113 HELX -PBN/C1 DOF/120202 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error that the indicators DI should be included in item 10a. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST144
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains PBN/D3 in item 18.
Test Data	(FPL-TST144-IS -B738/M-AE3V/HB1V1G1 -OJAI1104 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01114 HELX -PBN/D3 DOF/120202 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error that the indicator D should be included in item 10a. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST145
Reference	[1] [3] The STS/ NONRVSM indicator will be used in new flight plan format to notify the intention of operation of NONRVSM flight into RVSM airspace.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains STS/NONRVSM in item 18 and W in item 10a.
Test Data	(FPL-TST145-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -STS/ NONRVSM EET/HECC0028 HLLL0215 REG/JYAIA SEL/ADQS DOF/120201 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error, that W in item 10a and STS/NONRVSM are mutually exclusive entries. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.5 The order of Item 18 indicators

Test Criteria	The Order of Item 18 indicators
Test Number	TST151
Reference	[1] Amendment 1 mandates using of indicators in item 18 in a defined order.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that includes the following indicators: EET/ REG/ SEL/ DOF/
Test Data	(FPL-TST151-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -EET/HECC0028 HLLL0215 SEL/ADQS REG/JYAIA DOF/120201 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The Software should file the flight plan in correct order DOF/ REG/ EET/ SEL/ RMK/ 2. Message is sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.6 Date of Flight

Test Criteria	The Order of Item 18 indicators
Test Number	TST161
Reference	[1] [2] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that includes the date of flight indicator in item 18 DOF/"current day + 3"
Test Data	(FPL-TST161-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ - DOF/"current day + 3" EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The flight plan should be sent immediately.
Observed Result	
Status (Pass/Failed/Retest)	

13.2 Flight Data Processing (FDP)

13.2.1 New Alphanumeric code in item 10

Test Criteria	Accept New alphanumeric code (Item 10a)
Test Number	TST211
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters.
Scenario Description	1.The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message containing E1 and J4 in Item 10a to the FDP.
Test Data	(FPL-TST211-IS -B738/M-SE1J4/S -OJAI0901 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0111 HELX -DOF/120203 EET/HECC0025)
Expected Result	1. The FDP accepts the new indicator. 2. Message is displayed and processed.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Accept New alphanumeric code (Item 10a)
Test Number	TST212
Reference	[1] [3] In the new format of ICAO Flight Plan the alphanumeric P1-P9 is reserved, the FPL filer should be able to file these items.
Scenario Description	1.The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message that contains P2 in item 10a to the FDP (ATM system)
Test Data	(FPL-TST212-IS -B738/M-SP2/S -OJAI0902 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0112 HELX -DOF/120203 EET/HECC0025)
Expected Result	1. The FDP accepts the flight plan. 2. The flight plan is processed.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Accept New alphanumeric code (Item 10b)
Test Number	TST213
Reference	[1] The new format of ICAO Flight Plan includes new letters in item 10b plus letter-digit combinations.
Scenario Description	1.The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains E, D1 and B2 in item 10a.
Test Data	(FPL-TST213-IS -B738/M-SJ2/ED1B2 -OJAI0903 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0110 HELX -DOF/120203 EET/HECC0025)
Expected Result	1. The FDP accepts the flight plan. 2. The flight plan is processed
Observed Result	
Status (Pass/Failed/Retest)	

13.2.2 Coherence check between item 10 and item 18

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST221
Reference	[1] Letter G is used in item 10a to indicate GNSS capability equipage, the type of external augmentation should be specified in item 18 following the indicator NAV/
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains G in item 10a and don't include indicator GNSS/ in item 18
Test Data	(FPL-TST221-IS -B738/M-ADE3V/HB1V1G1 -OJAI0901 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0111 HELX -DOF/120202 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan, And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1. The message is rejected. And 2. The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST222
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to ATM system (FDP) that contains PBN/B2 in item 18 and don't include G in item 10a
Test Data	(FPL-TST222-IS -B738/M-ADE3V/HB1V1G1 -OJAI1102 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01112HELX -PBN/ B2 DOF/120203 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan. And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1. The message is rejected., And 2. The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST223
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1.The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains PBN/C1 in item 18 and don't include DI in item 10a.
Test Data	(FPL-TST223-IS -B738/M-AE3V/HB1V1G1 -OJAI1103 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01113 HELX -PBN/C1 DOF/120203 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST224
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains PBN/D3 in item 18 and don't include item D in item 10a
Test Data	(FPL-TST224-IS -B738/M-AE3V/HB1V1G1 -OJAI1104 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01114 HELX -PBN/D3 DOF/120203 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TST225
Reference	[1] [3] The STS/ NONRVSM indicator will be used in new flight plan format to notify the intention of operation of NONRVSM flight into RVSM airspace.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains STS/NONRVSM in item 18 and W in item 10a
Test Data	(FPL-TST225-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -STS/ NONRVSM EET/HECC0028 HLLL0215 REG/JYAIA SEL/ADQS DOF/120201 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

