Testing Quick Reference Handbooks in Flight Simulators

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Word Count: 8052

22nd May 2024

Preface

Abstract

This project focuses on testing checklists in flight simulators using formal methods, whilst gathering statistics from the simulator to provide a result on how well the checklist performed. This dissertation is revolved around the aims and objectives. Parts how the parts of the problems in designing checklist, research, and development of the Checklist Tester will be covered.

Declaration

I declare that this dissertation represents my own work except where otherwise stated.

Acknowledgements

I would like to thank my supervisor Leo Freitas for supporting, guiding, and providing with areas of improvement for me throughout the project.

Contents

Chapter 1

Introduction

1.1 Scene

Designing aviation checklists is difficult and requires time to test them in simulators and the real world. [1] The simulators require trained pilots to test the checklist and make sure that they work consistently [2]; testing that the steps in the checklist are concise, achieves the goal of the checklist, and will not take too long to complete to the point it could compromise the safety of the aircraft. These checklists are also carried out by the crew in high workload environments, where this workload would be elevated if an emergency were to occur. [3]

1.2 Motivation

Testing procedures in checklists is often neglected by designers. [1] This is shown in historic incidents, where the checklists to aid resolve the problem at the time was not fit for the specific scenario that crew was in.

An example of this is the checklist used on US Airways Flight 1549. This flight suffered a dual engine failure due to a bird strike at an altitude of 2818 ft (859 m). The first action by the pilot was to turn on the Auxiliary Power Unit (APU), allowing critical systems, such as the flight controls and navigational aids, to be powered as the engines were no longer able to power those systems. However, if the first call was to run through the dual engine failure checklist (the one used on the flight), it would have been the 11^{th} item on the checklist. Using the checklist from the beginning could have resulted in a worse outcome of the incident, but due to the crew's experience, they managed to execute the most successful ditching (water landing) in history. [4]

Therefore, this calls for a way to implement a way to test checklists for aspects that may have been overlooked during the development of the checklist.

1.3 Aim

The goal of this project is to test checklists in Quick Reference Handbooks (QRH) for flaws that could compromise the aircraft and making sure that the tests can be completed in a reasonable amount of time by pilots. It is also crucial to make sure that the tests are reproducible in the same flight conditions and a variety of flight conditions.

1.4 Objectives

1. Research current checklists that may be problematic and are testable in the QRH tester being made
2. Implement a formal model that runs through checklists, with the research gathered, to produce an accurate test

   (a) Understand the relative states of the aircraft that need to be captured
   (b) Ensure that the results of the checklist procedures are consistent
3. Implement a QRH tester manager that
   (a) Runs the formal model and reacts to the output of the formal model
   (b) Connect to a flight simulator to run actions from the formal model
   (c) Implement checklist procedures to be tested, run them, and get feedback on how well the procedure ran

Chapter 2

Background

2.1 Safety in Aviation

2.1.1 History

According to the Federal Aviation Administration, a US federal government agency regulation body for civil aviation, 70-80% of aviation accidents are attributed to human factors [5].

One aspect that minimized the amount of accidents caused by human factors was with the checklist.

The first use of a checklist was in 1935 after the crash of a prototype plane known back then as the Model 299 (known as the Boeing B-17 today), due to the complex procedures required to operate the aircraft normally and forgetting a step resulting in lack of controls during takeoff [2].

It was found that because of the complicated procedure to operate the aircraft that the pilots would forget steps, and hence the concept of checklists was tested, and found to minimize human errors [2].

2.1.2 Checklists

Checklists are defined by the Civil Aviation Authority (CAA), the UK's aviation regulator, as: 'A set of written procedures/drills covering the operation of the aircraft by the flight crew in both normal and abnormal conditions. ... The Checklist is carried on the flight deck [6].' These checklists as a result has shown to be a crucial tool in aviation to minimize human errors [2].

There are multiple checklists that are designed for aircraft for the use of normal operation and potential problems that could arise during the flight. These checklists are stored in a Quick Reference Handbook (QRH) which is kept in the cockpit of each aircraft for use when needed. The definition of a QRH by CAA is:

> A handbook containing procedures which may need to be referred to quickly and/or frequently, including Emergency and Abnormal procedures. The procedures may be abbreviated for ease of reference (although they must reflect the procedures contained in the AFM[1]). The QRH is often used as an alternative name for the Emergency and Abnormal Checklist [6].

However, checklists themselves can have design flaws as noted by researchers at the National Aeronautics and Space Administration (NASA) where checklists can be misleading, too confusing, or too long to complete, as a result having the potential of compromising the safety of the aircraft [1]. An example of this is what happened on Swiss Air Flight 111, where an electrical fault was made worse by following the checklist, resulting in the aircraft crashing in the ocean. This was as the flight crew was unaware of the severity of the fire caused by the electrical fault. Following the steps in the checklist, one of the steps was to cut out power to 'non-essential' systems, which increased

[1] Aircraft Flight Manual - 'The Aircraft Flight Manual produced by the manufacturer and approved by the CAA. This forms the basis for parts of the Operations Manual and checklists. The checklist procedures must reflect those detailed in the AFM [6].'

the amount of smoke in the cockpit. Simultaneously, the checklist itself was a distraction as it was found to take around 30 minutes to complete in testing during the investigation [7]. This incident shows that checklists need to be tested for these flaws, and considering the original checklist for Swiss Air Flight 111 would have taken 30 minutes to theoretically complete, this could be time-consuming for checklist designers, and this would be something to note whilst working on this project.

There are other potential problems with checklists, noted by the CAA, where the person running through the checklist could skip a step either unintentionally, by interruption, or just outright failing to complete the checklist. Or the crew may also not be alerted to performance issues within the aircraft, which would be a result of running the checklist [6]. Therefore, this would be useful to add for features when testing checklists, such as adding the ability to intentionally skip a step of a checklist or gathering statistics on how the performance of the aircraft has been affected as a result of using the checklist.

Another problem to note about checklists is the human factor where the crew may fail to use the checklist, like in the case of Northwest Airlines Flight 255, where the National Transportation Safety Board (NTSB), an investigatory board for aviation accidents in the United States, determined that 'the probable cause of the accident was the flight crew's failure to use the taxi checklist to ensure that the flaps and slats were extended for takeoff [8].' This shows that even though checklists have shown to improve safety of the aircraft, there are other measures that aviation regulatory bodies are required implement, to avoid situations where the crew may completely ignore safety procedures and systems.

2.2 Formal Methods

Formal methods is a mathematical technique that can be used towards the verification of a system, that could either be a piece of software or hardware. Therefore, this can be used to verify correctness of all the inputs in a system [9]. Hence, as this project is dealing with safety, it would be beneficial to use formal methods for testing and verification.

An example of where formal methods is used within aviation is by Airbus, where it was used during the development of the Airbus A380. Formal methods was used to test the A380 for proof of absence of stack overflows and analysis of the numerical precision and stability of floating-point operators to name a few [10].

2.3 Solution Stack

Logically, is around 3 main components to this tester to focus on: the formal mode, checklist tester (to connect the formal model and flight simulator), and the flight simulator.

2.3.1 Formal Model

There are a few ways that a formal model could be implemented into another application. Some options mentioned by Overture [11] include the RemoteControl interface provided by VDMJ, or the VDMTools API [12].

However, both of these methods do not suit what is required as most of the documentation for RemoteControl seems to be designed for the Overture Tool IDE. And VDMTools may handle the formal model differently or produce unexpected results, whilst having to deal with API calls.

The choice was to create a VDMJ wrapper, as the modules are available on Maven Central, allowing for VDMJ to be implemented into the project.

2.3.2 Checklist Tester

JVM Language

There are multiple languages that are made for or support JVMs [13].

