Appendix A. Table of Loss Scenarios with their Annotations and MBSA mapped Items

ID	Annotated Text	MBSA Item
1.1	but available	BATTERY.state1.nominal
1.1	set battery to use	Flight_Crew.o_BattRelayOutput.failed
1.1	the battery is not connected	BATTERY.o2.failed
1.1	the battery is not connected but available while other power source are not	Flight_Crew.i1.nominal
1.1	while other power source are not	EXT_PWR_Connector.o1.failed
1.2	but available	BATTERY.state1.nominal
1.2	the battery is not connected	BATTERY.o2.failed
1.2	the battery is not connected but available while other power source are not	Flight_Crew.i1.failed
1.2	while other power source are not	EXT_PWR_Connector.o1.failed
1.3	Battery	BATTERY.i1.failed
1.3	but available	BATTERY.state1.nominal
1.3	set battery to use	Flight_Crew.o_BattRelayOutput.nominal
1.3	set battery to use	Flight_Crew.o_BattRelayOutput.nominal
1.3	the battery is not connected	BATTERY.o2.failed
1.3	while other power source are not	EXT_PWR_Connector.o1.failed
1.4	Battery	BATTERY.i1.nominal
1.4	Battery	BATTERY.i1.nominal
1.4	but available	BATTERY.state1.nominal
1.4	the battery is not connected	BATTERY.o2.failed

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
1.4	while other power source are not	EXT_PWR_Connector.o1.failed
2.1	Flight crew	Flight_Crew
2.1	Flight crew	Flight_Crew
2.1	feedback (or other input) that indicated the battery is disconnected and overheated	Flight_Crew.i1.nominal
2.1	set battery to use	Flight_Crew.o_BattRelayOutput.nominal
2.1	the battery is disconnected and overheated	BATTERY.state1.failed
2.2	and overheated	BATTERY.state1.nominal
2.2	the battery is disconnected	BATTERY.o2.failed
2.2	the battery is disconnected and overheated	Flight_Crew.i1.failed
2.3	set battery to use	Flight_Crew.o_BattRelayOutput.failed
2.3	set battery to use	Flight_Crew.o_BattRelayOutput.failed
2.3	the battery is disconnected and overheated	BATTERY.state1.failed
2.4	Battery	BATTERY.i1.failed
2.4	Battery	BATTERY.o2.failed
2.4	set battery to use	Flight_Crew.o_BattRelayOutput.nominal
2.4	the battery is disconnected and overheated	BATTERY.state1.failed
4.1	set battery to not use	Flight_Crew.o_BattRelayOutput.nominal
4.1	the battery is connected and it overheats	BATTERY.state1.nominal
4.1	the battery is connected and it overheats	Flight_Crew.i1.nominal
4.2	the battery is connected and it overheats	Flight_Crew.i1.failed
4.2	the battery is connected and it overheats	BATTERY.state1.nominal
4.3	Circuit breaker	BATT_DISC_RELAY.i1.failed

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
4.3	set battery to not use	Flight_Crew.o_BattRelayOutput.failed
4.3	the battery is connected and it overheats	BATTERY.state1.failed
4.4	Circuit breaker	BATT_DISC_RELAY.i1.failed
4.4	Circuit breaker	BATT_DISC_RELAY.o1.failed
4.4	the battery is connected and it overheats	BATTERY.state1.failed
5.1	set battery to not use	Flight_Crew.o_BattRelayOutput.failed
5.1	the battery is connected, charged	BATTERY.state1.nominal
5.1	the battery is connected, charged while other power source are not	Flight_Crew.i1.nominal
5.1	while other power source are not	EXT_PWR_Connector.o1.failed
5.2	the battery is connected, charged	BATTERY.state1.nominal
5.2	the battery is connected, charged while other power source are not	Flight_Crew.i1.failed
5.2	while other power source are not	EXT_PWR_Connector.o1.failed
5.3	set battery to not use	Flight_Crew.o_BattRelayOutput.nominal
5.3	set battery to not use	BATT_DISC_RELAY.i1.failed
5.3	the battery is connected, charged	BATTERY.state1.nominal
5.3	while other power source are not	EXT_PWR_Connector.o1.failed
5.4	Circuit breaker	BATT_DISC_RELAY.i1.nominal
5.4	Circuit breaker	BATT_DISC_RELAY.o1.failed
5.4	the battery is connected, charged	BATTERY.state1.nominal
5.4	while other power source are not	EXT_PWR_Connector.o1.failed
7.1	set generator to use	Flight_Crew.o3.failed

