



**JOB PERFORMANCE MEASURE VALIDATION CHECKLIST**

**ALL STEPS IN THIS CHECKLIST ARE TO BE PERFORMED PRIOR TO USE.**

<b>REVIEW STATEMENTS</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1. Are all items on the signature page filled in correctly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Has the JPM been reviewed and validated by SMEs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Can the required conditions for the JPM be appropriately established in the simulator if required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Do the performance steps accurately reflect trainee's actions in accordance with plant procedures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Is the standard for each performance item specific as to what controls, indications and ranges are required to evaluate if the trainee properly performed the step?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Has the completion time been established based on validation data or incumbent experience?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. If the task is time critical, is the time critical portion based upon actual task performance requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Is the job level appropriate for the task being evaluated if required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Is the K/A appropriate to the task and to the licensee level if required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Is justification provided for tasks with K/A values less than 3.0?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Have the performance steps been identified and classified (Critical / Sequence / Time Critical) appropriately?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Have all special tools and equipment needed to perform the task been identified and made available to the trainee?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Are all references identified, current, accurate, and available to the trainee?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Have all required cues (as anticipated) been identified for the evaluator to assist task completion?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Are all critical steps supported by procedural guidance? (e.g., if licensing, EP or other groups were needed to determine correct actions, then the answer should be NO.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. If the JPM is to be administered to an LOIT student, has the required knowledge been taught to the individual prior to administering the JPM? TPE does not have to be completed, but the JPM evaluation may not be valid if they have not been taught the required knowledge.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All questions/statements must be answered "YES" or "N/A" or the JPM is not valid for use. If all questions/statements are answered "YES" or "N/A," then the JPM is considered valid and can be performed as written. The individual(s) performing the initial validation shall sign and date the cover sheet.

**Protected Content:** (CAPRs, corrective actions, licensing commitments, etc. associated with this material)

{C001}



**PBN JPM P004.010b.AOT, Locally Operate a Charging Pump, Rev. 4**

**UPDATE LOG:** Indicate in the following table any minor changes or major revisions (as defined in TR-AA-230-1003) made to the material after initial approval. Or use separate Update Log form TR-AA-230-1003-F16.

#	DESCRIPTION OF CHANGE	REASON FOR CHANGE	AR/TWR #	PREPARER	DATE
				SUPERVISOR	DATE
Rev. 0-1	See microfilm.				
Rev. 2	Reformatted to current revision of QF-1075-01. Update procedure step numbering to match OI 15 Rev 19.				
<u>Rev. 3</u>	<u>Updated to new Fleet Template</u>				
Rev. 4	Updated for the 2017 NRC ILT Exam. Modified to be able to perform on either or both units.				

**SIMULATOR SET-UP:** *(Only required for simulator JPMs)*

SIMULATOR SETUP INSTRUCTIONS:

- 1.
- 2.

SIMULATOR MALFUNCTIONS:

SIMULATOR OVERRIDES:

SIMULATOR REMOTE FUNCTIONS:

**Required Materials:** OI-15, Charging Pump Local Control Station Operation

**General References:** OI-15, Charging Pump Local Control Station Operation

**Task Standards:** Control of 1P-2A (2P-2C), Charging Pump transferred to the VFD and speed raised to 30%.

I will explain the initial conditions, which step(s) to simulate or discuss, and provide initiating cues. When you complete the task successfully, the objective for this job performance measure will be satisfied.

**DURING THE JPM, ENSURE PROPER SAFETY PRECAUTIONS, FME, AND/OR RADIOLOGICAL CONCERNS AS APPLICABLE ARE FOLLOWED.**

**INITIAL CONDITIONS:**

- You are the PAB operator.
- Both units are at 100% power.
- 1P-2A and 1P-2C (2P-2A and 2P-2C), Charging Pumps are currently running.
- The control room has lost speed control for 1P-2A (2P-2C), Charging Pump.
- Controller demand for 1P-2A (2P-2C), Charging Pump is at 20%.

**INITIATING CUES (IF APPLICABLE):**

- The OS2 directs you to transfer pump control for 1P-2A (2P-2C), Charging Pump to Rack 24 in accordance with OI-15, Charging Pump Local Control Station Operation, steps 5.1.1 – 5.1.4.
- It is NOT desired to transfer breaker control for 1P-2A (2P-2C), Charging Pump.
- The procedure has just been obtained from the C-59 area.
- Following transfer of pump control, contact the control room for speed adjustment instructions.

**NOTE: Ensure the turnover sheet that was given to the examinee is returned to the evaluator.**

**JPM PERFORMANCE INFORMATION**

**Start Time:** \_\_\_\_\_

**NOTE:** When providing “Evaluator Cues” to the examinee, care must be exercised to avoid prompting the examinee. Typically cues are only provided when the examinee’s actions warrant receiving the information (i.e., the examinee looks or asks for the indication).

**NOTE:** Critical steps are marked with a “Y” below the performance step number. Failure to meet the standard for any critical step shall result in failure of this JPM.

<b>Performance Step: 1</b> <b>Critical <u>N</u></b>	5.1 VFD Operation – Transfer From REMOTE To LOCAL- Pump In Operation 5.1.1 Match the speed potentiometer setting on RK-24 to the indicated controller demand on C-04 (preferred) or to the indicated motor RPM on the VFD.
<b>Standard:</b>	The examinee adjusts the RK speed potentiometer to 200 by turning the pot clockwise to rise or counter-clockwise to lower to the desired setting.
<b>Evaluator Note:</b>	<ul style="list-style-type: none"> <li>▪ Pot setting taken from Attachment A (200 = 20%)</li> <li>▪ Pot has a collar – not critical</li> </ul>
<b>Evaluator Cue:</b>	RK-24 potentiometer reads 200
<b>Performance:</b>	<b>SATISFACTORY</b> ____ <b>UNSATISFACTORY</b> ____
<b>Comments:</b>	_____