13.2.3 Invalid Alphanumeric code in item 10

Test Criteria	Invalid Alphanumeric code in item 10a
Test Number	TST231
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10a.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains invalid letter J9 in item 10a.
Test Data	(FPL- TST231-IS -OJAI0804/M-SE1HYWJ9/S -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0044 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1.The Flight plan should be rejected, And 2.The originator is notified automatically about the rejection reason : Invalid Alphanumeric in Item 10a
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Invalid Alphanumeric code in item 10b
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10b.
Test Number	TST232
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains invalid letter F and D2 in item 10b.
Test Data	(FPL- TST232-IS -OJAI0805/M-SE1HYWJ2/FD2 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1.The Flight plan should be rejected, And 2.The originator is notified automatically about the rejection reason : Invalid Alphanumeric in Item 10b
Observed Result	
Status (Pass/Failed/Retest)	

13.2.4 Coherence check in item 10

Test Criteria	Coherence check in item 10b
Test Number	TST241
Reference	[1] [3] Maximum one entry is expected for SSR Mode A.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains B1 and B2 in item 10b.
Test Data	(FPL-TST241-IS -B738/M-SP2/SB1B2 -OJAI0906 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0116 HELX -DOF/120204 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency in item 10b. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10b)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check in item 10b
Test Number	TST242
Reference	[1] [3] Maximum one entry is expected for SSR Mode C.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains H and I in item 10b.
Test Data	(FPL-TST242-IS -B738/M-ADE3V/HIB1 -OJAI0907 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0117 HELX -DOF/120201 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency in item 10b. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10b)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check in item 10b
Test Number	TST243
Reference	[1] [3] Maximum one entry is expected for each ADS-B link.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system that contains B1, B2, V1 and V2 in item 10b.
Test Data	(FPL-TST243-IS -B738/M-ADE3V/HB1B2V1V2 -OJAI0908 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0118 HELX -DOF/120201 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency in item 10b. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10b)
Observed Result	
Status (Pass/Failed/Retest)	

13.2.5 The order of Item 18 indicators

Test Criteria	The Order of Item 18 indicators
Test Number	TST251
Reference	[1] Amendment 1 mandates using of indicators in item 18 in a defined order.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes the following indicators: EET/ REG/ SEL/ DOF/
Test Data	(FPL-TST251-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -EET/HECC0028 HLLL0215 SEL/ADQS REG/JYAIA DOF/120201 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The ATM system should accept the Flight plan. 2. The ATM System should be able to process and reorder item 18 indicators.
Observed Result	
Status (Pass/Failed/Retest)	

13.2.6 Date of Flight

Test Criteria	The Order of Item 18 indicators
Test Number	TST261
Reference	[1] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes the date of flight indicator in item 18 DOF/"current day + 3"
Test Data	(FPL-TST261-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ - DOF/"current day + 3" EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The ATM system should accept the FPL. 2. The FPL should be kept on queue until reaches a VSP* prior to the EOBT.
Observed Result	
Status (Pass/Failed/Retest)	

13.2.7 New Indicator in Item 18

Test Criteria	Processing of new indicators in Item 18
Test Number	TST271
Reference	[1] Amendment 1 indicates specific indicators should be used in Item 18.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes STS/HEAD in Item 18
Test Data	(FPL-TST261-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -STS/HEAD DOF/120201 EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The ATM system should accept the FPL. 2. The FPL should be processed. 3. The ATC should be notified about the reason for special handling case.
Observed Result	
Status (Pass/Failed/Retest)	

13.2.8 Handling of non standard indicators in Item 18

Test Criteria	Handling of non standard indicators in Item 18
Test Number	TST281
Reference	Other ICAO Region indicates their need to use other indicators in Item 18, each ANSP should test the capability of systems in place to handle FPL includes such indicators
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes indicators will be used by other Region in Item 18, like EUR/ RVR/
Test Data	(FPL- TST281-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -DOF/ 120201 EET/ OSTT0011 RVR/350)
Expected Result	1. The ATM system accepts FPL.
Observed Result	
Status (Pass/Failed/Retest)	