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
7.1	the generator is online and not connected	L_GCU.state1.failed
7.1	the generator is online and not connected	Flight_Crew.i_Feedback_Generator.nominal
7.2	the generator is online and not connected	Flight_Crew.i_Feedback_Generator.failed
7.2	the generator is online and not connected	L_GCU.state1.failed
7.3	set generator to use	Flight_Crew.o3.nominal
7.3	set generator to use	L_GCU.i_starter.failed
7.3	the generator is online and not connected	L_GCU.state1.failed
8.1	set generator to use	Flight_Crew.o3.nominal
8.1	the generator is in fault condition and not connected	L_GCU.state1.failed
8.1	the generator is in fault condition and not connected	Flight_Crew.i_Feedback_Generator.nominal
8.2	the generator is in fault condition and not connected	Flight_Crew.i_Feedback_Generator.failed
8.2	the generator is in fault condition and not connected	L_GCU.state1.failed
8.3	set generator to use	Flight_Crew.o3.failed
8.3	the set generator to use action	L_GCU.i_starter.nominal
8.3	the generator is in fault condition and not connected	L_GCU.state1.failed
8.4	Generator Control Unit (GCU) responds erroneously	L_GCU.o1.failed
8.4	set generator to use	L_GCU.i_starter.failed

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
8.4	the generator is in fault condition and not connected	L_GCU.state1.failed
10.1	connected, in fault condition and cannot be reset	L_GCU.state1.failed
10.1	connected, in fault condition and cannot be reset	Flight_Crew.i_Feedback_Generator.nominal
10.1	the set generator to not use	Flight_Crew.o3.nominal
10.2	connected, in fault condition and cannot be reset	Flight_Crew.i_Feedback_Generator.failed
10.2	connected, in fault condition and cannot be reset	L_GCU.state1.failed
10.3	connected, in fault condition and cannot be reset	L_GCU.state1.failed
10.3	set generator to not use	L_GEN_RELAY.i_flight_crew.nominal
10.3	the set generator to not use	Flight_Crew.o3.failed
10.4	connected, in fault condition and cannot be reset	L_GCU.state1.failed
10.4	does not respond adequately	L_GCU.o1.nominal
10.4	set generator to not use	L_GEN_RELAY.i_flight_crew.failed
11.1	set generator to not use	Flight_Crew.o3.failed
11.1	the generator is connected, online and functional	L_GCU.state1.nominal
11.1	the generator is connected, online and functional	Flight_Crew.i3.nominal
11.2	the generator is connected, online and functional	Flight_Crew.i3.failed

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
11.2	the generator is connected, online and functional	L_GCU.state1.nominal
11.3	set generator to not use	Flight_Crew.o3.nominal
11.3	set generator to not use	L_GCU.i_starter.nominal
11.3	the generator is connected, online and functional	L_GCU.state1.nominal
11.4	responds erroneously	L_GCU.o1.nominal
11.4	set generator to not use	L_GCU.i_starter.nominal
11.4	the generator is connected, online and functional	L_GCU.state1.nominal
21.1	connect user system	NORM_or_INT_DISC.o1.failed
21.1	it can be connected, the system is needed and functional	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
21.1	it can be connected, the system is needed and functional	Flight_Crew.i3.nominal
21.2	it can be connected, the system is needed and functional	Flight_Crew.i3.failed
21.2	it can be connected, the system is needed and functional	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
21.3	Circuit breaker	MASTER_INTERIOR_SSR.i3.failed
21.3	connect user system	NORM_or_INT_DISC.o1.nominal
21.3	it can be connected, the system is needed and functional	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
21.4	Circuit breaker	MASTER_INTERIOR_SSR.i3.nominal
21.4	Circuit breaker	MASTER_INTERIOR_SSR.o1.failed

