

# Testing Quick Reference Handbooks in Flight Simulators

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# Preface

## Abstract

This is an abstract.

## 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.

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# 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<sup>th</sup> 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 Hypothesis

- Checklists can be tested in a simulated environment to find flaws in checklist for things like
  - Can be done in an amount of time that will not endanger aircraft
  - Provides reproducible results
  - Procedures will not endanger aircraft or crew further (Crew referring to Checklist Manifesto with the cargo door blowout)
- Results in being able to see where to improve checklists

### 2.2 Safety in Aviation

#### 2.2.1 History

- 70-80% of aviation accidents are attributed to human factors [5]
- 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]

#### 2.2.2 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<sup>1</sup>). 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 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.

## 2.3 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]

## 2.4 Solution Stack

- There would be around 3 main components to this tester
  - Formal Model
  - Flight Simulator plugin
  - Checklist Tester (to connect the formal model and flight simulator)
- As VDM-SL is being used, it uses VDMJ to parse the model [11]. This was a starting point for the tech stack, as VDMJ is also open source.

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<sup>1</sup>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]



- VDMJ is written in Java [11], therefore to simplify implementing VDMJ into the Checklist Tester, it would be logical to use a Java virtual machine (JVM) language.

### 2.4.1 Formal Model

- There were a few ways of implementing the formal model into another application
- Some of these methods were provided by Overture [12]
  - RemoteControl interface
  - VDMTools API [13]
- However, both of these methods did not suit what was required as most of the documentation for RemoteControl was designed for the Overture Tool IDE. VDMTools may have handled the formal model differently
- The choice was to create a VDMJ wrapper, as the modules are available on Maven

### 2.4.2 Checklist Tester

#### JVM Language

- There are multiple languages that are made for or support JVMs [14]
- Requirements for language
  - Be able to interact with Java code because of VDMJ
  - Have Graphical User Interface (GUI) libraries
  - Have good support (the more popular, the more resources available)
- The main contenders were Java and Kotlin [15]
- Kotlin [15] was the choice in the end as Google has been putting Kotlin first instead of Java. Kotlin also requires less boilerplate code (e.g. getters and setters) [16]

#### Graphical User Interface

- As the tester is going to include a UI, the language choice was still important
- There are a variety of GUI libraries to consider using
  - JavaFX [17]
  - Swing [18]
  - Compose Multiplatform [19]
- The decision was to use Compose Multiplatform in the end, due to time limitations and having prior experience in using Flutter [20]
- Compose Multiplatform has the ability to create a desktop application and a server, which would allow for leeway if a server would be needed

### 2.4.3 Flight Simulator Plugin

- There are two main choices for flight simulators that can be used for professional simulation
  - X-Plane [21]
  - Prepar3D [22]
- X-Plane was the choice due to having better documentation for the SDK, and a variety of development libraries for the simulator itself
- For the plugin itself, there was already a solution developed by NASA, X-Plane Connect [23] 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.

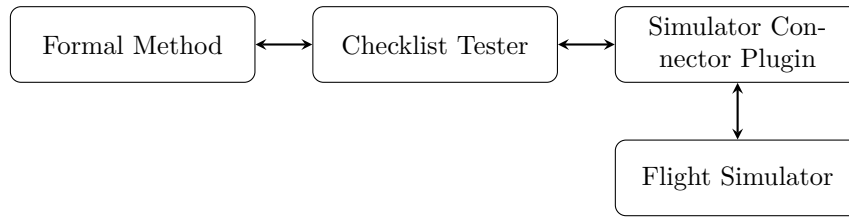


Figure 3.1: Abstract layout of components

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, [24] which is an automated testing tool to prove and find counter examples to specifications. [25]

There were multiple counter examples that was produced by *QuickCheck* that aided the development of the formal model, as the `qc`<sup>1</sup> 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*<sup>2</sup> 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 [26] 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 [27] 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.

<sup>1</sup>The command to run *QuickCheck* on the formal model in *VDMJ*.

<sup>2</sup>Material 3 is a design system which is used in *Compose Multiplatform* UI Framework.