<b>Performance Step: 2</b> <b>Critical <u>N</u></b>	5.1 VFD Operation – Transfer From REMOTE To LOCAL- Pump In Operation 5.1.2 Notify Control that Annunciator C01 B 4-5 (C 4-7), UNIT 1(2) SHUTDOWN EQUIPMENT LOCAL CONTROL will alarm.
<b>Standard:</b>	The examinee may NA the step since breaker control is not to be transferred.
<b>Performance:</b>	<b>SATISFACTORY</b> ____ <b>UNSATISFACTORY</b> ____
<b>Comments:</b>	_____

<b>Performance Step: 3</b> <b>Critical <u>N</u></b>	5.1 VFD Operation – Transfer From REMOTE To LOCAL- Pump In Operation 5.1.3 <b>IF</b> transfer of breaker control is desired, <b>THEN</b> place applicable transfer switch 1(2)N-04 or 1(2)N-11 to LOCAL
<b>Standard:</b>	The examinee may NA the step since the switch will not be manipulated.
<b>Evaluator Note:</b>	The switch should not be taken to LOCAL since breaker control transfer is not desired. Position of the switch will not impact remainder of JPM.
<b>Evaluator Cue:</b>	<b>IF</b> examinee desires to manipulate switch, <b>THEN</b> do not allow opening 1N-04 (2N-11) cabinet, instead have examinee describe operation.
<b>Performance:</b>	<b>SATISFACTORY</b> ____ <b>UNSATISFACTORY</b> ____
<b>Comments:</b>	_____

<b>Performance Step: 4 Critical N</b>	5.1 VFD Operation – Transfer From REMOTE To LOCAL- Pump In Operation 5.1.4 <b>IF</b> transfer of pump control to RK-24 is desired, <b>THEN</b> place the Mode Select NORMAL/EMERGENCY switch on the VFD to EMERGENCY.
<b>Standard:</b>	The examinee positions the Mode Select NORMAL/EMERGENCY switch on the VFD to EMERGENCY.
<b>Evaluator Cue:</b>	The Mode Select NORMAL/EMERGENCY switch on the VFD is positioned to EMERGENCY.
<b>Performance:</b>	<b>SATISFACTORY</b> ____ <b>UNSATISFACTORY</b> ____
<b>Comments:</b>	_____

<b>Performance Step: 5 Critical N</b>	<b>Inform CR that 1P-2A (2P-2C), Charging Pump control is aligned to RK-24 and request instructions for speed adjustment.</b>
<b>Standard:</b>	The examinee contacts the control room to report Step 5.1.4 complete, and for speed adjustment instructions.
<b>Evaluator Cue:</b>	The control room acknowledges your report and directs that you raise speed of 1P-2A (2P-2C), Charging Pump from the current C04 controller demand of 20% to the equivalent of 30% C04 controller demand per <u>Step 5.1.6</u> .
<b>Performance:</b>	<b>SATISFACTORY</b> ____ <b>UNSATISFACTORY</b> ____
<b>Comments:</b>	_____



<b>Performance Step: 6 Critical <u>N</u></b>	5.1 VFD Operation – Transfer From REMOTE To LOCAL- Pump In Operation 5.1.6 Control charging pump speed and flow to maintain Pressurizer Level and RCP Labyrinth Seal DP using one of the following (local indication in pipe ways 1 & 4) <ul style="list-style-type: none"> <li>Potentiometer on the RK-24 panel</li> </ul>
<b>Standard:</b>	The examinee raises 1P-2A (2P-2C), Charging Pump speed demand from 20% to 30% on RK-24 by turning the potentiometer clockwise from 200 to 300.
<b>Evaluator Note:</b>	<ul style="list-style-type: none"> <li>Pot setting taken from Attachment A (300 = 30%)</li> <li>Pot has a collar – not critical</li> </ul>
<b>Evaluator Cue:</b>	RK-24 potentiometer reads 300 IF asked, THEN report that there is no audible change in speed from 1P-2A (2P-2C), Charging Pump.
<b>Performance:</b>	<b>SATISFACTORY</b> ____ <b>UNSATISFACTORY</b> ____
<b>Comments:</b>	_____

<b>Performance Step: 7 Critical <u>N</u></b>	<b>Inform CR 2P-2C speed demand set to 30%.</b>
<b>Standard:</b>	The examinee informs the control room that 1P-2A (2P-2C), Charging Pump speed demand has been raised to 30%.
<b>Evaluator Cue:</b>	CR reports that there is no change in charging flow, directs transfer of pump control to the VFD per OI-15 <u>Step 5.1.5</u> and to report when the transfer is completed.
<b>Performance:</b>	<b>SATISFACTORY</b> ____ <b>UNSATISFACTORY</b> ____
<b>Comments:</b>	_____

<p><b>Performance Step: 8</b> <b>Critical <u>Y</u></b></p>	<p>5.1 VFD Operation – Transfer From REMOTE To LOCAL- Pump In Operation 5.1.5 <b>IF</b> transfer of charging pump control to the VFD is desired, <b>THEN</b> perform the following:</p> <ol style="list-style-type: none"> <li>a. DEPRESS and HOLD the MANUAL start pushbutton on the VFD</li> <li>b. Place the Mode Select MANUAL/AUTO switch on the front of the VFD to MANUAL.</li> <li>c. RELEASE the MANUAL start pushbutton on the VFD.</li> </ol>
<p><b>Standard:</b></p>	<p>The examinee:</p> <ul style="list-style-type: none"> <li>▪ Depresses the Manual Start pushbutton while positioning the Mode Selector to MANUAL.</li> <li>▪ Informs the control room that 1P-2A (2P-2C), Charging Pump control is aligned to VFD (not critical).</li> </ul>
<p><b>Evaluator Cue:</b></p>	<ul style="list-style-type: none"> <li>▪ You have depressed and are holding the start pushbutton. The Mode Selector is now in MANUAL and manual start pushbutton is released.</li> <li>▪ CR requests that you raise speed of 1P-2A (2P-2C) from the current C04 controller demand of 20% to the equivalent of 30% C04 controller demand per <u>Step 5.1.6</u>.</li> <li>▪ Current speed indication on the VFD is 765 RPM</li> </ul>
<p><b>Performance:</b></p>	<p><b>SATISFACTORY</b> ____ <b>UNSATISFACTORY</b> ____</p>
<p><b>Comments:</b></p>	<hr/>