13.2.9 Undetermined FPL format.

Test Criteria	Handling of undetermined FPL format
Test Number	TST291
Reference	[1] [3]
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes letters from both formats (current and new), letters M and E, plus J3 in item 10a.
Test Data	(FPL-TST291-IS -A342/H-SHIXWDEMJ3Y/S -OJAI0830 -N0364F080 OSAMA2D SALAM J17 BGN/N0469F300 UH1 PURLA UH1B SUVAS/N0468F320 UL53 KAROL UL995 RDS UL609 MES UG18 FSK UN128 VADIL UL863 SIVLA/N0452F340 UL863 VBA UM19 OBUTI/N0452F340 UM19 MUREG/N0452F340 UM19 GRZ UL604 RELBI UL602 NALAX UL46 REMSI UP6 MIMKU/M080F340 DCT SUNOT/M080F340 DCT 58N020W 59N030W 60N040W 59N050W DCT PRAWN/N0465F360 DCT YDP N356C ROUND/N0471F380 DCT JODEE PAITN2 -KORD1319 KMKE KDTW -DOF/120201 EET/LLLL0011 LCCC0024 LGGG0104 LTBB0126 LGGG0132 LWSS0216 EGGX0555 CZQX0730 CZUL1004 CZYZ1142 KZMP1220 KZAU1246 RMK/RANDOM ATC FPL)
Expected Result	1. The ATM system should reject FPL 2. The originator should be notified about the reason of Rejection: Unknown Flight plan format
Observed Result	
Status (Pass/Failed/Retest)	

13.2.10 Long Message Size.

Test Criteria	Handling of long AFTN message size
Test Number	TST201
Reference	[1] Amendment 1 specified new indicators in Item 18 and it's anticipated that the AFTN message might be longer that the maximum size 2100.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a long FPL message to the ATM system (FDP) , more that 2100
Test Data	
Expected Result	1. The ATM system should accept FPL, and according to Annex 10, attachment B. 2. The FPL should be handled as following: 2.a The message is truncated, "CHECK TEXT NEW ENDING ADDED" 2.b The message is split into 2 or 3 messages 2.c The message received as it is.
Observed Result	
Status (Pass/Failed/Retest)	

13.3 FPL converter

Jordan CARC have contracted to install a stand-alone converter, to be used with legacy ATM system (Thales).

13.3.8 Conversion from New to Current format

Test Criteria	Conversion from New to Current Format
Test Number	TST311
Reference	[1] [3] [5]
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter.
Test Data	(FPL- TST311-IS -A342/H- ACDHIKLORTUV/A -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK - STS/ATFMX PBN/A1 DOF/120201 REG/REG001 EET/OLBA0100 SEL/SELC CODE/123ABC DLE/WAY0030 WAY20130 OPR/RJ RIF/RIFTEXT RMK/TEST)
Expected Result	1. The INFPL converter should convert the FPL as following: (FPL- TST311-IS -A342/H- CDHIKLORTUVZ/A -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -STS/ATFMEXEMPTAPPROVED NAV/GBAS RNAV10 RNP10 A1 REG/REG001 EET/OLBA0100 SEL/SELC CODE/123ABC OPR/RJ RIF/RIFTEXT RMK/DLE/WAY0030 WAY20130 TEST PBN/A1)) 2. The Legacy ATM system should accept and process FPL in current format.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Conversion from New to Current Format
Test Number	TST312
Reference	[1] [3] [5]
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter.
Test Data	(FPL- TST312-IS -B757/M-E1FGP1R/E -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK - STS/FFR PBN/B2 NAV/GBAS DAT/DATTEXT DOF/120201 REG/REG001 EET/OLBA0100 SEL/SELC CODE/123ABC)
Expected Result	1. The INFPL converter should convert the FPL as following: (FPL- TST312-IS -B757/M-FGRZ/SD -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -STS/FFR NAV/RNAV5 B2 GBAS COM/FMC WPR ACARS E1 E DATTEXT REG/REG001 EET/OLBA0100 SEL/SELC CODE/123ABC RMK/PBN/B2) 2. The Legacy ATM system should accept and process FPL in current format.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Conversion from New to Current Format
Test Number	TST313
Reference	[1] [3] [5]
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter.
Test Data	(FPL- TST313-IS -C160/M-E2P2RD/H -ZZZZ0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA c -STS/FLTCK PBN/B3 DEP/MAFRAQ DEST/MARKA DOF/120201 REG/REG001 EET/OJAC0100 SEL/SELC CODE/123ABC RMK/TEST)
Expected Result	The INFPL converter should convert the FPL as following: (FPL- TST313-IS -ZZZZ0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -ZZZZ0830 -STS/FLTCK NAV/RNAV5 B3 COM/DFIS ACARS E2 H DEST/MARKA REG/REG001 EET/OJAC0100 SEL/SELC CODE/123ABC RMK/DEP/MAFRAQ PBN/B3) The Legacy ATM system should accept and process FPL in current format.
Observed Result	
Status (Pass/Failed/Retest)	