The requirements for this project from a language would be to have the ability to interact with Java code because VDMJ uses Java, have Graphical User Interface (GUI) libraries that are accessible to use, and to have good support (the more popular, the more resources available).

The main contenders for this are Java and Kotlin [14].

Kotlin was the choice in the end as Google has been ‘putting Kotlin first’, and is moving away from using Java. Kotlin also requires less boilerplate code (e.g. setters and getters) [15].

Graphical User Interface

As the Checklist Tester is going to include a GUI, the choices of libraries would have to be compatible with Kotlin.

The GUI libraries considered were JavaFX [16], Swing [17], and Compose Multiplatform [18].

The decision was to use Compose Multiplatform in the end, due to the time limitation and having prior experience in using Flutter [19] which is similar to Compose.

Compose Multiplatform also has the ability to create a desktop application and a server, which would allow for leeway if a server would be needed.

2.3.3 Flight Simulator Plugin

There are two main choices for flight simulators that can be used for professional simulation, and is accessible to the public, either for free through a demo or through purchasing it for a reasonable price. These simulators are X-Plane [20] and Prepar3D [21].

X-Plane was the choice due to having better documentation for the Software Development Kit (SDK), and a variety of development libraries for the simulator itself, for example FlyWithLua. There are also more aircraft being developed for X-Plane for entertainment use that claim to be ‘study level’.

For the plugin itself, there was already a solution developed by NASA, X-Plane Connect [22] that is more appropriate due to the time limitations, and would be more likely to be reliable as it has been developed since 2015.

Chapter 3

Design/Implementation

3.1 Components

The best way to view the design and implementation of this project is by splitting up the project into multiple components. This has been useful for aiding in planning the implementation, as a result making being efficient with time and requiring less refactoring. The planning allows for delegating specific work tasks, and making the project modular. A benefit of making this project modular is improving the maintainability of the codebase, and allowing for future upgrades or changes, for example, using a different flight simulator for testing.

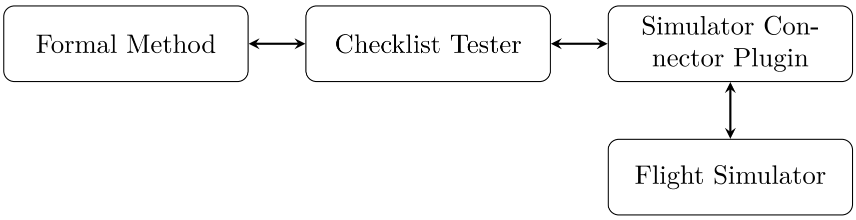

Figure 3.1: Abstract layout of components

Each of the components in Figure 3.1 will be covered in detail in this chapter.

3.2 Formal Method

Formal modelling is the heart of the logic for testing checklists in this project and is created using *VDM-SL*. The formal model is the logic behind the actions of running through a checklist and checking if the checklist has been completed in the correct manner.

To be able to check that the checklist has been properly completed, the formal model keeps track of aircraft states, such as what state each switch in the aircraft is in; and the state of the checklist, such as what steps in the checklist has been completed.

As there are invariants, pre-, and post-conditions, which are used for setting well-formedness conditions for types or functions, provide type and input safety, which will result in an error when broken. This is useful to make sure that the actions taken when completing the checklist is done correctly, such as making sure that a switch that may have 3 possible states is moved in properly, such as moving from off, middle, to on in order, rather than skipping from off to on. The cases where errors would occur is when these well-formed conditions are broken, which can be a sign that the checklist has been completed incorrectly, such as when the checklist is not completed in order, could signify that a step in the checklist failed, which could mean that the step in the checklist is problematic.

Testing

Making sure that the formal model does not have well-formed conditions that can be broken by the formal model itself is important, as the goal of the formal model is to have a rigorous specification that is verifiable.

Since *VDMJ* version 4.5.0, the VDM interpreter has included the *QuickCheck* tool, [23] which is an automated testing tool to prove and find counter examples to specifications. [24]

There were multiple counter examples that was produced by *QuickCheck* that aided the development of the formal model, as the `qc`[1] command in *VDMJ* every time a new function was created to find potential counter examples and fix them. Checking every time when creating a new function was useful as it would avoid having to refactor more of the model.

3.3 Checklist Tester

The Checklist Tester is what provides a Graphical User Interface (GUI) for defining checklists to be tested, and to run the tests on the checklist. It is also responsible for connecting the Formal Method and the Simulator Connector Plugin together.

3.3.1 Designing

Creating an interface design before creating the GUI is useful as it is a form of requirements for the code.

Figma was used to create the design for the GUI as there is support for plugins and having a marketplace for components. This saved a lot of time in designing as Google provides components for *Material 3*[2] and a plugin for creating a colour scheme for *Material 3*.

Having this design was useful as it aided in understanding what parts of the GUI could be modular and reused, kept the feel of the design consistent, and helped memorize what parts of the GUI needed to be implemented.

The final design for the interface can be seen in Figure 3.2, where the components at the top are reusable modules, and the rest below are sections of the application that the user can navigate through.

Limitations of Figma

There were some limitations when working with *Figma*, one of them being that the components created for *Material 3* did not include all the features that are available in the *Compose Multiplatform* Framework.

This can be seen in the 'Simulator Test' screen at the bottom of Figure 3.2, where there is not an option for leading icons [25] in each of the list items, and therefore had to be replaced with a trailing checkbox instead. However, *Figma* allows for comments to be placed on the parts of the design, which was used as a reminder to use leading icons in the implementation of the design.

Another limitation of *Figma* is that in Figure 3.2, the title of the screen in the top app bar [26] is not centred, this is because the auto layout feature in *Figma* works by having equal spacing between each object, rather than having each object in a set position. However, this is not detrimental to the design, it is just obvious that the title is not centred in the window.

3.3.2 Compose Multiplatform

Setup

To set up *Compose Multiplatform*, the *Kotlin Multiplatform Wizard* was used to create the project as it allows for the runtime environments to be specified (at the time of creation, Desktop and Server), automatically generating the *Gradle* build configurations and modules for each runtime environment, for the specific setup.

[1] The command to run *QuickCheck* on the formal model in *VDMJ*.
[2] Material 3 is a design system which is used in Compose Multiplatform UI Framework.