<b>Performance Step: 9</b> <b>Critical <u>Y</u></b>	5.1 VFD Operation – Transfer From REMOTE To LOCAL- Pump In Operation 5.1.6 Control charging pump speed and flow to maintain Pressurizer Level and RCP Labyrinth Seal DP using one of the following (local indication in pipe ways 1 & 4) <ul style="list-style-type: none"> <li>• VFD UP and DOWN arrows on the VFD keyboard</li> </ul>
<b>Standard:</b>	The examinee adjusts 1P-2A (2P-2C), Charging Pump speed demand from 20% to 30% by using UP arrow on the VFD keypad.
<b>Evaluator Note:</b>	Speed setting taken from Attachment A (905 RPM = 30%)
<b>Evaluator Cue:</b>	Pump speed on VFD keypad indicates 905
<b>Performance:</b>	<b>SATISFACTORY</b> ____ <b>UNSATISFACTORY</b> ____
<b>Comments:</b>	_____

**Terminating Cues:** The JPM is complete.

**NOTE:** Ensure the turnover sheet that was given to the examinee is returned to the evaluator.

**Stop Time:** \_\_\_\_\_



**TURNOVER SHEET**

**Unit 1**

**INITIAL CONDITIONS:**

- You are the PAB operator.
- Both units are at 100% power.
- 1P-2A and 1P-2C, Charging Pumps are currently running.
- The control room has lost speed control for 1P-2A, Charging Pump.
- Controller demand for 1P-2A, Charging Pump is at 20%.

**INITIATING CUES (IF APPLICABLE):**

- The OS2 directs you to transfer pump control for 1P-2A, Charging Pump to Rack 24 (RK-24) in accordance with OI-15, Charging Pump Local Control Station Operation, steps 5.1.1 – 5.1.4.
- It is NOT desired to transfer breaker control for 1P-2A, Charging Pump.
- The procedure has just been obtained from the C-59 area.
- Following transfer of pump control, contact the control room for speed adjustment instructions.

**NOTE: Ensure the turnover sheet that was given to the examinee is returned to the evaluator.**

**TURNOVER SHEET**

**Unit 2**

**INITIAL CONDITIONS:**

- You are the PAB operator.
- Both units are at 100% power.
- 2P-2A and 2P-2C, Charging Pumps are currently running.
- The control room has lost speed control for 2P-2C, Charging Pump.
- Controller demand for 2P-2C, Charging Pump is at 20%.

**INITIATING CUES (IF APPLICABLE):**

- The OS2 directs you to transfer pump control for 2P-2C, Charging Pump to Rack 24 (RK-24) in accordance with OI-15, Charging Pump Local Control Station Operation, steps 5.1.1 – 5.1.4.
- It is NOT desired to transfer breaker control for 2P-2C, Charging Pump.
- The procedure has just been obtained from the C-59 area.
- Following transfer of pump control, contact the control room for speed adjustment instructions.

**NOTE: Ensure the turnover sheet that was given to the examinee is returned to the evaluator.**



# JOB PERFORMANCE MEASURE

**JPM TITLE:** Fuel Oil Transfer Between Storage Tanks

**JPM NUMBER:** PBN JPM P157.003.AOT **REV.** 0

**TASK NUMBER(S) / TASK TITLE(S):** PBN JPM P157.003.AOT  
Transfer Fuel Oil

**K/A NUMBERS:** 064 K1.03 **K/A VALUE:** 3.6 / 4.0

**Justification (FOR K/A VALUES <3.0):**

**TASK APPLICABILITY:**

RO  SRO  STA  Non-Lic  SRO CERT  OTHER: \_\_\_\_\_

**APPLICABLE METHOD OF TESTING:** Simulate/Walkthrough:  Perform:

**EVALUATION LOCATION:** In-Plant:  Control Room:

Simulator:  Other:

Lab:

Time for Completion: 20 Minutes Time Critical: No

Alternate Path [NRC]: No

Alternate Path [INPO]: No

<b>Developed by:</b> _____	Instructor/Developer	_____	Date
<b>Reviewed by:</b> _____	Instructor (Instructional Review)	_____	Date
<b>Validated by:</b> _____	SME (Technical Review)	_____	Date
<b>Approved by:</b> _____	Training Supervision	_____	Date
<b>Approved by:</b> _____	Training Program Owner	_____	Date

**JOB PERFORMANCE MEASURE VALIDATION CHECKLIST**

**ALL STEPS IN THIS CHECKLIST ARE TO BE PERFORMED PRIOR TO USE.**

<b>REVIEW STATEMENTS</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1. Are all items on the signature page filled in correctly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Has the JPM been reviewed and validated by SMEs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Can the required conditions for the JPM be appropriately established in the simulator if required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Do the performance steps accurately reflect trainee's actions in accordance with plant procedures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Is the standard for each performance item specific as to what controls, indications and ranges are required to evaluate if the trainee properly performed the step?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Has the completion time been established based on validation data or incumbent experience?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. If the task is time critical, is the time critical portion based upon actual task performance requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Is the job level appropriate for the task being evaluated if required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Is the K/A appropriate to the task and to the licensee level if required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Is justification provided for tasks with K/A values less than 3.0?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Have the performance steps been identified and classified (Critical / Sequence / Time Critical) appropriately?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Have all special tools and equipment needed to perform the task been identified and made available to the trainee?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Are all references identified, current, accurate, and available to the trainee?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Have all required cues (as anticipated) been identified for the evaluator to assist task completion?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Are all critical steps supported by procedural guidance? (e.g., if licensing, EP or other groups were needed to determine correct actions, then the answer should be NO.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. If the JPM is to be administered to an LOIT student, has the required knowledge been taught to the individual prior to administering the JPM? TPE does not have to be completed, but the JPM evaluation may not be valid if they have not been taught the required knowledge.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All questions/statements must be answered "YES" or "N/A" or the JPM is not valid for use. If all questions/statements are answered "YES" or "N/A," then the JPM is considered valid and can be performed as written. The individual(s) performing the initial validation shall sign and date the cover sheet.