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
21.4	it can be connected, the system is needed and functional	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
22.1	connect user system	NORM_or_INT_DISC.o1.nominal
22.1	the power distribution is faulty	R_SSR_1_BUS_BAR.state1.failed
22.1	the power distribution is faulty	Flight_Crew.i4.nominal
22.2	Flight crew	Flight_Crew.i4.failed
22.2	the power distribution is faulty	R_SSR_1_BUS_BAR.state1.failed
22.3	connect user system	NORM_or_INT_DISC.o1.failed
22.3	connect user system	NORM_or_INT_DISC.o1.nominal
22.3	the power distribution is faulty	R_SSR_1_BUS_BAR.state1.failed
22.4	Circuit breaker	MASTER_INTERIOR_SSR.i3.failed
22.4	Circuit breaker	MASTER_INTERIOR_SSR.o1.nominal
22.4	the power distribution is faulty	L_SSR_1_BUS_BAR.state1.failed
24.1	disconnect user system	NORM_or_INT_DISC.o1.failed
24.1	it the system is needed and functional	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
24.1	it the system is needed and functional	Flight_Crew.i3.nominal
24.2	it the system is needed and functional	Flight_Crew.i3.failed
24.2	it the system is needed and functional	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
24.3	disconnect user system	NORM_or_INT_DISC.o1.nominal
24.3	disconnect user system	MASTER_INTERIOR_SSR.i1.failed
24.3	it the system is needed and functional	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
24.4	User systems	MASTER_INTERIOR_SSR.i1.nominal
24.4	User systems	MASTER_INTERIOR_SSR.o1.nominal

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
24.4	it the system is needed and functional	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
28.1	Flight crew	Flight_Crew.i3.nominal
28.1	the system is OFF and necessary for safe conduct of flight	MASTER_INTERIOR_SSR.INTERIOR_state.failed
28.1	turn on user system	NORM_or_INT_DISC.o1.failed
28.2	the system is OFF and necessary for safe conduct of flight	Flight_Crew.i3.failed
28.2	the system is OFF and necessary for safe conduct of flight	MASTER_INTERIOR_SSR.INTERIOR_state.failed
28.3	User systems	MASTER_INTERIOR_SSR.i1.failed
28.3	the system is OFF and necessary for safe conduct of flight	MASTER_INTERIOR_SSR.INTERIOR_state.failed
28.3	turn on user system	NORM_or_INT_DISC.o1.nominal
28.4	User systems	MASTER_INTERIOR_SSR.i1.nominal
28.4	User systems	MASTER_INTERIOR_SSR.o1.failed
28.4	the system is OFF and necessary for safe conduct of flight	MASTER_INTERIOR_SSR.INTERIOR_state.failed
30.1	the system is ON and necessary for safe conduct of flight	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
30.1	the system is ON and necessary for safe conduct of flight	Flight_Crew.i3.nominal
30.1	turn off user system	NORM_or_INT_DISC.o1.failed
30.2	the system is ON and necessary for safe conduct of flight	Flight_Crew.i3.failed

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
30.2	the system is ON and necessary for safe conduct of flight	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
30.3	Engine Starter-Generator	L_STARTER_GENERATOR.i1.failed
30.3	the system is ON and necessary for safe conduct of flight	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
30.3	turn off user system	NORM_or_INT_DISC.o1.nominal
30.4	Engine Starter-Generator	L_STARTER_GENERATOR.i1.nominal
30.4	Engine Starter-Generator	L_STARTER_GENERATOR.o1.nominal
30.4	the system is ON and necessary for safe conduct of flight	MASTER_INTERIOR_SSR.INTERIOR_state.nominal
31.1	break a circuit	L_GEN_RELAY.o1.failed
31.1	overloaded	L_GEN_RELAY.i2.failed
31.1	overloaded	L_GEN_RELAY.i2State.nominal
31.2	overloaded	L_GEN_RELAY.i2State.failed
31.2	overloaded	L_GEN_RELAY.i2.failed
31.3	break a circuit	L_GEN_RELAY.o1.nominal
31.3	break a circuit	L_GCU.i_starter.nominal
31.3	overloaded	L_GEN_RELAY.i2.failed
31.4	does not respond adequately	L_GCU.o1.nominal
31.4	overloaded	L_GCU.i_starter.failed
32.1	break a circuit	L_GEN_RELAY.o1.nominal
32.1	it is not overloaded	L_GEN_RELAY.i1.nominal
32.1	it is not overloaded	L_GEN_RELAY.i1State.nominal
32.2	it is not overloaded	L_GEN_RELAY.i1State.failed
32.2	it is not overloaded	L_GEN_RELAY.i1.nominal
32.3	break a circuit	L_GEN_RELAY.o1.failed
32.3	break a circuit	L_GCU.i_starter.failed
32.3	it is not overloaded	L_GEN_RELAY.i1.nominal