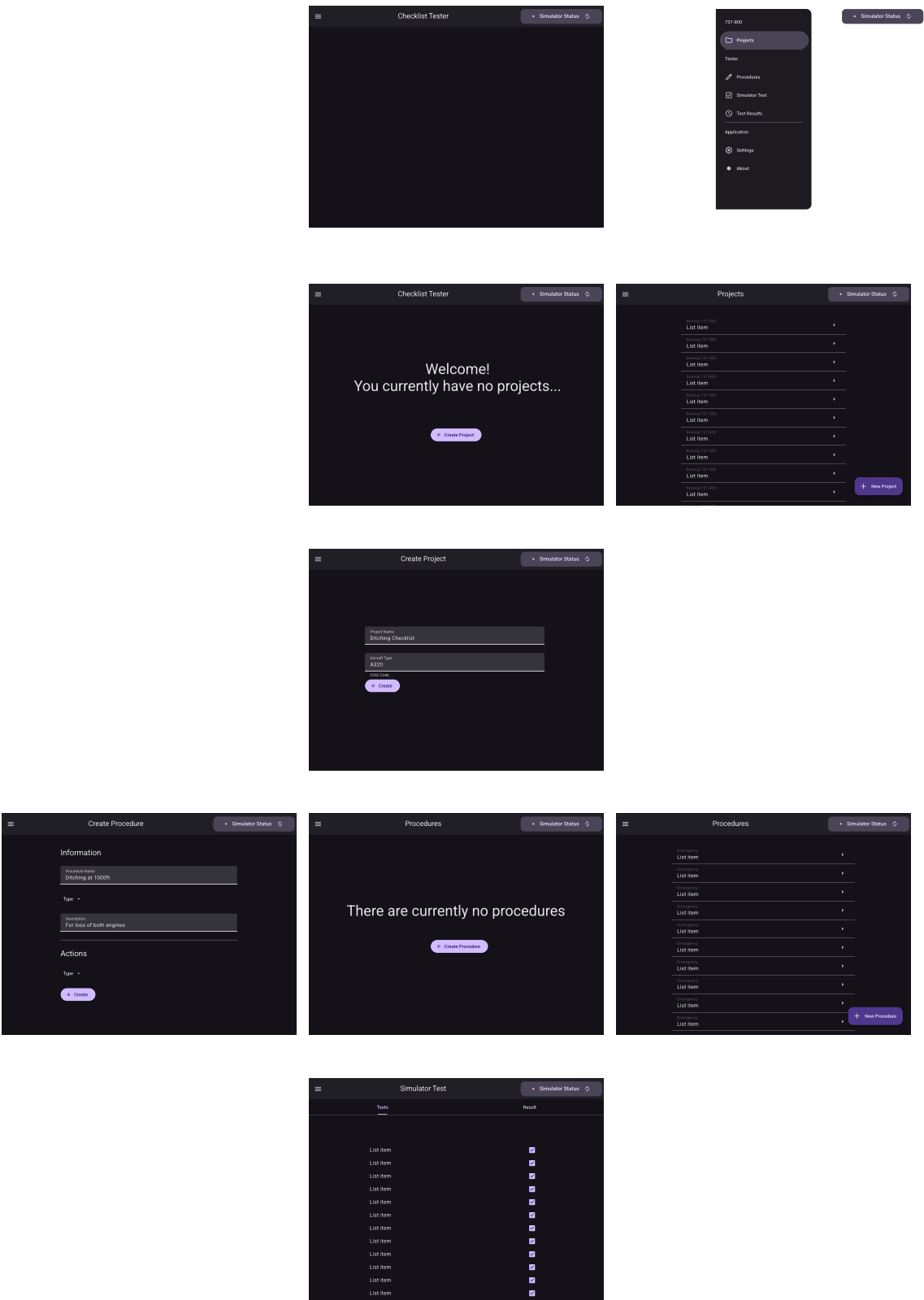


Figure 3.2: Design for the Checklist Connector GUI in Figma

## 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*<sup>3</sup> 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 [28] 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 [29][30], 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* [31], 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 [32] 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 [33]. 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).

<sup>3</sup>A *Composable* is a description of the UI that will be built by *Compose Multiplatform*

```

1  @Composable
2  override fun Content() {
3      // Content variables...
4
5      Scaffold(
6          topBar = { /* Composable content... */ },
7      ) {
8          Column(/* Column option parameters... */) {
9              Box(/* Box option parameters... */) {
10                 LazyColumn(/* LazyColumn option parameters... */) {
11
12                     item {
13                         Header()
14                     }
15
16                     items(
17                         items = inputs,
18                         key = { input -> input.id }
19                     ) { item ->
20                         ActionItem(item)
21                     }
22                 }
23             }
24         }
25     }
26 }
27
28 @Composable
29 private fun Header() {
30     Text(text = "Edit Actions")
31 }
32
33 @Composable
34 private fun ActionItem(item: Action) {
35     Column (/* Column option parameters... */) {
36         Row(/* Row option parameters... */) {
37             Text(text = "Action ${item.step + 1}")
38
39             IconButton(/* IconButton definition parameters... */) {
40                 Icon(
41                     Icons.Outlined.Delete,
42                     // Rest of Icon options...
43                 )
44             }
45         }
46
47         Row(/* Row option parameters... */) {
48             OutlinedTextField(/* TextField definition parameters... */)
49
50             OutlinedTextField(/* TextField definition parameters... */)
51         }
52
53         HorizontalDivider()
54     }
55 }