**Protected Content:** (CAPRs, corrective actions, licensing commitments, etc. associated with this material)

{C001}





**PBN JPM P157.003.AOT, FUEL OIL TRANSFER BETWEEN  
STORAGE TANKS, REV. 0**

**UPDATE LOG:** Indicate in the following table any minor changes or major revisions (as defined in TR-AA-230-1003) made to the material after initial approval. Or use separate Update Log form TR-AA-230-1003-F16.

#	DESCRIPTION OF CHANGE	REASON FOR CHANGE	AR/TWR#	PREPARER	DATE
				SUPERVISOR	DATE
Rev. 0	Developed for the 2017 NRC ILT Exam.				

**SIMULATOR SET-UP:** *(Only required for simulator JPMs)*

SIMULATOR SETUP INSTRUCTIONS:

- 1.
- 2.

SIMULATOR MALFUNCTIONS:

SIMULATOR OVERRIDES:

SIMULATOR REMOTE FUNCTIONS:

**Required Materials:** OI 145, Fuel Transfer Between Storage Tanks  
Tank Level Book – 58, Diesel Fuel Oil Storage Tank T-175A/B

**General References:** OI 145, Fuel Transfer Between Storage Tanks  
Tank Level Book – 58, Diesel Fuel Oil Storage Tank T-175A/B

**Task Standards:** Transfer fuel oil from T-175B to T-175A with Fuel Oil Transfer Pump P-207B  
in accordance with OI 145, Fuel Oil Transfer Between Storage Tanks.

I will explain the initial conditions, which step(s) to simulate or discuss, and provide initiating cues. When you complete the task successfully, the objective for this job performance measure will be satisfied.

**DURING THE JPM, ENSURE PROPER SAFETY PRECAUTIONS, FME, AND/OR RADIOLOGICAL CONCERNS AS APPLICABLE ARE FOLLOWED.**

**INITIAL CONDITIONS:**

- You are a relief crew AO.
- Both Units are at operating at 100% steady-state conditions.
- G04 EDG is OOS for radiator fan work. G03 EDG is aligned to both 1A-06 and 2A-06 safeguards buses in accordance with OI-35A.
- Engineering has requested confirmation of the ability to transfer fuel oil from T-175B to T-175A Fuel Oil Storage Tanks.

**INITIATING CUES (IF APPLICABLE):**

- The relief crew supervisor directs you to transfer 500 gallons (approximately 2%) from T-175B to T-175A with Fuel Oil Transfer Pump P-207B in accordance with OI 145, Fuel Oil Transfer Between Storage Tanks, starting at Step 5.3.6.

**NOTE: Ensure the turnover sheet that was given to the examinee is returned to the evaluator.**

### JPM PERFORMANCE INFORMATION

Start Time: \_\_\_\_\_

**NOTE:** When providing “Evaluator Cues” to the examinee, care must be exercised to avoid prompting the examinee. Typically cues are only provided when the examinee’s actions warrant receiving the information (i.e., the examinee looks or asks for the indication).

**NOTE:** Critical steps are marked with a “Y” below the performance step number. Failure to meet the standard for any critical step shall result in failure of this JPM.

<b>Performance Step: 1</b> <b>Critical Y</b>	5.3.6 <b>POSITION</b> the valves listed below in preparation for fuel oil transfer: a. <b>UNLOCK <u>AND</u> OPEN</b> FO-207, P-207B G-04 EDG FOTP Discharge to T-175A G-01/G-02 FOST.
<b>Standard:</b>	The examinee: <ul style="list-style-type: none"> <li>Removes the red lock <u>AND</u></li> <li>Opens FO-207, P-207B G-04 EDG FOTP Discharge to T-175A G-01/G-02 FOST by turning the valve handwheel in counter-clockwise direction until the valve stem is fully extended.</li> </ul>
<b>Evaluator Cue:</b>	The red lock is removed and the valve handwheel for FO-207, P-207B G-04 EDG FOTP Discharge to T-175A G-01/G-02 FOST is turned in the counter-clockwise direction until the <b>valve stem is fully extended</b> .
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	

<b>Performance Step: 2</b> <b>Critical Y</b>	5.3.6 <b>POSITION</b> the valves listed below in preparation for fuel oil transfer: b. <b>UNLOCK AND OPEN</b> FO-170, P-206A/P-207A G-01/G-02 FOTP Disch Isol. To T-175B/T-176A/B.
<b>Standard:</b>	The examinee: <ul style="list-style-type: none"> <li>• Removes the red lock <u>AND</u></li> <li>• Opens FO-170, P-206A/P-207A G-01/G-02 FOTP Disch Isol. To T-175B/T-176A/B by turning the valve handwheel in counter-clockwise direction until the valve stem is fully extended.</li> </ul>
<b>Evaluator Cue:</b>	The red lock is removed and the valve handwheel for FO-170, P-206A/P-207A G-01/G-02 FOTP Disch Isol. To T-175B/T-176A/B is turned in the counter-clockwise direction until the <b>valve stem is fully extended</b> .
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	

<p><b>Performance Step: 3 Critical Y</b></p>	<p>5.3.6 <b>POSITION</b> the valves listed below in preparation for fuel oil transfer: c. <b>OPEN</b> FO-168, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 1<sup>st</sup> Off Isol.</p>
<p><b>Standard:</b></p>	<p>The examinee opens FO-168, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 1<sup>st</sup> Off Isol. by turning the valve handwheel in the counter-clockwise direction until the valve stem is fully extended.</p>
<p><b>Evaluator Cue:</b></p>	<p>The valve handwheel for FO-168, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 1<sup>st</sup> Off Isol. is turned in the counter-clockwise direction until the <b>valve stem is fully extended</b>.</p>
<p><b>Performance:</b></p>	<p><b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____</p>
<p><b>Comments:</b></p>	

