Facilt	y: By Date of Exam: Scenario Numbers: ( /	43 Operating Test	t No.: 2e	014 N	RC
	QUALITATIVE ATTRIBUTES				
			а	b*	c#
1.	The initial conditions are realistic, in that some equipment and/or instrumentation may be out of service, but it does not cue the operators into expected events.			p	RUN
2.	The scenarios consist mostly of related events.			se	RICW
3.	<ul> <li>Each event description consists of</li> <li>the point in the scenario when it is to be initiated</li> <li>the malfunction(s) that are entered to initiate the event</li> <li>the symptoms/cues that will be visible to the crew</li> <li>the expected operator actions (by shift position)</li> <li>the event termination point (if applicable)</li> </ul>			n	BM
4.	No more than one non-mechanistic failure (e.g., pipe break) is incorporated into the scenario without a credible preceding incident such as a seismic event.			he	BUM
5.	The events are valid with regard to physics and thermodynamics.			k	RHW
6.	Sequencing and timing of events is reasonable, and allows the examination team to obtain complete evaluation results commensurate with the scenario objectives.			he	RNW
7.	If time compression techniques are used, the scenario summary clearly so indicates.  Operators have sufficient time to carry out expected activities without undue time constraints.  Cues are given.			p	RUW
8.	The simulator modeling is not altered.				Paw
9.	The scenarios have been validated. Pursuant to 10 CFR 55.46(d), any open simulator performance deficiencies or deviations from the referenced plant have been evaluated to ensure that functional fidelity is maintained while running the planned scenarios.			p	RIW
10.	Every operator will be evaluated using at least one new or significantly modified scenario.  All other scenarios have been altered in accordance with Section D.5 of ES-301.			m	RNW
11.	All individual operator competencies can be evaluated, as verified using Form ES-301-6 (submit the form along with the simulator scenarios).			ы	RKW
12.	Each applicant will be significantly involved in the minimum number of transients and events specified on Form ES-301-5 (submit the form with the simulator scenarios).		776	BZ	PhW
13.	The level of difficulty is appropriate to support licensing decisions for each crew position.		1/1/	m	RYON
	Target Quantitative Attributes (Per Scenario; See Section D.5.d)	Actual Attributes			
1.	Total malfunctions (5–8)	7 171 7	VAR	pe	Plw
2.	Malfunctions after EOP entry (1-2)	1 111 /	VAY	Be	RNW
3.	Abnormal events (2-4)	4 1414	W.	OL	RHW
4.	Major transients (1-2)	1 121 1	1/1	m	RHN
5.	EOPs entered/requiring substantive actions (1-2)	1 1/1 /	RM	DL	BHW
6.	EOP contingencies requiring substantive actions (0-2)	1 1/11	YELF	ML	RHW
7.	Critical tasks (2–3)	21212	WA	Be	RKW

	1. 13 13214			134R		
Facilt	y: By Scenario Numbers: 4/	57 Operating Te	st No.: Z	014	NRC	
	QUALITATIVE ATTRIBUTES			Initials		
			a	b*	c#	
1.	The initial conditions are realistic, in that some equipment and/or instrumentation may be out of service, but it does not cue the operators into expected events.			m	δN,	
2.	The scenarios consist mostly of related events.			n	RY	
3.	Each event description consists of  the point in the scenario when it is to be initiated  the malfunction(s) that are entered to initiate the event  the symptoms/cues that will be visible to the crew  the expected operator actions (by shift position)  the event termination point (if applicable)			n	EV.	
4.	No more than one non-mechanistic failure (e.g., pipe break) is incorporated into the scenario without a credible preceding incident such as a seismic event.			m	BIL	
5.	The events are valid with regard to physics and thermodynamics.			m	Br	
6.	Sequencing and timing of events is reasonable, and allows the examination team to obtain complete evaluation results commensurate with the scenario objectives.			m	by.	
7.	If time compression techniques are used, the scenario summary clearly so indicates.  Operators have sufficient time to carry out expected activities without undue time constraints.  Cues are given.			m	ing	
8.	The simulator modeling is not altered.				pli	
9.	The scenarios have been validated. Pursuant to 10 CFR 55.46(d), any open simulator performance deficiencies or deviations from the referenced plant have been evaluated to ensure that functional fidelity is maintained while running the planned scenarios.			m	bkry	
10.	Every operator will be evaluated using at least one new or significantly modified scenario. All other scenarios have been altered in accordance with Section D.5 of ES-301.			gr	BAN	
11.	All individual operator competencies can be evaluated, as verified using Form ES-301-6 (submit the form along with the simulator scenarios).			pr	Exer	
12.	Each applicant will be significantly involved in the minimum number of transients and events specified on Form ES-301-5 (submit the form with the simulator scenarios).			86	Khr	
13.	The level of difficulty is appropriate to support licensing decisions for each crew position.		1891	h	Phr	
	Target Quantitative Attributes (Per Scenario; See Section D.5.d)	Actual Attributes				
1.	Total malfunctions (5–8)	8 161	RAD	fe	ens	
2.	Malfunctions after EOP entry (1-2)	1 111	122	150	ple	
3.	Abnormal events (2-4)	4 141	VAV	be	Bro	
4.	Major transients (1–2)	1 1/1	120	m	thr	
5.	EOPs entered/requiring substantive actions (1-2)	1 1/1	VAN	MZ	SA	
6.	EOP contingencies requiring substantive actions (0-2)	0 111	VHB.	BL	Sign	
7.	Critical tasks (2-3)	4 * 121	WAP	m	By	

<sup>\*</sup> the new Wol asticul tasks contain 3 just for SGTR actions. To have a malfunction of the EOP entry weaters a 4th CT.