13.3.9 Conversion from Current to New format

The flight plan from current to new format is out of scope this document.

13.3.10 Date of Flight (DOF)

Test Criteria	Date of flight (DOF)
Test Number	TST331
Reference	[1] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter.
Test Data	(FPL-TST331-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ - DOF/"current day + 3" EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The INFPL converter should accept the FPL. 2. The FPL should be kept on queue until reaches a VSP* prior to the EOBT. 3. The legacy ATM system should receive it VSP prior to EBOT in current format.
Observed Result	
Status (Pass/Failed/Retest)	

13.4 FPL Converter Intervention Position

13.4.1 Handling of erroneous FPL.

Test Criteria	Invalid Alphanumeric code in item 10a
Test Number	TST411
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10a.
Scenario Description	1. Select filing FPL in new format on AFTN Terminal A. 2. From test terminal A send a FPL message to the legacy ATM system (FDP) that contains invalid letter J9 in item 10a.
Test Data	(FPL- TST411-IS -OJAI0804/M-SE1HYWJ9/S -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0044 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1. The converter can not the flight plan 2. The flight plan is sent to the manual intervention position. 3. The flight plan can be displayed and highlighted the error "J9" with advice to the operator "Invalid indicator"
Observed Result	
Status (Pass/Failed/Retest)	

13.4.2 Verification of corrected FPL.

Test Criteria	Invalid Alphanumeric code in item 10a
Test Number	TST421
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10a.
Scenario Description	1. repeat test TST411 2. correct the error, enter J2 instead of J9 3. click on "verify" button to verify message correction
Test Data	(FPL- TST421-IS -OJAI0804/M-SE1HYWJ9/S -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0044 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1. The manual intervention position could verify the correction. 2. The flight plan is sent back to the converter. 3. The conversion from New to the current format performed successfully 4. The Legacy ATM system accept and process the Flight plan in current format
Observed Result	
Status (Pass/Failed/Retest)	

13.4.3 Manage FPL messages on queue

Test Criteria	Manage FPL message on Queue
Test Number	TST431
Reference	[1] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter. 3. View FPLs on queue 4. Delete the FPL from the queue
Test Data	(FPL-TST431-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ - DOF/"current day + 3" EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The flight plan should be deleted from the queue. 2. Verify that the legacy ATM system does not receive the flight plan.
Observed Result	
Status (Pass/Failed/Retest)	

13.4.4 CHG, CNL, DLA for FPL on queue

Test Criteria	CHG message
Test Number	TST441
Reference	[1] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. Repeat test TST431 2. Send DLA FPL to the original FPL. 3. Check the time of release of the FPL
Test Data	(DLA-TST431-OJAI1200-HLLT-DOF//"current day + 3")
Expected Result	1. The flight plan should be sent VSP before the new EOBT 2. Verify (1) using retrieval function of sent FPL
Observed Result	
Status (Pass/Failed/Retest)	

13.4.5 Retrieval of all message types (sent, received, corrected, rejected)

Test Criteria	Retrieval of all message types
Test Number	TST451
Reference	[1]
Scenario Description	1. Repeat test TST421 2. At the Intervention position, open Retrieval window 3. Execute a command to retrieve all corrected flight plans in last two hours.
Test Data	
Expected Result	Verify that all corrected flight plans are displayed.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Retrieval of all message types
Test Number	TST452
Reference	[1]
Scenario Description	1. Repeat test TST421 2. At the Intervention position, open Retrieval window 3. Execute a command to retrieve all Rejected flight plans in last two hours.
Test Data	
Expected Result	Verify that all Rejected flight plans are displayed.
Observed Result	
Status (Pass/Failed/Retest)	

16. Approvals

Name (Print)	Signature	Date
1.		
2.		
3.		
4.		
5.		