<b>Performance Step: 4 Critical Y</b>	5.3.6 <b>POSITION</b> the valves listed below in preparation for fuel oil transfer: d. <b>OPEN</b> FO-169, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 2nd Off Isol.
<b>Standard:</b>	The examinee opens FO-169, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 2nd Off Isol. by turning the valve handwheel in the counter-clockwise direction until the valve stem is fully extended.
<b>Evaluator Cue:</b>	The valve handwheel for FO-169, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 2nd Off Isol. is turned in the counter-clockwise direction until the <b>valve is fully extended</b> .
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	

<b>Performance Step: 5 Critical Y</b>	5.3.6 <b>POSITION</b> the valves listed below in preparation for fuel oil transfer: e. <b>SHUT</b> FO-214, P-207B G-04 EDG FOTP Disch to T-176B G-04 EDG Day Tank.
<b>Standard:</b>	The examinee shuts FO-214, P-207B G-04 EDG FOTP Disch to T-176B G-04 EDG Day Tank by turning the valve handwheel in the clockwise direction until the valve stem is fully inserted.
<b>Evaluator Cue:</b>	The valve handwheel for FO-214, P-207B G-04 EDG FOTP Disch to T-176B G-04 EDG Day Tank is turned in the clockwise direction until the <b>valve stem is fully inserted</b> .
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	



**PBN JPM P157.003.AOT, FUEL OIL TRANSFER BETWEEN STORAGE TANKS, REV. 0**

<b>Performance Step: 6 Critical N</b>	5.3.7 <b>NOTIFY</b> Control Room transfer is about to being and to monitor Fuel Oil Tank Alarms.
<b>Standard:</b>	The examinee notifies the Control Room that transfer is about to being and to monitor for fuel oil tank alarms.
<b>Evaluator Cue:</b>	The control room acknowledges you request.
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	

<b>Performance Step: 7 Critical Y</b>	5.3.8 <b>START</b> P-207B, G-04 EDG Fuel Oil Transfer Pump to begin transfer.
<b>Standard:</b>	The examinee starts P-207B, G-04 EDG Fuel Oil Transfer Pump by placing the control switch to "ON".
<b>Evaluator Cue:</b>	The control switch for P-207B, G-04 EDG Fuel Oil Transfer Pump is placed to "ON". The green light is off, the red light is on and the pump comes up to speed.
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	



<b>Performance Step: 8 Critical Y</b>	5.3.9 <b>WHEN</b> the desired amount has been transferred from T-175B to T-175A, <b>THEN STOP</b> P-207B, G-04 EDG Fuel Oil Transfer Pump.
<b>Standard:</b>	The examinee stops P-207B, G-04 EDG Fuel Oil Transfer Pump by placing the control switch to "AUTO".
<b>Evaluator Note:</b>	Control switch placed in either "AUTO" or "OFF" is acceptable. The critical attribute of this step is that the pump is stopped.
<b>Evaluator Cue:</b>	Inform the examinee that 500 gallons of fuel oil has been transferred. The level of the fuel oil storage tank being monitored has changed by approximately 2%. (T-175B ↓; T-175A ↑)
<b>Evaluator Cue:</b>	The control switch for P-207B, G-04 EDG Fuel Oil Transfer Pump is placed in "AUTO". The green light is on, the red light is off and the pump slows to stop.
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	

<b>Performance Step: 9 Critical Y</b>	5.3.10 <b>OPEN</b> FO-214, P-207B G-04 EDG FOTP Disch to T-176B G-04 EDG Day Tank.
<b>Standard:</b>	The examinee opens FO-214, P-207B G-04 EDG FOTP Disch to T-176B G-04 EDG Day Tank by turning the valve handwheel in the counter-clockwise direction until the valve stem is fully extended.
<b>Evaluator Cue:</b>	<ul style="list-style-type: none"> <li>The valve handwheel for FO-214, P-207B G-04 EDG FOTP Disch to T-176B G-04 EDG Day Tank is turned in the counter-clockwise direction until the <b>valve stem is fully extended</b>.</li> <li>Valve position is independently verified and initialed.</li> </ul>
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	

<b>Performance Step: 10 Critical Y*</b>	5.3.11 <b>SHUT</b> FO-169, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 2nd Off Isol.
<b>Standard:</b>	The examinee shuts FO-169, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 2nd Off Isol. by turning the valve handwheel in the clockwise direction until the valve stem is fully inserted.
<b>Evaluator Cue:</b>	<ul style="list-style-type: none"> <li>The valve handwheel for FO-169, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 2nd Off Isol. is turned in the clockwise direction until the <b>valve is fully inserted</b>.</li> <li>Valve position is independently verified and initialed.</li> </ul>
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	<b>*See Evaluator Note in Step 13.</b>

<b>Performance Step: 11 Critical Y*</b>	5.3.12 <b>SHUT</b> FO-168, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 1 <sup>st</sup> Off Isol.
<b>Standard:</b>	The examinee shuts FO-168, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 1 <sup>st</sup> Off Isol. by turning the valve handwheel in the clockwise direction until the valve stem is fully inserted.
<b>Evaluator Cue:</b>	<ul style="list-style-type: none"> <li>The valve handwheel for FO-168, P-206A/P-207A G-01/G-02 EDG FOTP Test Line 1<sup>st</sup> Off Isol. is turned in the clockwise direction until the <b>valve stem is fully inserted</b>.</li> <li>Valve position is independently verified and initialed.</li> </ul>
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	<b>*See Evaluator Note in Step 13.</b>