```

Listing 3.1: Example of modular code in Compose

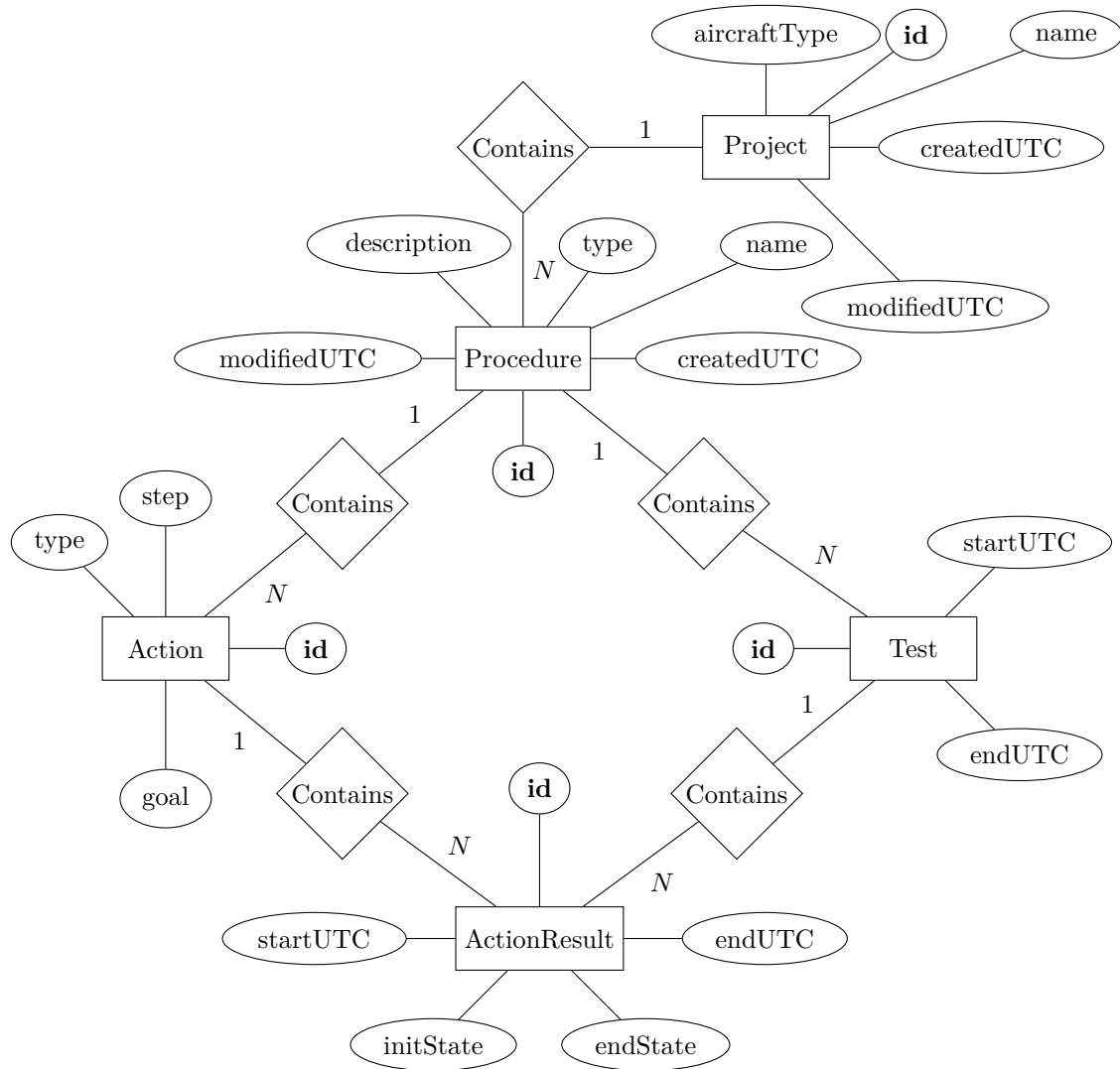


Figure 3.3: Entity Relationship Diagram for the database in Checklist Connector

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 occurring.

### 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) [34][35]. 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 [36].

#### Implementing VDMJ

*VDMJ* has packages available on Maven Central<sup>4</sup> 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<sup>5</sup> 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,

<sup>4</sup>Maven Central is a repository that stores dependencies required to build projects

<sup>5</sup>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`.

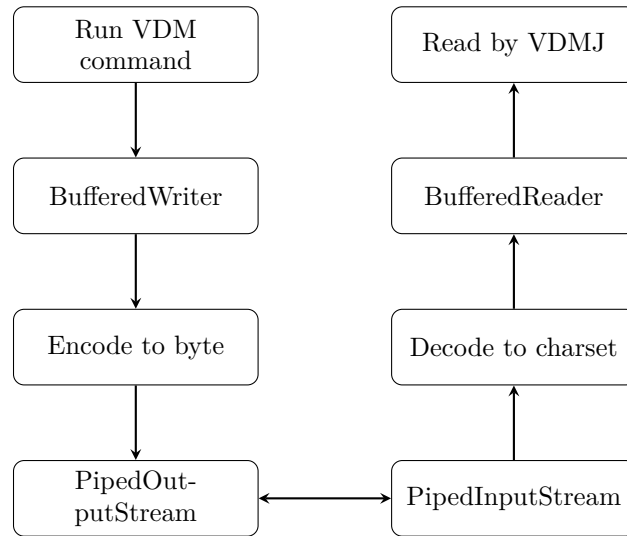


Figure 3.4: Flowchart of VDMJ Input/Output Stream handling

### 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 state 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 compiled 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 [37]. 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 [38].

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 [39], 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 [40]. 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 [41].

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 [42]. 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

#### 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 *dataref* 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

- Adding the Gradle build tools can be seen as being helpful for others, as it would allow for the XPC library to be added as a dependency, especially if the NASA Ames Research Center Diagnostics and Prognostics Group were to add it to the GitHub repository, it would mean that it would be easier for people to access Maven Packages for XPC
- 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
- But it did mean making sure that the contribution would be perfect and not contain problems

## Testing

- The XPC Java library includes a JUnit 4 test, however, implementing this with Gradle proved useless, as it was not able to get the results from the tests, which would be bad for not being able to catch problems with new builds
- Therefore, the tests were updated to JUnit 5, where most of the changes were adding asserts for throws [\[43\]](#)<sup>1</sup>

## GitHub

- Made sure to add generated build files to .gitignore
- Changed the URL of the repository in Gradle to NASA's repository so that the Maven package can be published correctly on the GitHub repository
- From the beginning anyways, made sure to have insightful commit messages
- Submitted the pull request stating the changes made<sup>2</sup>

<sup>1</sup>The commit including the changes to the tests can be viewed here: <https://github.com/smyalygames/XPlaneConnect/commit/e7b8d1e811999b4f8d7230f60ba94368e14f1148>

<sup>2</sup><https://github.com/nasa/XPlaneConnect/pull/313>

## 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<sup>3</sup> 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<sup>4</sup> 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.