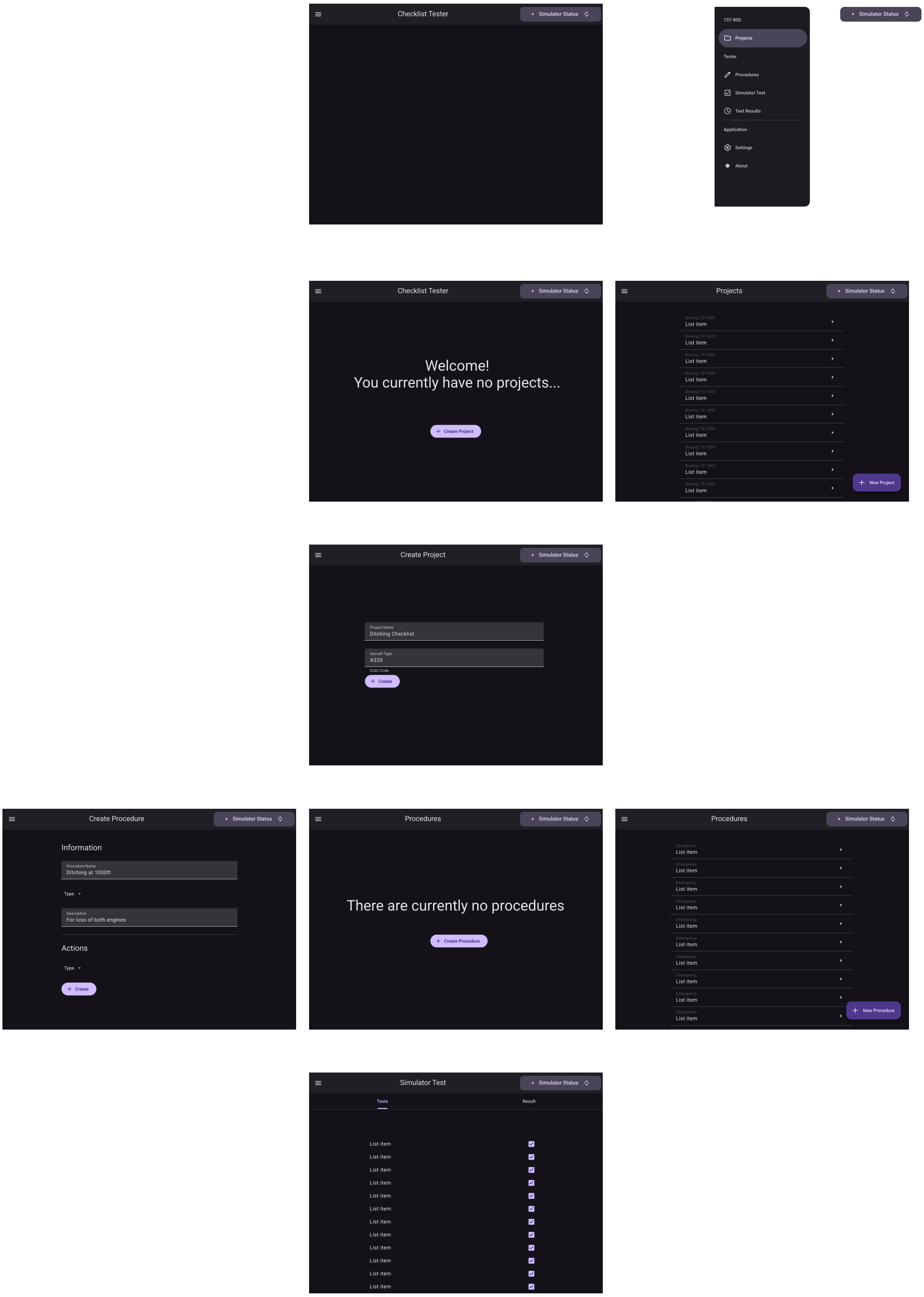

Figure 3.2: Design for the Checklist Connector GUI in Figma

Implementation

Planning was important when implementing as *Compose* is designed to use modular components, otherwise a nested mess would occur as *Compose* is designed to have *Composable*[3] objects passed into another *Composable* object. Therefore, due to how *Kotlin* is designed with functions, there will be function nesting occurring naturally. To aid in readability of code due to the nesting functions, the *Composable* objects are split into separate *Composable* functions. An example of this is in Listing 3.1, where instead of 10 *Composable* functions being nested in the `Content()` function, the items in the list (`LazyColumn` is used for creating lists) is split to a separate function, `ActionItem()`, as a result making the maximum amount of nested functions to 5 for all functions. Another benefit is that it allows for the `ActionItem` to be reused if desired, making the code modular.

Voyager [27] was used to handle the navigation of the application as it handles replacing previous navigation screens, and allows for inserting data into the navigation screens. This is as Voyager has integration with Koin [28][29], which is a library that specifically handles dependency injection. Using Koin allowed for data to be fetched from the database and to handle asynchronous functions, such as running VDMJ and sending instructions to the flight simulator.

3.3.3 Storing Data

SQLDelight was used to handle the database as it creates typesafe *Kotlin* application programming interfaces (APIs) to communicate to the database. It was specifically chosen as it provides support for *Compose Multiplatform* [30], making implementing *SQLDelight* into the project easier.

A benefit of using *SQLDelight* is that it only allows for database queries to be written in SQL, allowing for more complex, and more control of SQL queries. It also provides 100% test coverage [31] which is necessary to ensure that the database will not cause artefacts to the results.

The choice of relational database management system (RDBMS) to complement *SQLDelight* was *SQLite* as it allows for the database to run within the application, rather than running on a separate server, either remotely or through a containerized instance using something like Docker [32]. As a result, this avoided spending extra time implementing the server and adding extra complexity due to requiring additional dependencies, which would also add extra maintenance overhead to the project.

Designing the Database

The database could be looked at as having 2 sections, with relationships in mind between the two sections, to fulfil of the objectives, as it will allow tracking of the checklist tests that will be run, as a result being able to provide detailed statistics of the test. These relationships can be seen in the entity relationship diagram in Figure 3.3.

One of the sections is for user inputs to control the tests. The *Project* table handles creating separate aircraft, or it could be used for separate iterations of Quick Reference Handbooks (QRHs). Then the *Procedure* and *Action* table handles defining steps/actions in a checklist/procedure.

The other section of the database would be providing test results for each of the checklists, which are stored in the *Test* and *ActionResult* tables.

Expanding on the relationships between each table in Figure 3.3, the reasons for these relationships is to allow for segregation of data and the ability to associate test data with what checklist was tested.

Linking into Compose Multiplatform

Compose Multiplatform has support for different runtime environments which should be taken into account when adding *SQLDelight* to *Compose Multiplatform*. However, as this project is only being developed for Desktop, the *JVM SQLite* driver is the only one necessary to implement.

However, to improve maintainability of the code, the functions of the database was written in the `shared/commonMain` module (a shared module that is accessible to multiple runtime environments).

[3]A *Composable* is a description of the UI that will be built by *Compose Multiplatform*

```kotlin
@Composable
override fun Content() {
    // Content variables...

    Scaffold(
        topBar = {/* Composable content... */},
    ) {
        Column(/* Column option parameters... */) {
            Box(/* Box option parameters... */) {
                LazyColumn(/* LazyColumn option parameters... */) {

                    item {
                        Header()
                    }

                    items(
                        items = inputs,
                        key = { input -> input.id }
                    ) { item ->
                        ActionItem(item)
                    }
                }
            }
        }
    }
}

@Composable
private fun Header() {
    Text(text = "Edit Actions")
}

@Composable
private fun ActionItem(item: Action) {
    Column (/* Column option parameters... */) {
        Row(/* Row option parameters... */) {
            Text(text = "Action ${item.step + 1}")

            IconButton(/* IconButton definition parameters... */) {
                Icon(
                    Icons.Outlined.Delete,
                    // Rest of Icon options...
                )
            }
        }

        Row(/* Row option parameters... */) {
            OutlinedTextField(/* TextField definition parameters... */)

            OutlinedTextField(/* TextField definition parameters... */)
        }

        HorizontalDivider()
    }
}
```