<b>Performance Step: 12 Critical Y*</b>	5.3.13 <b>SHUT <u>AND</u> LOCK</b> FO-170, P-206A/P-207A G-01/G-02 FOTP Disch Isol. To T-175B/T-176A/B.
<b>Standard:</b>	The examinee: <ul style="list-style-type: none"> <li>Shuts FO-170, P-206A/P-207A G-01/G-02 FOTP Disch Isol. To T-175B/T-176A/B by turning the valve handwheel in clockwise direction until the valve stem is fully inserted.</li> <li><u>AND</u></li> <li>Installs the red lock</li> </ul>
<b>Evaluator Cue:</b>	<ul style="list-style-type: none"> <li>The valve handwheel for FO-170, P-206A/P-207A G-01/G-02 FOTP Disch Isol. To T-175B/T-176A/B is turned in the clockwise direction until the <b>valve stem is fully inserted</b>.</li> <li>The red lock is installed.</li> <li>Valve position is independently verified and initialed.</li> </ul>
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	<b>*See Evaluator Note in Step 13.</b>



**PBN JPM P157.003.AOT, FUEL OIL TRANSFER BETWEEN STORAGE TANKS, REV. 0**

<b>Performance Step: 13</b> <b>Critical Y*</b>	5.3.14 <b>SHUT AND LOCK</b> FO-207, P-207B G-04 EDG FOTP Discharge to T-175A G-01/G-02 FOST.
<b>Standard:</b>	The examinee: <ul style="list-style-type: none"> <li>Shuts FO-207, P-207B G-04 EDG FOTP Discharge to T-175A G-01/G-02 FOST by turning the valve handwheel in clockwise direction until the valve stem is fully inserted.</li> <li><u>AND</u></li> <li>Installs the red lock</li> </ul>
<b>*Evaluator Note:</b>	It is critical that at least one of the valves from Steps 10 thru 13 is shut to isolate the flowpath from T-175A.
<b>Evaluator Cue:</b>	<ul style="list-style-type: none"> <li>The valve handwheel for FO-207, P-207B G-04 EDG FOTP Discharge to T-175A G-01/G-02 FOST is turned in the clockwise direction until the <b>valve stem is fully inserted</b>.</li> <li>The red lock is installed.</li> <li>Valve position is independently verified and initialed.</li> </ul>
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	

<b>Performance Step: 14</b> <b>Critical N</b>	5.3.15 <b>RECORD</b> EDG Fuel Oil Storage Tank levels: T-175A _____ % (LI-3985A) T-175B _____ % (LI-3985B)
<b>Standard:</b>	The examinee records the EDG Fuel Oil Storage Tank levels.
<b>Evaluator Cue:</b>	EDG Fuel Oil Storage Tank levels: T-175A: 92 % (LI-3985A) T-175B: 91 % (LI-3985B)
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	



**PBN JPM P157.003.AOT, FUEL OIL TRANSFER BETWEEN  
STORAGE TANKS, REV. 0**

**JPM**  
Page 15 of  
17

**Terminating Cues:** The JPM is complete.

**NOTE:** Ensure the turnover sheet that was given to the examinee is returned to the evaluator.

**Stop Time:** \_\_\_\_\_



PBN JPM P157.003.AOT, FUEL OIL TRANSFER BETWEEN STORAGE TANKS, REV. 0

Examinee: \_\_\_\_\_ Evaluator: \_\_\_\_\_

RO  SRO  STA  Non-Lic  SRO CERT

Date: \_\_\_\_\_

LOIT RO  LOIT SRO

PERFORMANCE RESULTS:

SAT:

UNSAT:

Remediation required:

YES

NO

**COMMENTS/FEEDBACK: (Comments shall be made for any steps graded unsatisfactory).**


**EXAMINER NOTE: ENSURE ALL EXAM MATERIAL IS COLLECTED AND PROCEDURES CLEANED, AS APPROPRIATE.**

**EVALUATOR'S SIGNATURE:** \_\_\_\_\_

*NOTE: Only this page needs to be retained in examinee's record if completed satisfactorily. If unsatisfactory performance is demonstrated, the entire JPM should be retained.*

## **TURNOVER SHEET**

### **INITIAL CONDITIONS:**

- You are a relief crew AO.
- Both Units are at operating at 100% steady-state conditions.
- G04 EDG is OOS for radiator fan work. G03 EDG is aligned to both 1A-06 and 2A-06 safeguards buses in accordance with OI-35A.
- Engineering has requested confirmation of the ability to transfer fuel oil from T-175B to T-175A Fuel Oil Storage Tanks.

### **INITIATING CUES (IF APPLICABLE):**

- The relief crew supervisor directs you to transfer 500 gallons (approximately 2%) from T-175B to T-175A with Fuel Oil Transfer Pump P-207B in accordance with OI 145, Fuel Oil Transfer Between Storage Tanks, starting at Step 5.3.6.

**NOTE: Ensure the turnover sheet that was given to the examinee is returned to the evaluator.**



# JOB PERFORMANCE MEASURE

**JPM TITLE:** START AN AIR COMPRESSOR TO A DEPRESSURIZED RECEIVER

**JPM NUMBER:** PBN JPM P000.008a.AOT **REV.** 10

**TASK NUMBER(S) / TASK TITLE(S):** P000.008.AOT / START AIR COMPRESSOR(S) TO DEPRESSURIZED RECEIVERS

**K/A NUMBERS:** 078 A3.01 **K/A VALUE:** 3.1 / 3.2

**Justification (FOR K/A VALUES <3.0):**

**TASK APPLICABILITY:**

RO  SRO  STA  Non-Lic  SRO CERT  OTHER: \_\_\_\_\_

**APPLICABLE METHOD OF TESTING:** Simulate/Walkthrough:  Perform:

**EVALUATION LOCATION:** In-Plant:  Control Room:

Simulator:  Other:

Lab:

Time for Completion: 15 Minutes Time Critical: No

Alternate Path [NRC]: Yes

Alternate Path [INPO]: Yes

<b>Developed by:</b> _____	Instructor/Developer	_____	Date
<b>Reviewed by:</b> _____	Instructor (Instructional Review)	_____	Date
<b>Validated by:</b> _____	SME (Technical Review)	_____	Date
<b>Approved by:</b> _____	Training Supervision	_____	Date
<b>Approved by:</b> _____	Training Program Owner	_____	Date