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
32.4	break a circuit	L_GCU.i_starter.nominal
32.4	it is not overloaded	L_GEN_RELAY.state1.nominal
32.4	responds erroneously	L_GCU.o1.nominal
34.1	and respective generator parameters are met	L_GCU.state1.nominal
34.1	commanded by the crew	Flight_Crew.o3.nominal
34.1	commanded by the crew and respective generator parameters are met	L_GCU.i_starter.nominal
34.1	connect	L_START_CNTRL_PCB.o1.failed
34.2	and respective generator parameters are met	L_GCU.state1.nominal
34.2	commanded by the crew	Flight_Crew.o3.nominal
34.2	commanded by the crew and respective generator parameters are met	L_GCU.i_starter.failed
34.3	Engine Starter-Generator	L_STARTER_GENERATOR.feedbackState.failed
34.3	and respective generator parameters are met	L_GCU.state1.nominal
34.3	commanded by the crew	Flight_Crew.o3.nominal
34.3	connect	L_START_CNTRL_PCB.o1.nominal
34.4	Engine Starter-Generator	L_STARTER_GENERATOR.feedbackState.nominal
34.4	Engine Starter-Generator	L_GCU.o1.failed
34.4	and respective generator parameters are met	L_GCU.state1.nominal
34.4	commanded by the crew	Flight_Crew.o3.nominal
35.1	connect	L_START_CNTRL_PCB.o1.nominal
35.1	respective generator parameters are exceeded	L_GCU.state1.nominal
35.1	respective generator parameters are exceeded	L_GCU.i_starter.failed

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
35.2	respective generator parameters are exceeded	L_GCU.i_starter.nominal
35.2	respective generator parameters are exceeded	L_GCU.state1.failed
35.3	connect	L_START_CNTRL_PCB.o1.failed
35.3	connect	L_STARTER_GENERATOR.i1.nominal
35.3	respective generator parameters are exceeded	L_GCU.state1.failed
35.4	Engine Starter-Generator	L_STARTER_GENERATOR.i1.failed
35.4	Engine Starter-Generator	L_STARTER_GENERATOR.o1.failed
35.4	respective generator parameters are exceeded	L_GCU.state1.failed
37.1	commanded by the crew	Flight_Crew.o3.failed
37.1	commanded by the crew	L_GCU.i_starter.nominal
37.1	disconnect	L_START_CNTRL_PCB.o1.nominal
37.2	commanded by the crew	L_GCU.i_starter.failed
37.2	commanded by the crew	Flight_Crew.o3.nominal
37.3	Engine Starter-Generator	L_STARTER_GENERATOR.feedbackState.failed
37.3	commanded by the crew	Flight_Crew.o3.failed
37.3	disconnect	L_START_CNTRL_PCB.o1.failed
37.4	Engine Starter-Generator	L_STARTER_GENERATOR.feedbackState.nominal
37.4	Engine Starter-Generator	L_STARTER_GENERATOR.o1.nominal
37.4	commanded by the crew	Flight_Crew.o3.failed
38.1	disconnect	L_START_CNTRL_PCB.o1.nominal
38.1	respective generator parameters are exceeded	L_GCU.state1.failed
38.1	respective generator parameters are exceeded	L_GCU.i_starter.failed
38.2	respective generator parameters are exceeded	L_GCU.i_starter.nominal

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
38.2	respective generator parameters are exceeded	L_GCU.state1.failed
38.3	Engine Starter-Generator	L_STARTER_GENERATOR.feedbackState.failed
38.3	disconnect	L_GCU.o1.failed
38.3	respective generator parameters are exceeded	L_GCU.state1.failed
38.4	Engine Starter-Generator	L_STARTER_GENERATOR.i1.failed
38.4	Engine Starter-Generator	L_STARTER_GENERATOR.o1.nominal
38.4	respective generator parameters are exceeded	L_GCU.state1.failed
39.1	and it was not commanded to do so by the crew	Flight_Crew.o3.nominal
39.1	disconnect	L_GCU.o1.failed
39.1	the generator is online and functional	L_STARTER_GENERATOR.state1.nominal
39.1	the generator is online and functional, and it was not commanded to do so by the crew	L_GCU.i_starter.failed
39.3	and it was not commanded to do so by the crew	Flight_Crew.o3.failed
39.3	disconnect	L_GCU.o1.nominal
39.3	disconnect	L_STARTER_GENERATOR.i1.failed
39.3	the generator is online and functional	L_STARTER_GENERATOR.state1.nominal
39.4	Engine Starter-Generator	L_STARTER_GENERATOR.i1.nominal
39.4	Engine Starter-Generator	L_STARTER_GENERATOR.o1.nominal