Listing 3.1: Example of modular code in Compose

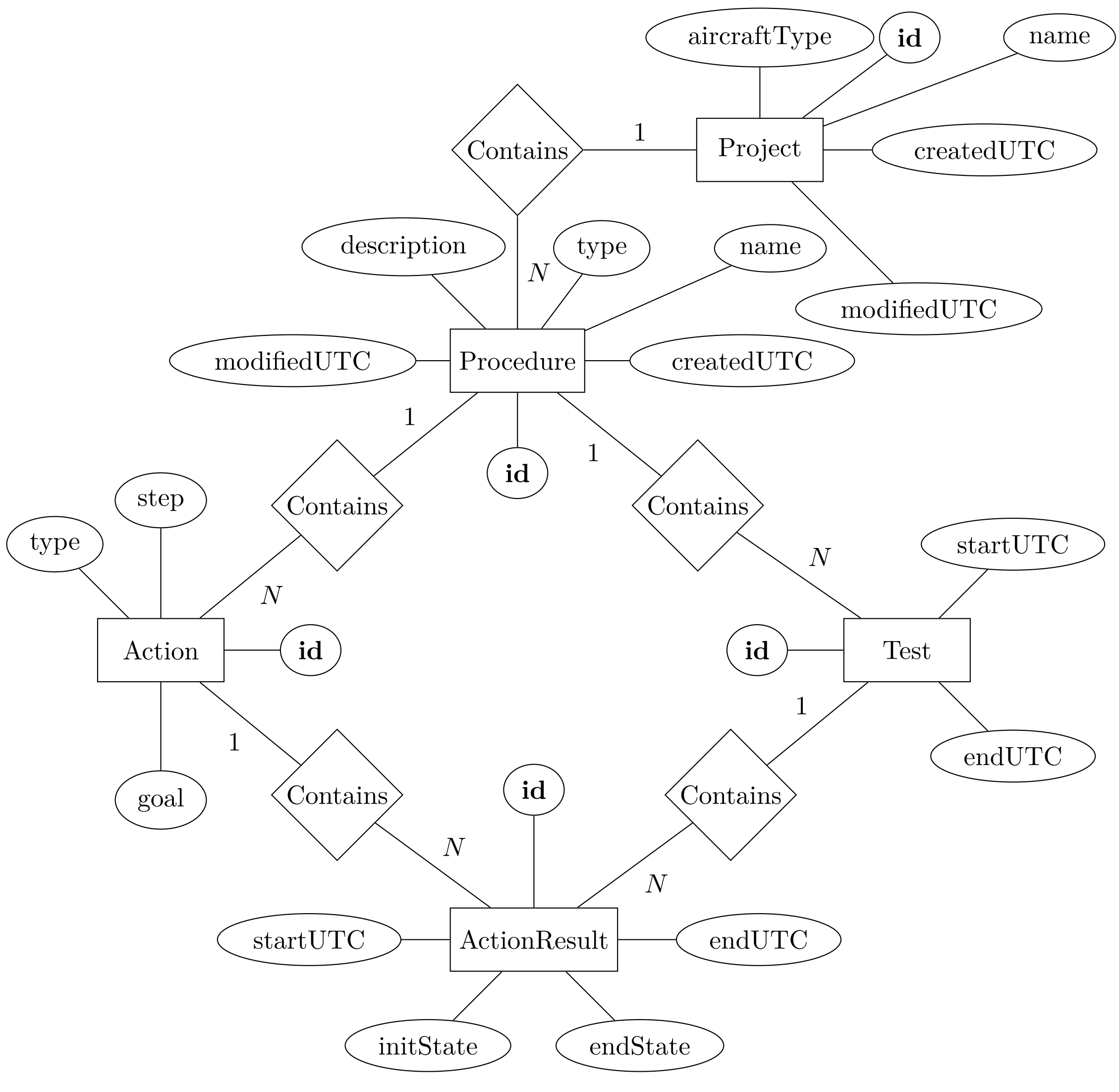

Figure 3.3: Entity Relationship Diagram for the database in Checklist Connector

This would be useful if there was a need for adding Android and/or iOS support for this project as some designers may want to run the tests on a tablet.

Handling the database was done by implementing two modules. One module is the `io.anthonyberg.connector.shared.database` module, used to handle SQLDelight API calls only; meaning no conversion of types, functions are only accessible internally within the `io.anthonyberg.connector.shared` module.

The other module is the Software Development Kit (SDK) that handle type conversions, such as `Int` to `Long`, and can handle multiple tables, such as *TestTransaction* SDK that handles calls to multiple tables when a test is run in the flight simulator.

The separation of these modules was also done to have unit testing in mind because it will make it easier to debug if a problem is due to how SQLDelight transactions are handled, or if there are type conversions errors occuring.

3.3.4 VDMJ Wrapper

VDMJ is written in Java, and it is free open source software that is accessible on GitHub. This means that VDMJ can be used within any projects as long as the licence is followed. It is important to follow for ethical and legal reasons, as not following the licensing would result in breaking copyright law. However, it may not specifically break Newcastle University's ethics, it would break the ethos behind GPLv3 and free open source software.

The licence VDMJ uses is the GNU General Public License v3 (GPLv3) [33][34]. This means that as VDMJ is being used as a library, the code for this project has to be licensed with GPLv3 or any GPLv3 compatible licence [35].

Implementing VDMJ

VDMJ has packages available on Maven Central[4] making adding it as a dependency simple as it would require to be specified within the *Gradle* build configurations. The package used was `dk.au.ece.vdmj:vdmj` with version `4.5.0`, however, initially when implementing VDMJ, `4.5.0-P` was used accidentally, and it led to the rabbit hole of debugging why imports were not working, and it was found that the `-P` versions of VDMJ is not suitable to be used when being implemented intentionally a project.

The initial method of implementation was to use a Ktor server that would run alongside the desktop application, where communication between the desktop application and the server would be handled through Representational State Transfer (REST) API calls. However, this was unnecessary as the *interactive* mode of *VDMJ* was able to run on the desktop application itself. But using Ktor was useful for debugging and testing using as *VDMJ* commands could be run through an API route.

The major hurdle within implementing *VDMJ* as a wrapper was fetching the outputs that *VDMJ* sends to the console. This was implemented by creating a new *VDMJ* console handler `ConsolePrintWriter`, that handles writing to *stdout*, which is from the `com.fujitsu.vdmj.messages` package. This then gets used to replace the `Console.out` and `Console.err`, from the same *VDMJ* package, which will store the outputs to the console into a variable instead.

Parsing commands into the *VDMJ* interface was more difficult as it required using Java functions[5] to act as if the program wrote something directly into the *VDMJ* interactive console. Figure 3.4 shows a simplified flowchart of how inputs are handled. A `PipedInputStream` object was created, that gets connected to a `PipedOutputStream` object by passing the latter object in as a parameter. The `PipedOutputStream` is then used to pass inputs into `PipedInputStream`. The `PipedInputStream` handles sending inputs to the *VDMJ* console. However, to be able to write to these streams, a `BufferedWriter`, which is used to send inputs, is created by passing the `PipedOutputStream` with a bridge `OutputStreamWriter` that encodes characters into bytes. For *VDMJ* to be able to read the input streams, the `PipedInputStream` gets parsed through a bridge,

[4] Maven Central is a repository that stores dependencies required to build projects
[5] The objects created here are provided by the `java.io` package.

`InputStreamReader` that converts bytes to characters, and then allows *VDMJ* read these characters through a `BufferedReader`.

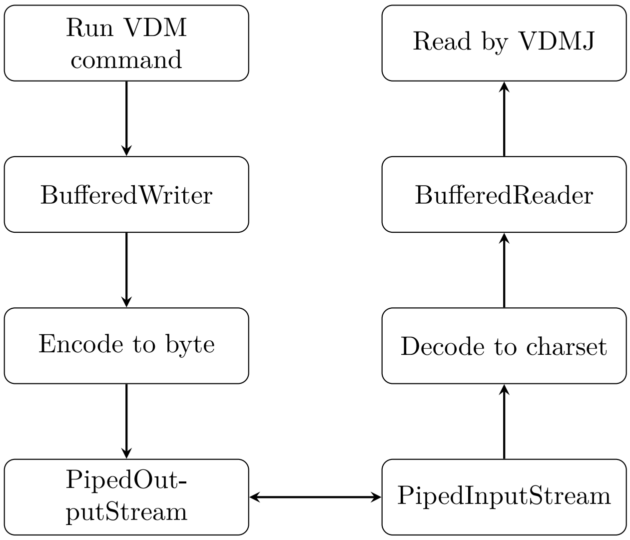

Figure 3.4: Flowchart of VDMJ Input/Output Stream handling

Handling VDMJ Command Outputs

When running a command in the *VDMJ*, it will produce an output as a string for the returned variable in the function that was executed.

To handle these strings, *Kotlin* string manipulation was used, similar concept to *Regex*, to decode the string and convert the string into correct types and store them in specific types in the formal specification, recreated in *Kotlin*.