**JOB PERFORMANCE MEASURE VALIDATION CHECKLIST**

**ALL STEPS IN THIS CHECKLIST ARE TO BE PERFORMED PRIOR TO USE.**

<b>REVIEW STATEMENTS</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1. Are all items on the signature page filled in correctly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Has the JPM been reviewed and validated by SMEs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Can the required conditions for the JPM be appropriately established in the simulator if required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Do the performance steps accurately reflect trainee's actions in accordance with plant procedures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Is the standard for each performance item specific as to what controls, indications and ranges are required to evaluate if the trainee properly performed the step?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Has the completion time been established based on validation data or incumbent experience?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. If the task is time critical, is the time critical portion based upon actual task performance requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Is the job level appropriate for the task being evaluated if required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Is the K/A appropriate to the task and to the licensee level if required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Is justification provided for tasks with K/A values less than 3.0?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Have the performance steps been identified and classified (Critical / Sequence / Time Critical) appropriately?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Have all special tools and equipment needed to perform the task been identified and made available to the trainee?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Are all references identified, current, accurate, and available to the trainee?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Have all required cues (as anticipated) been identified for the evaluator to assist task completion?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Are all critical steps supported by procedural guidance? (e.g., if licensing, EP or other groups were needed to determine correct actions, then the answer should be NO.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. If the JPM is to be administered to an LOIT student, has the required knowledge been taught to the individual prior to administering the JPM? TPE does not have to be completed, but the JPM evaluation may not be valid if they have not been taught the required knowledge.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All questions/statements must be answered "YES" or "N/A" or the JPM is not valid for use. If all questions/statements are answered "YES" or "N/A," then the JPM is considered valid and can be performed as written. The individual(s) performing the initial validation shall sign and date the cover sheet.

**Protected Content:** (CAPRs, corrective actions, licensing commitments, etc. associated with this material)

{C001}



**PBN JPM P000.008a.AOT, Start An Air Compressor To A  
Depressurized Receiver, Rev. 10**

**UPDATE LOG:** Indicate in the following table any minor changes or major revisions (as defined in TR-AA-230-1003) made to the material after initial approval. Or use separate Update Log form TR-AA-230-1003-F16.

#	DESCRIPTION OF CHANGE	REASON FOR CHANGE	AR/TWR#	PREPARER	DATE
				SUPERVISOR	DATE
Rev. 10	Updated for the 2017 NRC ILT Exam.				

**SIMULATOR SET-UP:** *(Only required for simulator JPMs)*

SIMULATOR SETUP INSTRUCTIONS:

SIMULATOR MALFUNCTIONS:

SIMULATOR OVERRIDES:

SIMULATOR REMOTE FUNCTIONS:

**Required Materials:** AOP 5B, Loss of Instrument Air

**General References:** AOP 5B, Loss of Instrument Air

**Task Standards:** Compressor K2A started and aligned to T-33B.

I will explain the initial conditions, which step(s) to simulate or discuss, and provide initiating cues. When you complete the task successfully, the objective for this job performance measure will be satisfied.

**DURING THE JPM, ENSURE PROPER SAFETY PRECAUTIONS, FME, AND/OR RADIOLOGICAL CONCERNS AS APPLICABLE ARE FOLLOWED.**

**INITIAL CONDITIONS:**

- Service water is lined up for normal operation.
- Instrument air compressor K2A is not running.
- Air receiver T-33B is depressurized following leak repair.

**INITIATING CUES (IF APPLICABLE):**

- The OS1 directs you to start instrument air compressor K2A in accordance with AOP-5B, Loss of Instrument Air, Attachment BB, Air Compressor Startup to Supply Depressurized Receiver.

**NOTE: Ensure the turnover sheet that was given to the examinee is returned to the evaluator.**

**JPM PERFORMANCE INFORMATION**

**Start Time:** \_\_\_\_\_

**NOTE:** When providing “Evaluator Cues” to the examinee, care must be exercised to avoid prompting the examinee. Typically cues are only provided when the examinee’s actions warrant receiving the information (i.e., the examinee looks or asks for the indication).

**NOTE:** Critical steps are marked with a “Y” below the performance step number. Failure to meet the standard for any critical step shall result in failure of this JPM.

<b>Performance Step: 1 Critical N</b>	BB1 Place K2A In Operation: a. Check K2A total closure valve shut <ul style="list-style-type: none"> <li>• IA-226</li> </ul>
<b>Standard:</b>	The examinee recognizes IA-226, Total Closure Valve open and proceeds to the RNO column.
<b>Evaluator Cue:</b>	IA-226, Total Closure Valve position indicator points to OPEN (It is preferable to physically indicate position using an object such as a pen or laser pointer, rather than a verbal indication.)
<b>Performance:</b>	<b>SATISFACTORY</b> _____ <b>UNSATISFACTORY</b> _____
<b>Comments:</b>	

<b>Performance Step: 2 Critical Y</b>	a. RNO Perform the following: 1) Shut total closure valve operating air at receiver T33B. • IA-205
<b>Standard:</b>	The examinee shuts IA-205, Total Closure Valve Operating Air at Receiver T33B by rotating the valve handwheel in the clockwise direction until the valve stem is fully inserted.
<b>Evaluator Cue:</b>	The valve handwheel for IA-205, Total Closure Valve Operating Air at Receiver T33B is turned clockwise until the valve stem is fully inserted.
<b>Performance:</b>	<b>SATISFACTORY _____ UNSATISFACTORY _____</b>
<b>Comments:</b>	