## 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

---

<sup>3</sup><https://leantime.io/>

<sup>4</sup><https://stackoverflow.com/>

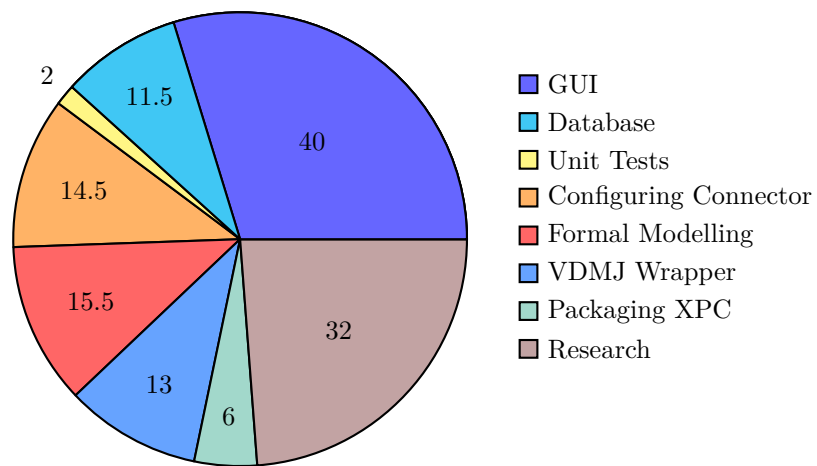


Figure 4.1: Time spent on sections of project (in hours)

# Chapter 5

## Conclusion

### 5.1 Changes

- Added the checklist manager which was not a part of the original objectives
  - Helped more to visualize the project
  - Aided in gathering statistics for how well the checklist performed
  - Using Kotlin helped speed up development, it simplifies parts of Java and omitted a lot of boilerplate code that is required in Java, such as setters and getters
- How the Formal Model would interact was modified
  - Initially was designed so that the formal model would complete the entirety of the checklist, however, it was not useful for interacting with the flight simulator
  - Modified the model to provide it would be similar to actions pilots can do in the cockpit
  - Therefore acts like Read Checklist → Pilot Logic (VDM) → Do Action (XPC)
- Originally was supposed to write an original plugin to connect to the flight simulator
  - Whilst creating the plugin, sockets were confusing and accidentally stumbled on the X-Plane Connect GitHub repository
  - This could have been prevented if a design document was created and time was spent researching for tools in obscure places

### 5.2 Objectives

- Most of the objectives were met
- One of the original objectives was to research pilot reaction times and how long it takes pilots to complete an action
  - However, not able to do that 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 a button is from the pilot, etc.
- Objective 2.a. was met to an extent
  - Currently, the states of the aircraft monitored are only the actions specified in the test, in the checklist tester
  - There could be more variables that could be monitored. Such as engine fire, could monitor the engine temperature or thrust produced by engine
  - This would have required a substantial amount of planning as checklists do have conditional statements, for example 'If APU is available, then do Step 3 else do Step 4'



- Objective 2.b. was also met to an extent
  - Currently, this can be met by re-running the test multiple times manually
  - However, it is manual at this stage due to limitations of XPC and setting up the aircraft
  - The test data is stored on the database, hence test results can be analysed to see the consistency between each test
- The Checklist Tester does not currently run actions from the Formal Model due to implementing the functions from VDMJ being laborious
- Hence focus was put on XPC first, as it would produce direct results

## 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

- Formal Model
  - Implemented either by creating an automatic wrapper. Done by either potentially linking the VDMJ LSP, or creating a plugin for VDMJ
  - Or doing string manipulation on the VDM results for each of the functions as a lot of it is copy and paste - can be bad practice as it requires a lot of hard-coded code
- Monitoring more of the aircraft
  - Done by adding options in the Checklist Tester for extra Datarefs to monitor
  - Modifying the **Aircraft** record type to include a states type that checks multiple times throughout the procedure if this state has violated a constraint or if the goal of the state has been achieved (e.g. Engine is no longer on fire)
- Expanding out of the scope of the objectives, conditional logic, such as if statements, to the checklist would be the next logical step
  - VDM-SL would be really helpful for this, as can be used to design logic to be used outside of Kotlin
  - This would allow for further automation of checklists, rather than only testing linearly, which at this current state would require writing the test multiple times
- Adding more detailed test results
  - Use analysis of previous test results to gain an understanding of the reproducibility of the procedure
  - Keep track of aircraft state, such as speed or altitude aiding in understanding if the procedure may impose a safety risk