The types recreated from the formal specification were the records types. This was done by using *Kotlin* data classes, which had functions implemented with the purpose of convert the stored types in *Kotlin* to an identical *VDM-SL* representation of the values in that type.

3.3.5 Connecting to the Flight Simulator

X-Plane Connect (XPC) was used to connect the desktop application to the flight simulator. X-Plane stores values of the aircraft states in what they call 'datarefs'. XPC allows to use these datarefs in external programs through libraries that complement the plugin used in X-Plane. The features that XPC brings is the ability to read data from the simulator, override dataref values, and execute other commands that can manipulate certain switches of the aircraft, where otherwise unable to by changing the value of the dataref.

Before running commands through XPC in the Checklist Tester, a check was run to verify that the X-Plane was running to avoid exceptions being thrown by XPC if it was not able to connect to the flight simulator.

When running the tests, each step in the checklist (referred to as 'action' in the logic implemented with XPC below) would go through an order with XPC. The first step is to fetch the initial state of the action in the simulator. Then, artificial delay is added before doing the action in the flight simulator, to imitate delay of the crew's lag between reading the step of the checklist and doing the action. Finally, XPC will execute the action in the flight simulator and get the final state of the action's sate in the flight simulator. Then in the Checklist Tester, it checks if the goal of the action was achieved in the final state.

Whilst running these actions in XPC, the initial state and time, and final state and time is recorded on the database to be used for the results of the test. These actions of running the XPC commands and storing the data on a database is run asynchronously to prevent the GUI from freezing as the application is waiting for a function to complete. This avoids misleading the user that the application has crashed, whilst allowing for test running animations within the GUI to continue being shown, making it look nicer.

3.3.6 Testing

Gradle provides testing integration, which allows for unit tests to be run through *Gradle*, with a command, in GitHub Continuous Integration for commits and packaging, or before building a complied application.

JUnit 5 was used for testing as other development tools provide integration with *JUnit*, such as integration with IntelliJ to view code coverage.

The testable components in this project are mostly backend modules as the GUI is difficult to write unit tests for there are not a lot of tools for testing *Compose* components, and testing the GUI would be an inefficient use of time as it is not the focus of this project.

For the backend, unit tests were written for the database and the dependency injection. Koin provides tools that allow unit tests to be automatically generated, as a result meaning it was worth the time to implement tests for dependency injection. The ethos when writing unit tests was to try and find exploits, act as a user who may mishandle inputs, and stress test functions that were developed.

Testing for Resource Usage

The application was tested using the *Profiler* tool provided by IntelliJ IDEA 2024 (Ultimate Edition) to find potential memory leaks and CPU intensive functions.

One problem was found which was the initial versions of the *VDMJ* wrapper that was created. The initial version did not use interactive mode, which resulted in *VDMJ* reinitializing each time a command was executed, resulting in a slight memory leak and a massive memory write usage.

3.4 Simulator Connector Plugin

3.4.1 Creating Maven Package

The XPC Java library is not published on a public Maven repository. There has been a pull request that was merged into the *develop* branch that provides Maven POMs [36]. However, the maintainer of the project, at the time, did not have enough time to figure out the process of publishing the package to a Maven repository [37].

Therefore, an alternative had to be found to implement the XPC library and there were a few attempts made, before remaking the build files and publishing the library onto GitHub's Maven repository.

The first tool found was Jitpack [38], which in theory makes it simple to publish to their own public Maven repository, as the requirements to publish the package was to input a desired GitHub repository and search if one has already been created on JitPack. If it has not been, JitPack will build and publish a desired version of the project. However, due to the structure of the XPC repository, JitPack was unable to locate the build tools (Apache Maven in this case) as JitPack only searches the root directory of the repository for the compatible build tools; XPC's build tools was in the `Java/` directory.

The next step was to look if Gradle was able to handle building and implementing libraries from a GitHub repository, to which there is the `gitRepository` function [39]. It was a bit problematic trying to figure out how the `gitRepository` function worked as there is not a lot of documentation provided for it, and the documentation provided was ambiguous on how to define the directory where the Java library is located in the Git repository. However, as XPC was only built with Maven, Gradle was unable to add the dependency to the project as `gitRepository` only works with Gradle builds [40].

Therefore, as a temporary solution, implementing the library was resorted to using the Jar files provided with XPC and adding the dependency to Gradle. But this caused future maintainability problems as updating the XPC library would require downloading the Jar file manually and replacing the previous version. It also results in other tools being unable to check if there is a new version of XPC available.

This temporary solution was later fixed by creating a fork of XPC and implementing *Gradle* build files. As there already are *Apache Maven* build files for the Java library, the `gradle init` command could be used to automatically generate *Gradle* build files based on the *Apache Maven* build files [41]. There was still some configuration required for the *Gradle* build files as the previous *Apache Maven* configuration was not properly implemented, resulting in fixing local dependencies and splitting up the library into their respective package groups.

Continuous Deployment of the Maven Package

To be able to use the new package created with *Gradle* and publish them, GitHub provides tools to publish *Gradle* projects automatically. This required defining in the build files on where *Gradle* can publish the packages. This was combined GitHub's Gradle Continuous Deployment template to publish the package, with the only change to the template being defining the working directory to be the `Java/`

3.5 Scenarios

To be able to test if the objectives were met, QRHs can be used to find a potential list of checklists to test for. This can also be done by looking at previous accident reports that had incidents related to checklist as they provide problems related to the checklist, for example the US Airways Flight 1549 accident report includes the checklist used in the appendix [4]. With these checklists, they can be implemented to the Checklist Tester tool see if it will detect problems within the checklist.

Chapter 4

Results

4.1 Final Prototype

The final prototype for the project is available on GitHub where the source code can be viewed: `https://github.com/smyalygames/checklist-tester`.

Due to the way that GitHub works with Maven packages, if building the Checklist Tester is desired, a GitHub personal token will be required with read only permission of this repository because of restrictions put in place by GitHub. This is required to be defined in `connector/settings.gradle.kts`.

4.1.1 Formal Model

The formal model was designed using the Boeing 737-800 to create the types for inputs types that exist on the aircraft, for example switches, buttons, etc. This is significant as other aircraft have different input interfaces, such as the Airbus A320, where the majority of the inputs use buttons that click on as an alternative to switches. However, further forms of aircraft input types can be added to the formal model in the future which would allow for the formal model to be compatible with a larger variety of aircraft.

There are multiple well-formed checks implemented through invariants, pre- and post-conditions, with an example being the `Procedure` type having an invariant that makes sure that the items in the procedure/checklist is completed in order, and if a step is skipped, it would result in an invariant violation, meaning that the test for the checklist has failed.

4.1.2 Checklist Tester

All the desired sections of the GUI has been implemented, allowing for the checklist tester to be used to meet the objectives of this project.

The GUI allows for projects to be created, allowing separation of aircraft and revisions of QRHs. In each project, checklists can be created, and the steps for the checklist can be defined and edited if needed. Once the steps in the checklist are defined, the test for the checklist can be run and the Checklist Tester will automatically run each step of the checklist and show the progress through the checklist in real time and if each step in the checklist is being completed correctly or failing.

Setting up Tests

Each test is set up by defining each step of the checklist from the *Procedure* screen in the Checklist Tester. To be able to define what each step of the checklist is supposed to do, it requires the dataref variable, which are the variables that store the state of the aircraft in X-Plane, to be referenced for the specific input in the aircraft for that step in the checklist. To identify dataref name required for the specific input, there is an X-Plane plugin DataRefTool which also allows to see the current state that the datatref is, and it is a read only variable. Then, to set the desired goal of the step in the checklist, the input can be put to the desired state in the flight simulator, and the value of the dataref can be taken and be set in the Checklist Tester.