<b>Performance Step: 3 Critical Y</b>	a. RNO Perform the following: 2) Uncap and open K2A total closure air line vents. • IA-218 • IA-219
<b>Standard:</b>	The examinee: • Uncaps IA-218 and IA-219, K2A Total Closure Air Line Vents by rotating the caps in the counter-clockwise direction until they are removed <b>AND</b> • Opens IA-218 and IA-219, K2A Total Closure Air Line Vents by rotating the handwheels in the counter-clockwise direction until the valve stems are fully extended.
<b>Evaluator Note:</b>	A combination wrench hangs on the south wall of the air compressor room.
<b>Evaluator Cue:</b>	• The caps for IA-218 and IA-219, K2A Total Closure Air Line Vents are removed. <b>AND</b> • The valve handwheels for IA-218 and IA-219, K2A Total Closure Air Line Vents are turned in the counter-clockwise direction until the valve stems are fully extended.
<b>Performance:</b>	<b>SATISFACTORY _____ UNSATISFACTORY _____</b>
<b>Comments:</b>	

<b>Performance Step: 4 Critical Y</b>	a. RNO Perform the following: 3) Using a red combination wrench, shut K2A total closure valve. • IA-226
<b>Standard:</b>	The examinee shuts IA-226, K2A, Total Closure Valve by rotating the valve stem counter-clockwise to the Closed position.
<b>Evaluator Note:</b>	A combination wrench hangs on the south wall of the air compressor room.
<b>Evaluator Cue:</b>	IA-226, K2A, Total Closure Valve local indicator indicates Closed.
<b>Performance:</b>	<b>SATISFACTORY _____ UNSATISFACTORY _____</b>
<b>Comments:</b>	

<b>Performance Step: 5 Critical Y</b>	a. RNO Perform the following: 2) Shut and cap K2A total closure air line vents. • IA-218 • IA-219
<b>Standard:</b>	The examinee: • Shuts IA-218 and IA-219, K2A Total Closure Air Line Vents by rotating the handwheels in the clockwise direction until the valve stems are fully inserted. <b>AND</b> • Caps IA-218 and IA-219, K2A Total Closure Air Line Vents by rotating the caps in the clockwise direction until they are hand tight.
<b>Evaluator Note:</b>	Cap installation is not a critical element of this step.
<b>Evaluator Cue:</b>	• The valve handwheels for IA-218 and IA-219, K2A Total Closure Air Line Vents are turned in the clockwise direction until the valve stems are fully inserted. <b>AND</b> • The caps for IA-218 and IA-219, K2A Total Closure Air Line Vents are installed.
<b>Performance:</b>	<b>SATISFACTORY _____ UNSATISFACTORY _____</b>
<b>Comments:</b>	



**PBN JPM P000.008a.AOT, Start An Air Compressor To A  
Depressurized Receiver, Rev. 10**

<b>Performance Step: 6 Critical N</b>	BB1 Place K2A In Operation: b. Start K2A
<b>Standard:</b>	The examinee contacts the Control Room to start K2A
<b>Evaluator Cue:</b>	<ul style="list-style-type: none"> <li>• The Control Room acknowledges your request <b>AND</b></li> <li>• Reports that K2A has been started</li> <li>• K2A is running locally</li> </ul>
<b>Performance:</b>	<b>SATISFACTORY _____ UNSATISFACTORY _____</b>
<b>Comments:</b>	

<b>Performance Step: 7 Critical Y</b>	BB1 Place K2A In Operation: c. Using a red combination wrench, open K2A total closure valve <ul style="list-style-type: none"> <li>• IA-226</li> </ul>
<b>Standard:</b>	The examinee opens IA-226, K2A, Total Closure Valve by rotating the valve stem clockwise to the Open position.
<b>Evaluator Cue:</b>	IA-226, K2A, Total Closure Valve local indicator indicates Open.
<b>Performance:</b>	<b>SATISFACTORY _____ UNSATISFACTORY _____</b>
<b>Comments:</b>	





**PBN JPM P000.008a.AOT, Start An Air Compressor To A  
Depressurized Receiver, Rev. 10**

<b>Performance Step: 8 Critical N</b>	BB1 Place K2A In Operation: d. Check air receiver pressure greater than 30 psig
<b>Standard:</b>	The examinee checks air receiver pressure locally and proceeds to BB1.d RNO
<b>Evaluator Cue:</b>	Receiver pressure indicates 12 psig and rising.
<b>Performance:</b>	<b>SATISFACTORY _____ UNSATISFACTORY _____</b>
<b>Comments:</b>	

<b>Performance Step: 9 Critical Y</b>	d. RNO <b>WHEN</b> pressure greater than 30 psig, <b>THEN</b> perform <u>Step BB1e</u> . OBSERVE CAUTION PRIOR TO STEP BB2 and continue with <u>Step BB2</u> .  BB1 Place K2A In Operation: e. Ensure total closure operating air open at receiver T33B <ul style="list-style-type: none"> <li>• IA-205</li> </ul>
<b>Standard:</b>	The examinee opens IA-205, Total Closure Operating Air to Receiver T33B by rotating the valve handwheel in the counter-clockwise direction until the valve stem is fully extended.
<b>Evaluator Cue:</b>	<ul style="list-style-type: none"> <li>• Time has passed; receiver pressure indicates 31 psig and slowly rising.</li> <li>• The handwheel for IA-205, Total Closure Operating Air to Receiver T33B is turned in the counter-clockwise direction until the valve stem is fully extended.</li> </ul>
<b>Performance:</b>	<b>SATISFACTORY _____ UNSATISFACTORY _____</b>
<b>Comments:</b>	

**Terminating Cues:** The JPM is complete.

**NOTE:** Ensure the turnover sheet that was given to the examinee is returned to the evaluator.

**Stop Time:** \_\_\_\_\_



## **TURNOVER SHEET**

### **INITIAL CONDITIONS:**

- Service water is lined up for normal operation.
- Instrument air compressor K2A is not running.
- Air receiver T-33B is depressurized following leak repair.

### **INITIATING CUES (IF APPLICABLE):**

- The OS1 directs you to start instrument air compressor K2A in accordance with AOP-5B, Loss of Instrument Air, Attachment BB, Air Compressor Startup to Supply Depressurized Receiver.

**NOTE: Ensure the turnover sheet that was given to the examinee is returned to the evaluator.**