# Appendix A

## Formal Model

```
1 module Checklist
2 exports all
3 definitions
4
5 values
6   -- Before Start Checklist
7   -- Items in Aircraft
8   -- Flight Deck... (can't check)
9   fuel: ItemObject = mk_ItemObject(<SWITCH>, mk_Switch(<OFF>, false)→
10     );
11   pax_sign: ItemObject = mk_ItemObject(<SWITCH>, mk_Switch(<OFF>, →
12     true));
13   windows: ItemObject = mk_ItemObject(<SWITCH>, mk_Switch(<ON>, →
14     false));
15   -- Preflight steps
16   acol: ItemObject = mk_ItemObject(<SWITCH>, mk_Switch(<OFF>, false)→
17     );
18
19   aircraft_panels: Items = {"Fuel_Pump" |-> fuel, "Passenger_Signs" →
20     |-> pax_sign, "Windows" |-> windows, "Anti_Collision_Lights" →
21     |-> acol};
22
23   -- Checklist
24   -- Flight Deck... (can't check)
25   fuel_chkl: ChecklistItem = mk_ChecklistItem("Fuel_Pump", <SWITCH>,→
26     <ON>, false);
27   pax_sign_chkl: ChecklistItem = mk_ChecklistItem("Passenger_Signs",→
28     <SWITCH>, <ON>, false);
29   windows_chkl: ChecklistItem = mk_ChecklistItem("Windows", <SWITCH→
30     >, <ON>, false);
31   -- Preflight steps
32   acol_chkl: ChecklistItem = mk_ChecklistItem("Anti_Collision_Lights→
33     ", <SWITCH>, <ON>, false);
34
35   before_start_procedure: Procedure = [fuel_chkl, pax_sign_chkl, →
36     windows_chkl, acol_chkl];
37
38   aircraft = mk_Aircraft(aircraft_panels, before_start_procedure);
39
40 types
41   --@doc The dataref name in X-Plane
42   Dataref = seq1 of char;
```

```
32  -- Aircraft
33
34  -- Switches
35  --@doc The state a switch can be in
36  SwitchState = <OFF> | <MIDDLE> | <ON>;
37
38  --@LF why have a type kist as a rename?
39  ItemState = SwitchState; --@TODO | Button | ...
40
41  --@doc A switch, with the possible states it can be in, and the →
    state that it is in
42  Switch ::
43    position : SwitchState
44    middlePosition : bool
45    inv s ==
46      (s.position = <MIDDLE> => s.middlePosition);
47
48  -- Knob
49  Knob ::
50    position : nat
51    --@LF how can a state be an int? perhaps a proper type (i.e. →
    subset of int range or a union?)
52    states : set1 of nat
53    inv k ==
54      k.position in set k.states;
55
56  Lever = nat
57    inv t == t <= 100;
58
59  Throttle ::
60    thrust: Lever
61    reverser: Lever
62    inv t ==
63      (t.reverser > 0 <=> t.thrust = 0);
64
65  --@doc The type that the action of the button is
66  ItemType = <SWITCH> | <KNOB> | <BUTTON> | <THROTTLE>;
67
68  --@doc The unique switch/knob/etc of that aircraft
69  ObjectType = Switch | Knob | Throttle;
70  ItemObject ::
71    type : ItemType
72    object : ObjectType
73    inv mk_ItemObject(type, object) ==
74      cases type:
75        <SWITCH> -> is_Switch(object),
76        <KNOB>   -> is_Knob(object),
77        <THROTTLE>-> is_Throttle(object),
78        --<BUTTON> -> true
79        others -> true
80      end;
81
82  --@doc Contains each ItemObject in the Aircraft, e.g. Fuel Pump →
    switch
83  Items = map Dataref to ItemObject;
84
85  --@doc Contains the panels (all the items in the aircraft) and the→
    procedure
```

```

86   Aircraft ::
87       items : Items
88       procedure : Procedure
89       inv mk_Aircraft(i, p) ==
90       ({ x.procedure | x in seq p } subset dom i);
91
92   -- Checklist
93
94   --@doc Item of a checklist, e.g. Landing gear down
95   ChecklistItem ::
96       --@LF again, empty string here doesn't make sense.
97       procedure : Dataref
98       type : ItemType
99       --TODO Check is not only SwitchState
100      check : SwitchState
101      checked : bool;
102
103      --@doc This is an item in the aircraft that complements the item →
104      in the procedure
105   ItemAndChecklistItem ::
106       item : ItemObject
107       checklistItem: ChecklistItem
108       inv i == i.item.type = i.checklistItem.type;
109
110      --@doc A section of a checklist, e.g. Landing Checklist
111      --@LF shouldn't this be non-empty? What's the point to map a →
112      checklist name to an empty procedure? Yes.
113   Procedure = seq1 of ChecklistItem
114       inv p ==
115       --@LF the "trick" for "false not in set S" is neat. It →
116       forces a full evaluation, rather than short circuited →
117       (i.e. stops at first false).
118       -- I presume this was intended.
119       false not in set {
120           let first = p(x-1).checked, second = p(x).checked in
121           --@LF boolean values don't need equality check
122           second => first--((first = true) and (second = →
123           false))
124           | x in set {2,...,len p}};
125
126   functions
127   -- PROCEDURES
128   --@doc Finds the index of the next item in the procedure that →
129   needs to be completed
130   procedure_next_item_index: Procedure -> nat1
131   procedure_next_item_index(p) ==
132       hd [ x | x in set {1,...,len p} & not p(x).checked ]--p(x).→
133       checked = false]
134
135   pre
136       -- Checks procedure has not already been completed
137       not procedure_completed(p)--procedure_completed(p) = false
138   post
139       -- Checks that the index of the item is the next one to be →
140       completed
141       --@LF your def is quite confusing (to me)
142       --@LF how do you know that RESULT in inds p? Well, the →
143       definition above okay.