However, some aircraft in X-Plane have read-only dataref variables that can only be modified by running a command, calling a specific dataref. So to be able to test that step in the checklist, the desired state of the step can be set as –988 (that value was chosen because XPC uses that value to not modify variables). This will mean that the checklist tester will not attempt to change the variable of the dataref.

Running Tests

Running a test for a checklist requires an active instance of X-Plane to be running with the plane loaded in, as the Checklist Tester checks for an active simulator connection, otherwise it will not run.

Once the test has been started, the Checklist Tester goes through each action in the checklist one by one and waits for the current step to complete before proceeding to the next one.

The Checklist Tester is not advanced enough to control the flight controls of the aircraft, meaning that the aircraft has to be flown manually, have autopilot set manually, or add steps to control the autopilot in the Checklist Tester, avoiding the need to set up the autopilot manually each time.

Storing Test Results

Whilst checklists are being tested in the Checklist Tester, there are multiple aspects being tracked and stored on the database to be used as results for the tests that run. The results are stored on the `Test` and `ActionResult` table, which can be seen on the entity relationship diagram in Figure 3.3, with the respective values that are stored.

The aspects that the database store are the time taken for the entire checklist, by taking the time when the test started, and when the last step in the checklist was completed. These are stored as a start and end time on the `Test` table, in Coordinated Universal Time (UTC) format.

Each step that is tested in the checklist gets tracked separately in the `ActionResult` table, where the start and end state of the dataref is tracked, with the start end end time in UTC format.

This gives feedback/statistics for the checklist designers to find areas of improvement on the procedure, such as one action in the procedure taking too long, may point out a potential flaw to the designer, as a result aiding finding potential other options for that step in the procedure.

4.1.3 Submitting a Pull Request for X-Plane Connect

Having produced the Maven packages for XPC could be useful for other people who may want to also use the Java library, as it would make adding XPC as a dependency easier, especially if the NASA Ames Research Center Diagnostics and Prognostics Group were to add it to the GitHub repository. This is because people looking at the GitHub repository can see that there are published Maven packages.

Therefore, to help improve the experience for other people who would want to develop with the XPC Java library, it would be logical to submit a pull request to the GitHub repository. But doing this would mean making sure that the contribution would be up to standard and not add problems to the XPC repository.

Testing

Originally, the XPC Java library uses JUnit 4 for unit tests, however, implementing this with Gradle proved useless as it was not able to get the results from the tests, which would be bad as there would be no tests run before creating builds, meaning that problematic code may go unnoticed.

Therefore, the tests were updated to JUnit 5, where most of the changes were adding asserts for throws [42].[1]

[1] The commit including the changes to the tests can be viewed here: https://github.com/smyalygames/

GitHub

Having someone submit a pull request with little information in the commit messages, or adding extra unnecessary files to the repository would be a bad thing and annoy the maintainers.

Therefore, to avoid the extra generated Gradle files from cluttering the repository, the `.gitignore` file was updated to ignore those build and auto-generated Gradle files.

It was important to also make sure that the configuration for the project was set up correctly for the repository that was going to have a pull request. So the GitHub Maven repository URL had to be updated to reflect NASA's GitHub repository URL.

The commit messages were nothing to worry about when submitting the pull request, as from the beginning and during the entire project, meaningful Git commit messages were used, where for XPC, the previous styling in the commit history was used, as there is no contributing guidelines for commit message styling. Using the Angular commit styling had to be avoided, as that was used for this project, even though it may be clearer than sentences, it may confuse other maintainers.

After all this, a pull request was submitted, with a message stating the changes made.[2]

4.2 Reflection

4.2.1 Planning

A Gantt chart was used to create a plan for what would be needed from this project and when these parts of the project should be completed.

The Gantt chart was useful for the first part of the project because it set expectations of what was required and how much time there was to complete them. It also helped visualize the different components of the project. Implementing the Gantt chart into Leantime[3] was helpful at first as it was able to be accompanied by a Kanban.

However, there were multiple downfalls of the Gantt chart. One of the problem was that the design of the Gantt chart lacked detail for each of the components. A way this could have been fixed was by making the Gantt chart more detailed, or create a design document to accompany the Gantt chart. The lack of detail was later made worse as when falling behind with attention deficit hyperactivity disorder (ADHD), it felt like a burden to progress as each section felt like a massive project, when in reality it could have been split up into subtasks.

Leantime's claim for being 'built with ADHD [...] in mind' felt misleading as navigating through it felt worse than using the front page of Stack Overflow[4] as it was very cluttered to access what was desired, such as the Kanban requiring multiple pages to navigate through. For the future, it would be helpful to find an alternative to Leantime to aid in progress tracking.

4.2.2 Implementation

Checklist Tester

Implementing the GUI was useful to split up the sections required for the project, and having an informal requirement for each section of the project. However, a bit too much time was spent on creating a GUI when it could have been used for development or creating a design document which would have aided in productivity.

However, implementing the GUI was useful to an extent as it provided motivation by having something tangible rather than something theoretical or a command line interface.

XPlaneConnect/commit/e7b8d1e811999b4f8d7230f60ba94368e14f1148

[2] https://github.com/nasa/XPlaneConnect/pull/313

[3] https://leantime.io/

[4] https://stackoverflow.com/

4.3 Time Spent

- Time spent was recorded using Wakatime, other than time spent researching, which had to be recorded manually, using Leantime
- The time spent on GUI is also time spent on connecting other tools such as the VDMJ wrapper, XPC, and the database

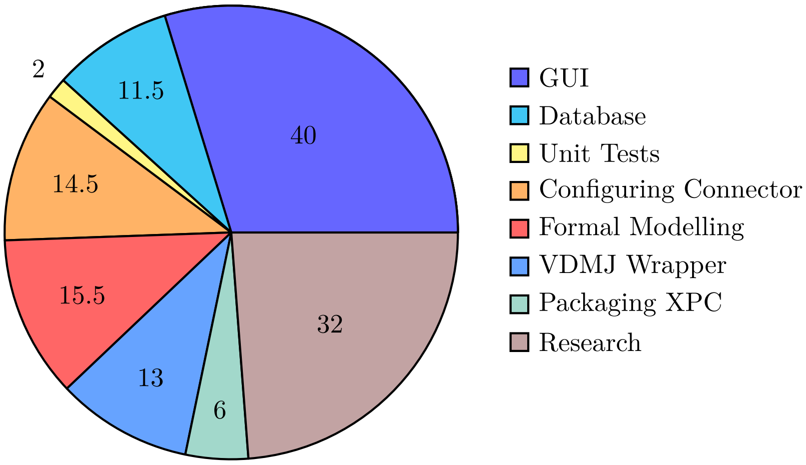

Figure 4.1: Time spent on sections of project (in hours)

Chapter 5

Conclusion

5.1 What Changed?

One of the major changes to the project was adding the Checklist Tester GUI, as it was not a part of the original objectives. This was helpful to the project as it helped in visualization of each module and what improvements could be made to the prototype, allowing a way to gather statistics for how well the checklist performed by storing it in a database, and using Kotlin helped speed up development, as it simplifies parts of Java and omitted a lot of boilerplate code that is required in Java, such as getters and setters.

Because of the Checklist Tester GUI, how the Formal Model would interact was modified as a result. It was initially designed so that the formal model would complete the entirety of the checklist, however, it was not useful for interacting with the simulator as the formal model could not specifically give a command on what each step should do.

This therefore would allow the formal model to act like a pilot as the way it would act was: Read Checklist → Pilot Logic (VDM) → Do Action (XPC).

Another change was that originally a plugin for X-Plane was supposed to be written from scratch to connect to the flight simulator. However, whilst creating the plugin, sockets were confusing and accidentally stumbled on the X-Plane Connect GitHub repository when trying to find a simpler solution to the sockets. This mishap could have been prevented if a design document was created alongside spending time researching tools in more obscure places.

One of the objectives were also removed from this project, which was to research pilot reaction times and how long it would take for a pilot to complete a step in the checklist. It came with difficulties as there are too many factors that can affect a pilot's reaction time, such as age, experience on an aircraft, total experience, how far the pilot is from a button, etc. Even if there were studies for this, it would be out of the scope for this project as it would require a lot of development, potentially delving into machine learning. Therefore, a set artificial delay was added between each step of the checklist during testing.

5.2 What Objectives were met?

In this project, most of the objectives were met, but some of them were not met completely.

Objective 2.a. was met to an extent as currently the states of the aircraft monitored are only for the action specified in the checklist test. To improve on this, there could have been more variables that could have been defined and monitored, such as if there was a test for an engine fire checklist, the Checklist Tester could have monitored the engine temperature or the thrust produced by the engine.

Objective 2.b. was also partially met as to ensure that the checklist is consistent in the result, the test for that checklist has to be run multiple times manually. This is due to limitations of XPC as it does not have the required functions to set up the plane up automatically before each test.

However, as the test data is stored on the database for each test, this could be analysed to see the consistency between each test.

Another objective that was not met was due to the lack of time, and it was using the formal model during the tests for verifiability. The problem was the amount of time it took to implement the VDMJ wrapper that led to focus being put on XPC as it would produce results for each test with data.

5.3 What Next?

The most important next steps to implement would be linking the formal mode, adding options of what parts of the aircraft to monitor.

The steps to doing this would first require the VDMJ wrapper to be implemented completely. This could be done by either creating types that will be created in Kotlin dynamically by potentially using the VDMJ LSP or creating a plugin for VDMJ. Or another option would be to keep on using string manipulation which would be quicker, as it would mostly be copy and pasting, but it is bad practice as it makes maintaining the code more difficult due to the hard-coded nature of using string manipulation.

Another improvement that should be implemented would be monitoring more of the aircraft. It would be done by adding options to the Checklist Tester for extra datarefs to monitor, and modifying the `Aircraft` record type to include a states type that is checked multiple times throughout the test if a certain state of the aircraft has violated a constraint or if the goal of the state has been achieved (e.g. engine is no longer on fire).

Expanding outside the objectives, there are other features that could be added.

One of them being adding conditional logic, such as if statements, when defining the checklist in the Checklist Tester and the formal model. VDM-SL would be really useful for this, as it can be used to design logic that handles these conditional statements that can be used outside of Kotlin. It would also allow for further automation of checklists, rather than only testing linearly, which at this current state would require writing the tests multiple times if the checklist has conditional statements in them.

Finally, the last improvement would be to add more detailed test results. This would be done by adding a screen after the Checklist Tester is done running through the checklist to show the results. And with these results, the previous test results can be analysed to gain an understanding of the reproducibility of the checklist, or showing how the states of the aircraft has changed during the test.

Appendix A

Formal Model

```
module Checklist
exports all
definitions

values
    -- Before Start Checklist
    -- Items in Aircraft
    -- Flight Deck... (can't check)
    fuel: ItemObject = mk_ItemObject(<SWITCH>, mk_Switch(<OFF>, false));
    pax_sign: ItemObject = mk_ItemObject(<SWITCH>, mk_Switch(<OFF>, true));
    windows: ItemObject = mk_ItemObject(<SWITCH>, mk_Switch(<ON>, false));
    -- Preflight steps
    acol: ItemObject = mk_ItemObject(<SWITCH>, mk_Switch(<OFF>, false));

    aircraft_panels: Items = {"Fuel Pump" |-> fuel, "Passenger Signs" |-> pax_sign, "Windows" |-> windows, "Anti Collision Lights" |-> acol};

    -- Checklist
    -- Flight Deck... (can't check)
    fuel_chkl: ChecklistItem = mk_ChecklistItem("Fuel Pump", <SWITCH>, <ON>, false);
    pax_sign_chkl: ChecklistItem = mk_ChecklistItem("Passenger Signs", <SWITCH>, <ON>, false);
    windows_chkl: ChecklistItem = mk_ChecklistItem("Windows", <SWITCH>, <ON>, false);
    -- Preflight steps
    acol_chkl: ChecklistItem = mk_ChecklistItem("Anti Collision Lights", <SWITCH>, <ON>, false);

    before_start_procedure: Procedure = [fuel_chkl, pax_sign_chkl, windows_chkl, acol_chkl];

    aircraft = mk_Aircraft(aircraft_panels, before_start_procedure);
types
    --@doc The dataref name in X-Plane
    Dataref = seq1 of char;