```

```

134      -- but you can't know whether p(RESULT-1) will! What if →
135      RESULT=1? p(RESULT-1)=p(0) which is invalid!
136      (not p(RESULT).checked)
137      and
138      (RESULT > 1 => p(RESULT-1).checked)
139      --p(RESULT).checked = false
140      --and if RESULT > 1 then
141      --    p(RESULT-1).checked = true
142      --else
143      --    true
144      ;
145
146  -- --@doc Checks if all the procedures have been completed
147  -- check_all_proc_completed: Checklist -> bool
148  -- check_all_proc_completed(c) ==
149  --    false not in set { procedure_completed(c(x)) | x in set →
150  --      {1,...,len c} };
151
152  -- --@doc Gives the index for the next procedure to complete
153  -- next_procedure: Checklist -> nat1
154  -- next_procedure(c) ==
155  --    hd [ x | x in set {1,...,len c} & not procedure_completed(c→
156  --      (x))]
157  -- post
158  --    RESULT <= len c;
159
160  --@doc Checks if the procedure has been completed
161  procedure_completed: Procedure -> bool
162  procedure_completed(p) ==
163  false not in set { p(x).checked | x in set {1,...,len p} };
164
165  --@doc Checks if the next item in the procedure has been completed
166  check_proc_item_complete: Procedure * Aircraft -> bool
167  check_proc_item_complete(p, a) ==
168  --@LF here you have a nice lemma to prove: →
169  --    procedure_next_item_index(p) in set inds p!
170  --    I think that's always true
171  let procItem = p(procedure_next_item_index(p)),
172  --@LF here you can't tell whether this will be true? i→
173  --    .e. procItem.procedure in set dom a.items?
174  item = a.items(procItem.procedure) in
175
176  --TODO need to be able to check for different types of →
177  --    Items
178  procItem.check = item.object.position
179
180  pre
181  procedure_completed(p) = false
182  --@LF perhaps add
183  --and
184  --p(procedure_next_item_index(p)).procedure in set dom a.items→
185  ?
186  ;
187
188  --@doc Marks next item in procedure as complete
189  mark_proc_item_complete: Procedure -> Procedure
190  mark_proc_item_complete(p) ==
191  let i = procedure_next_item_index(p), item = p(i) in
192  p ++ {i |-> complete_item(item)}

```

```

185     pre
186         procedure_completed(p) = false;
187
188     --@doc Completes an item in the procedure
189     do_proc_item: ItemObject * ChecklistItem -> ItemAndChecklistItem
190     do_proc_item(i, p) ==
191         let objective = p.check,
192             checkckItem = complete_item(p) in
193             -- Checks if the item is in the objective desired by the →
194             checklist
195             if check_item_in_position(i, objective) then
196                 mk_ItemAndChecklistItem(i, checkckItem)
197             else
198                 mk_ItemAndChecklistItem(move_item(i, p.check), →
199                     checkckItem)
200
201     pre
202         p.checked = false
203     post
204         -- Checks the item has been moved correctly
205         check_item_in_position(RESULT.item, p.check);
206
207     --@doc Completes a procedure step by step
208     -- a = Aircraft
209     complete_procedure: Aircraft -> Aircraft
210     complete_procedure(a) ==
211         let procedure = a.procedure in
212             mk_Aircraft(
213                 a.items ++ { x.procedure |-> do_proc_item(a.items(x.→
214                     procedure), x).item | x in seq procedure },
215                 [ complete_item(x) | x in seq procedure ]
216             )
217
218     pre
219         not procedure_completed(a.procedure)
220     post
221         procedure_completed(RESULT.procedure);
222
223     -- AIRCRAFT ITEMS
224     --@doc Marks ChecklistItem as complete
225     complete_item: ChecklistItem -> ChecklistItem
226     complete_item(i) ==
227         mk_ChecklistItem(i.procedure, i.type, i.check, true)
228
229     pre
230         i.checked = false;
231
232     --@doc Moves any type of Item
233     move_item: ItemObject * ItemState -> ItemObject
234     move_item(i, s) ==
235         -- if is_Switch(i) then (implement later)
236         let switch: Switch = i.object in
237             if check_switch_onoff(switch) and (s <> <MIDDLE>) and →
238                 switch.middlePosition then
239                 mk_ItemObject(i.type, move_switch(move_switch(→
240                     switch, <MIDDLE>), s))
241             else
242                 mk_ItemObject(i.type, move_switch(switch, s))
243
244     pre
245         wf_item_itemstate(i, s)
246         and not check_item_in_position(i, s);
247

```

```
238         -- and wf_switch_move(i.object, s);
239
240     --@doc Moves a specific switch in the aircraft
241     move_switch: Switch * SwitchState -> Switch
242     move_switch(i, s) ==
243         mk_Switch(s, i.middlePosition)
244     pre
245         wf_switch_move(i, s)
246     post
247         RESULT.position = s;
248
249     --@doc Checks if the switch is in the on or off position
250     check_switch_onoff: Switch -> bool
251     check_switch_onoff(s) ==
252         let position = s.position in
253             position = <OFF> or position = <ON>
254     post
255         -- Only one can be true at a time
256         -- If the switch is in the middle position, then RESULT cannot be true
257         -- If the switch is in the on/off position, then the RESULT will be true
258         (s.position = <MIDDLE>) <> RESULT;
259
260     --@doc Checks if the item is already in position for the desired state for that item
261     check_item_in_position: ItemObject * ItemState -> bool
262     check_item_in_position(i, s) ==
263         -- if is_Switch(i) then (implement later)
264         i.object.position = s
265     pre
266         wf_item_itemstate(i,s);
267
268     --@doc Checks if the Item.object is the same type for the ItemState
269     wf_item_itemstate: ItemObject * ItemState -> bool
270     wf_item_itemstate(i, s) ==
271         (is_Switch(i.object) and is_SwitchState(s) and i.type = <SWITCH>)
272         --TODO check that the item has not already been completed before moving item
273         --TODO add other types of Items
274         ;
275
276     --@doc Checks if the move of the Switch is a valid
277     wf_switch_move: Switch * SwitchState -> bool
278     wf_switch_move(i, s) ==
279         -- Checks that the switch not already in the desired state
280         i.position <> s and
281         -- The switch has to move one at a time
282         -- Reasoning for this is that some switches cannot be moved in one quick move
283         if i.middlePosition = true then
284             -- Checks moving the switch away from the middle position
285             (i.position = <MIDDLE> and s <> <MIDDLE>)
286             -- Checks moving the switch to the middle position
287             <> (check_switch_onoff(i) = true and s = <MIDDLE>)
288         else
```

```

289         check_switch_onoff(i) and s <> <MIDDLE>;
290
291
292 end Checklist
293
294 /*
295 //@LF always a good idea to run "qc" on your model. Here is its output→
296 //@LF silly me, this was my encoding with the cases missing one →
297     pattern :-). I can see yours has no issues. Good.
298
299 > qc
300 PO #1, PROVABLE by finite types in 0.002s
301 PO #2, PROVABLE by finite types in 0.0s
302 PO #3, PROVABLE by finite types in 0.0s
303 PO #4, PROVABLE by finite types in 0.0s
304 PO #5, PROVABLE by finite types in 0.0s
305 PO #6, PROVABLE by finite types in 0.0s
306 PO #7, PROVABLE by finite types in 0.0s
307 PO #8, PROVABLE by finite types in 0.0s
308 PO #9, PROVABLE by finite types in 0.001s
309 PO #10, PROVABLE by finite types in 0.001s
310 PO #11, PROVABLE by direct (body is total) in 0.003s
311 PO #12, PROVABLE by witness s = mk_Switch(<MIDDLE>, true) in 0.001s
312 PO #13, PROVABLE by direct (body is total) in 0.001s
313 PO #14, PROVABLE by witness k = mk_Knob(1, [-2]) in 0.0s
314 PO #15, PROVABLE by direct (body is total) in 0.0s
315 PO #16, PROVABLE by witness t = 0 in 0.0s
316 PO #17, PROVABLE by direct (body is total) in 0.001s
317 PO #18, PROVABLE by witness t = mk_Throttle(0, 0) in 0.001s
318 PO #19, PROVABLE by direct (body is total) in 0.002s
319 PO #20, PROVABLE by witness i = mk_ItemObject(<KNOB>, mk_Knob(1, [-1]))→
320     ) in 0.002s
321 PO #21, FAILED in 0.002s: Counterexample: type = <BUTTON>, object = →
322     mk_Knob(1, [-1])
323 Causes Error 4004: No cases apply for <BUTTON> in 'Checklist' (formal/→
324     checklist.vdmsl) at line 119:13
325 ----
326 ItemObject':_total_function_obligation_in_'Checklist'_(formal/→
327     checklist.vdmsl)_at_line_118:13
328 (forall_mk_ItemObject'(type, object):ItemObject'!&
329     _is_(inv_ItemObject'(mk_ItemObject'!(type,_object)),_bool))
330
331 PO_#22,_FAILED_by_direct_in_0.005s:_Counterexample:_type=_<BUTTON>
332 PO_#23,_PROVABLE_by_witness_type=_<KNOB>,_object=_mk_Knob(1,[-1])_→
333     in_0.002s
334 PO_#24,_PROVABLE_by_direct_(body_is_total)_in_0.001s
335 PO_#25,_PROVABLE_by_witness_i=_mk_ItemAndChecklistItem(mk_ItemObject→
336     (<KNOB>,_mk_Knob(1,[-1])),_mk_ChecklistItem([],_<KNOB>,_<MIDDLE>,_→
337     _true))_in_0.001s
338 PO_#26,_MAYBE_in_0.003s
339 PO_#27,_MAYBE_in_0.003s
340 PO_#28,_MAYBE_in_0.002s
341 PO_#29,_PROVABLE_by_witness_p=_[mk_ChecklistItem([],_<BUTTON>,_<→
342     MIDDLE>,_true)]_in_0.001s
343 PO_#30,_MAYBE_in_0.002s
344 PO_#31,_MAYBE_in_0.001s
345 PO_#32,_MAYBE_in_0.003s