```

```
-- Aircraft

-- Switches
--@doc The state a switch can be in
SwitchState = <OFF> | <MIDDLE> | <ON>;

ItemState = SwitchState; --@TODO | Button | ...

--@doc A switch, with the possible states it can be in, and the state that it is in
Switch ::
    position : SwitchState
    middlePosition : bool
    inv s ==
        (s.position = <MIDDLE> => s.middlePosition);

-- Knob
Knob ::
    position : nat
    --@LF how can a state be an int? perhaps a proper type (i..e. subset of int range or a union?)
    states : set1 of nat
    inv k ==
        k.position in set k.states;

Lever = nat
    inv t == t <= 100;

Throttle ::
    thrust: Lever
    reverser: Lever
    inv t ==
        (t.reverser > 0 <=> t.thrust = 0);

--@doc The type that the action of the button is
ItemType = <SWITCH> | <KNOB> | <BUTTON> | <THROTTLE>;

--@doc The unique switch/knob/etc of that aircraft
ObjectType = Switch | Knob | Throttle;
ItemObject ::
    type : ItemType
    object : ObjectType
    inv mk_ItemObject(type, object) ==
            cases type:
                    <SWITCH> -> is_Switch(object),
                    <KNOB>   -> is_Knob(object),
                    <THROTTLE>-> is_Throttle(object),
                    --<BUTTON> -> true
                    others -> true
            end;

--@doc Contains each ItemObject in the Aircraft, e.g. Fuel Pump switch
Items = map Dataref to ItemObject;

--@doc Contains the panels (all the items in the aircraft) and the procedure
Aircraft ::
```

```
        items : Items
        procedure : Procedure
        inv mk_Aircraft(i, p) ==
        ({ x.procedure | x in seq p } subset dom i);

    -- Checklist

    --@doc Item of a checklist, e.g. Landing gear down
    ChecklistItem ::
        procedure : Dataref
        type : ItemType
        check : SwitchState
        checked : bool;

    --@doc This is an item in the aircraft that complements the item in the procedure
    ItemAndChecklistItem ::
        item : ItemObject
        checklistItem: ChecklistItem
        inv i == i.item.type = i.checklistItem.type;

    --@doc A section of a checklist, e.g. Landing Checklist
    Procedure = seq1 of ChecklistItem
        inv p ==
            false not in set {
                let first = p(x-1).checked, second = p(x).checked in
                        --@LF boolean values don't need equality check
                    second => first
                | x in set {2,...,len p}};

functions
    -- PROCEDURES
    --@doc Finds the index of the next item in the procedure that needs to be completed
    procedure_next_item_index: Procedure -> nat1
    procedure_next_item_index(p) ==
        hd [ x | x in set {1,...,len p} & p(x).checked = false ]
    pre
        -- Checks procedure has not already been completed
        procedure_completed(p) = false
    post
        -- Checks that the index of the item is the next one to be completed
        (not p(RESULT).checked)
        and
        (RESULT > 1 => p(RESULT-1).checked);


    --@doc Checks if the procedure has been completed
    procedure_completed: Procedure -> bool
    procedure_completed(p) ==
        false not in set { p(x).checked | x in set {1,...,len p} };

    --@doc Checks if the next item in the procedure has been completed
    check_proc_item_complete: Procedure * Aircraft -> bool
    check_proc_item_complete(p, a) ==
        let procItem = p(procedure_next_item_index(p)),
            item = a.items(procItem.procedure) in
```

```
            procItem.check = item.object.position
    pre
        procedure_completed(p) = false
        and
        p(procedure_next_item_index(p)).procedure in set dom a.items
        ;

    --@doc Marks next item in procedure as complete
    mark_proc_item_complete: Procedure -> Procedure
    mark_proc_item_complete(p) ==
        let i = procedure_next_item_index(p), item = p(i) in
            p ++ {i |-> complete_item(item)}
        pre
            procedure_completed(p) = false;

    --@doc Completes an item in the procedure
    do_proc_item: ItemObject * ChecklistItem -> ItemAndChecklistItem
    do_proc_item(i, p) ==
        let objective = p.check,
            checkckItem = complete_item(p) in
            -- Checks if the item is in the objective desired by the checklist
            if check_item_in_position(i, objective) then
                mk_ItemAndChecklistItem(i, checkckItem)
            else
                mk_ItemAndChecklistItem(move_item(i, p.check), checkckItem)
    pre
        p.checked = false
    post
        -- Checks the item has been moved correctly
        check_item_in_position(RESULT.item, p.check);

    --@doc Completes a procedure step by step
    -- a = Aircraft
    complete_procedure: Aircraft -> Aircraft
    complete_procedure(a) ==
        let procedure = a.procedure in
            mk_Aircraft(
                a.items ++ { x.procedure |-> do_proc_item(a.items(x.procedure), x).item | x in seq procedure },
                [ complete_item(x) | x in seq procedure ]
            )
    pre
        not procedure_completed(a.procedure)
    post
        procedure_completed(RESULT.procedure);

    -- AIRCRAFT ITEMS
    --@doc Marks ChecklistItem as complete
    complete_item: ChecklistItem -> ChecklistItem
    complete_item(i) ==
        mk_ChecklistItem(i.procedure, i.type, i.check, true)
    pre
        i.checked = false;

    --@doc Moves any type of Item
    move_item: ItemObject * ItemState -> ItemObject
```

```
move_item(i, s) ==
        let switch: Switch = i.object in
            if check_switch_onoff(switch) and (s <> <MIDDLE>) and switch.middlePosition then
                mk_ItemObject(i.type, move_switch(move_switch(switch, <MIDDLE>), s))
            else
                mk_ItemObject(i.type, move_switch(switch, s))
pre
    wf_item_itemstate(i, s)
    and not check_item_in_position(i, s);

--@doc Moves a specific switch in the aircraft
move_switch: Switch * SwitchState -> Switch
move_switch(i, s) ==
    mk_Switch(s, i.middlePosition)
pre
    wf_switch_move(i, s)
post
    RESULT.position = s;

--@doc Checks if the switch is in the on or off position
check_switch_onoff: Switch -> bool
check_switch_onoff(s) ==
    let position = s.position in
        position = <OFF> or position = <ON>
post
    -- Only one can be true at a time
    -- If the switch is in the middle position, then RESULT cannot be true
    -- If the switch is in the on/off position, then the RESULT will be true
    (s.position = <MIDDLE>) <> RESULT;

--@doc Checks if the item is already in position for the desired state for that item
check_item_in_position: ItemObject * ItemState -> bool
check_item_in_position(i, s) ==
        i.object.position = s
pre
    wf_item_itemstate(i,s);

--@doc Checks if the Item.object is the same type for the ItemState
wf_item_itemstate: ItemObject * ItemState -> bool
wf_item_itemstate(i, s) ==
    (is_Switch(i.object) and is_SwitchState(s) and i.type = <SWITCH>);

--@doc Checks if the move of the Switch is a valid
wf_switch_move: Switch * SwitchState -> bool
wf_switch_move(i, s) ==
    -- Checks that the switch not already in the desired state
    i.position <> s and
    -- The switch has to move one at a time
    -- Reasoning for this is that some switches cannot be moved in one quick move
    if i.middlePosition = true then
```

```
            -- Checks moving the switch away from the middle position
            (i.position = <MIDDLE> and s <> <MIDDLE>)
            -- Checks moving the siwtch to the middle position
            <> (check_switch_onoff(i) = true and s = <MIDDLE>)
        else
            check_switch_onoff(i) and s <> <MIDDLE>;


end Checklist
```

Appendix B

Database Schemas

```sql
CREATE TABLE IF NOT EXISTS Project (
    id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,
    name TEXT NOT NULL,
    aircraftType TEXT NOT NULL,
    createdUTC TEXT NOT NULL,
    modifiedUTC TEXT
);

createProject:
INSERT INTO Project(name, aircraftType, createdUTC)
VALUES (?, ?, ?);

selectAllProjects:
SELECT * FROM Project;

selectProjectById:
SELECT * FROM Project
WHERE id = ?;

countProjects:
SELECT COUNT(*) FROM Project;
```

Listing B.2: SQL Schema for Project

```
CREATE TABLE IF NOT EXISTS Procedure (
    id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,
    projectId INTEGER NOT NULL,
    name TEXT NOT NULL,
    type TEXT NOT NULL,
    description TEXT NOT NULL,
    createdUTC TEXT NOT NULL,
    modifiedUTC TEXT,
    FOREIGN KEY (projectId) REFERENCES Project(id)
);

createProcedure:
INSERT INTO Procedure(projectId, name, type, description, createdUTC)
VALUES (?, ?, ?, ?, ?);

selectProcedures:
SELECT * FROM Procedure
WHERE projectId = ?;

selectProcedureById:
SELECT * FROM Procedure
WHERE id = ?;

countProcedures:
SELECT COUNT(*) FROM Procedure
WHERE projectId = ?;
```

Listing B.3: SQL Schema for Procedure

```
CREATE TABLE IF NOT EXISTS Action (
    id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,
    procedureId INTEGER NOT NULL,
    step INTEGER NOT NULL,
    type TEXT NOT NULL,
    goal TEXT NOT NULL,
    FOREIGN KEY (procedureId) REFERENCES Procedure(id)
);

createAction:
INSERT INTO Action(procedureId, step, type, goal)
VALUES (?, ?, ?, ?);

selectActions:
SELECT * FROM Action
WHERE procedureId = ?;

countActions:
SELECT COUNT(*) FROM Action
WHERE procedureId = ?;

deleteByProcedure:
DELETE FROM Action
WHERE procedureId = ?;
```

Listing B.4: SQL Schema for Action

```sql
CREATE TABLE IF NOT EXISTS Test (
    id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,
    procedureId INTEGER NOT NULL,
    startUTC TEXT NOT NULL,
    endUTC TEXT,
    FOREIGN KEY (procedureId) REFERENCES Procedure(id)
);

startTest:
INSERT INTO Test(procedureId, startUTC)
VALUES (?, ?);

endTest:
UPDATE Test
SET endUTC = ?
WHERE id = ?;

lastInsertedRowId:
SELECT last_insert_rowid();
```

Listing B.5: SQL Schema for Test

```sql
CREATE TABLE IF NOT EXISTS ActionResult (
    id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,
    testId INTEGER NOT NULL,
    actionId INTEGER NOT NULL,
    initState TEXT NOT NULL,
    endState TEXT,
    startUTC TEXT NOT NULL,
    endUTC TEXT,
    FOREIGN KEY (testId) REFERENCES Test(id),
    FOREIGN KEY (actionId) REFERENCES Action(id)
);

startResult:
INSERT INTO ActionResult(testId, actionId, initState, startUTC)
VALUES (?, ?, ?, ?);

finishResult:
UPDATE ActionResult
SET endState = ?, endUTC = ?
WHERE id = ?;

lastInsertedRowId:
SELECT last_insert_rowid();
```

Listing B.6: SQL Schema for ActionResult

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