```



```
337 PO_#33, MAYBE_in_0.002s
338 PO_#34, MAYBE_in_0.001s
339 PO_#35, MAYBE_in_0.002s
340 PO_#36, MAYBE_in_0.009s
341 PO_#37, MAYBE_in_0.008s
342 PO_#38, MAYBE_in_0.007s
343 PO_#39, MAYBE_in_0.009s
344 PO_#40, MAYBE_in_0.002s
345 PO_#41, MAYBE_in_0.001s
346 PO_#42, MAYBE_in_0.001s
347 PO_#43, MAYBE_in_0.002s
348 PO_#44, MAYBE_in_0.002s
349 PO_#45, MAYBE_in_0.003s
350 PO_#46, MAYBE_in_0.002s
351 PO_#47, MAYBE_in_0.002s
352 PO_#48, MAYBE_in_0.001s
353 PO_#49, MAYBE_in_0.001s
354 PO_#50, MAYBE_in_0.0s
355 PO_#51, MAYBE_in_0.0s
356 PO_#52, MAYBE_in_0.005s
357 PO_#53, PROVABLE_by_trivial_p_in_set_(dom_checklist)_in_0.001s
358 PO_#54, MAYBE_in_0.006s
359 PO_#55, MAYBE_in_0.0s
360 PO_#56, MAYBE_in_0.001s
361 PO_#57, MAYBE_in_0.001s
362 PO_#58, MAYBE_in_0.001s
363 PO_#59, MAYBE_in_0.001s
364 PO_#60, MAYBE_in_0.001s
365 PO_#61, MAYBE_in_0.001s
366 PO_#62, MAYBE_in_0.0s
367 PO_#63, PROVABLE_by_finite_types_in_0.001s
368 PO_#64, PROVABLE_by_finite_types_in_0.001s
369 PO_#65, PROVABLE_by_finite_types_in_0.001s
370 PO_#66, MAYBE_in_0.001s
371 >
372 */
```

# Appendix B

## Database

### B.1 SQL Schemas

```
1 CREATE TABLE IF NOT EXISTS Project (  
2     id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,  
3     name TEXT NOT NULL,  
4     aircraftType TEXT NOT NULL,  
5     createdUTC TEXT NOT NULL,  
6     modifiedUTC TEXT  
7 );  
8  
9 createProject:  
10 INSERT INTO Project(name, aircraftType, createdUTC)  
11 VALUES (?, ?, ?);  
12  
13 selectAllProjects:  
14 SELECT * FROM Project;  
15  
16 selectProjectById:  
17 SELECT * FROM Project  
18 WHERE id = ?;  
19  
20 countProjects:  
21 SELECT COUNT(*) FROM Project;
```

Listing B.2: SQL Schema for Project

```

1 CREATE TABLE IF NOT EXISTS Procedure (
2     id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,
3     projectId INTEGER NOT NULL,
4     name TEXT NOT NULL,
5     type TEXT NOT NULL,
6     description TEXT NOT NULL,
7     createdUTC TEXT NOT NULL,
8     modifiedUTC TEXT,
9     FOREIGN KEY (projectId) REFERENCES Project(id)
10 );
11
12 createProcedure:
13 INSERT INTO Procedure(projectId, name, type, description, createdUTC)
14 VALUES (?, ?, ?, ?, ?);
15
16 selectProcedures:
17 SELECT * FROM Procedure
18 WHERE projectId = ?;
19
20 selectProcedureById:
21 SELECT * FROM Procedure
22 WHERE id = ?;
23
24 countProcedures:
25 SELECT COUNT(*) FROM Procedure
26 WHERE projectId = ?;

```

Listing B.3: SQL Schema for Procedure

```

1 CREATE TABLE IF NOT EXISTS Action (
2     id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,
3     procedureId INTEGER NOT NULL,
4     step INTEGER NOT NULL,
5     type TEXT NOT NULL,
6     goal TEXT NOT NULL,
7     FOREIGN KEY (procedureId) REFERENCES Procedure(id)
8 );
9
10 createAction:
11 INSERT INTO Action(procedureId, step, type, goal)
12 VALUES (?, ?, ?, ?);
13
14 selectActions:
15 SELECT * FROM Action
16 WHERE procedureId = ?;
17
18 countActions:
19 SELECT COUNT(*) FROM Action
20 WHERE procedureId = ?;
21
22 deleteByProcedure:
23 DELETE FROM Action
24 WHERE procedureId = ?;

```

Listing B.4: SQL Schema for Action

```

1 CREATE TABLE IF NOT EXISTS Test (
2     id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,
3     procedureId INTEGER NOT NULL,
4     startUTC TEXT NOT NULL,
5     endUTC TEXT,
6     FOREIGN KEY (procedureId) REFERENCES Procedure(id)
7 );
8
9 startTest:
10 INSERT INTO Test(procedureId, startUTC)
11 VALUES (?, ?);
12
13 endTest:
14 UPDATE Test
15 SET endUTC = ?
16 WHERE id = ?;
17
18 lastInsertedRowId:
19 SELECT last_insert_rowid();

```

Listing B.5: SQL Schema for Test

```

1 CREATE TABLE IF NOT EXISTS ActionResult (
2     id INTEGER PRIMARY KEY AUTOINCREMENT NOT NULL,
3     testId INTEGER NOT NULL,
4     actionId INTEGER NOT NULL,
5     initState TEXT NOT NULL,
6     endState TEXT,
7     startUTC TEXT NOT NULL,
8     endUTC TEXT,
9     FOREIGN KEY (testId) REFERENCES Test(id),
10    FOREIGN KEY (actionId) REFERENCES Action(id)
11 );
12
13 startResult:
14 INSERT INTO ActionResult(testId, actionId, initState, startUTC)
15 VALUES (?, ?, ?, ?);
16
17 finishResult:
18 UPDATE ActionResult
19 SET endState = ?, endUTC = ?
20 WHERE id = ?;
21
22 lastInsertedRowId:
23 SELECT last_insert_rowid();

```

Listing B.6: SQL Schema for ActionResult

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