Table A.1 continued from previous page

ID	Annotated Text	MBSA Item
39.4	and it was not commanded to do so by the crew	Flight_Crew.o3.failed
39.4	the generator is online and functional	L_STARTER_GENERATOR.state1.nominal

Appendix B. Table of Loss Scenarios with their Annotations and MBSA mapped Items

ID	Observer
1.1	(Flight_Crew.o_BattRelayOutput = failed) and (BATTERY.o2 = failed) and (BATTERY.state1 = nominal) and (EXT_PWR_Connector.o1 = failed) and (Flight_Crew.i1 = nominal)
1.2	(Flight_Crew.i1 = failed) and (BATTERY.o2 = failed) and (BATTERY.state1 = nominal) and (EXT_PWR_Connector.o1 = failed)
1.3	(Flight_Crew.o_BattRelayOutput = nominal) and (BATTERY.o2 = failed) and (BATTERY.state1 = nominal) and (EXT_PWR_Connector.o1 = failed) and (BATTERY.i1 = failed)
1.4	(BATTERY.i1 = nominal) and (BATTERY.o2 = failed) and (BATTERY.state1 = nominal) and (EXT_PWR_Connector.o1 = failed)
2.1	(Flight_Crew.o_BattRelayOutput = nominal) and (BATTERY.state1 = failed) and (Flight_Crew.i1 = nominal)
2.2	(Flight_Crew.i1 = failed) and (BATTERY.o2 = failed) and (BATTERY.state1 = nominal)
2.3	(Flight_Crew.o_BattRelayOutput = failed) and (BATTERY.state1 = failed)
2.4	(Flight_Crew.o_BattRelayOutput = nominal) and (BATTERY.i1 = failed) and (BATTERY.state1 = failed) and (BATTERY.o2 = failed)
4.1	(Flight_Crew.o_BattRelayOutput = nominal) and (BATTERY.state1 = nominal) and (Flight_Crew.i1 = nominal)
4.2	(Flight_Crew.i1 = failed) and (BATTERY.state1 = nominal)
4.3	(Flight_Crew.o_BattRelayOutput = failed) and (BATTERY.state1 = failed) and (BATT_DISC_RELAY.i1 = failed)
4.4	(BATT_DISC_RELAY.i1 = failed) and (BATTERY.state1 = failed) and (BATT_DISC_RELAY.o1 = failed)
5.1	(Flight_Crew.o_BattRelayOutput = failed) and (BATTERY.state1 = nominal) and (EXT_PWR_Connector.o1 = failed) and (Flight_Crew.i1 = nominal)
5.2	(Flight_Crew.i1 = failed) and (BATTERY.state1 = nominal) and (EXT_PWR_Connector.o1 = failed)
5.3	(Flight_Crew.o_BattRelayOutput = nominal) and (BATT_DISC_RELAY.i1 = failed) and (BATTERY.state1 = nominal) and (EXT_PWR_Connector.o1 = failed)
5.4	(BATT_DISC_RELAY.i1 = nominal) and (BATT_DISC_RELAY.o1 = failed) and (BATTERY.state1 = nominal) and (EXT_PWR_Connector.o1 = failed)

Table B.2 continued from previous page

ID	Observer
7.1	(L_GCU.state1 = failed) and (Flight_Crew.i_Feedback_Generator = nominal) and (Flight_Crew.o3 = failed)
7.2	(Flight_Crew.i_Feedback_Generator = failed) and (L_GCU.state1 = failed)
7.3	(Flight_Crew.o3 = nominal) and (L_GCU.state1 = failed) and (L_GCU.i_starter = failed)
8.1	(Flight_Crew.o3 = nominal) and (L_GCU.state1 = failed) and (Flight_Crew.i_Feedback_Generator = nominal)
8.2	(Flight_Crew.i_Feedback_Generator = failed) and (L_GCU.state1 = failed)
8.3	(Flight_Crew.o3 = failed) and (L_GCU.state1 = failed) and (L_GCU.i_starter = nominal)
8.4	(L_GCU.i_starter = failed) and (L_GCU.state1 = failed) and (L_GCU.o1 = failed)
10.1	(L_GCU.state1 = failed) and (Flight_Crew.i_Feedback_Generator = nominal) and (Flight_Crew.o3 = nominal)
10.2	(Flight_Crew.i_Feedback_Generator = failed) and (L_GCU.state1 = failed)
10.3	(L_GCU.state1 = failed) and (L_GEN_RELAY.i_flight_crew = nominal) and (Flight_Crew.o3 = failed)
10.4	(L_GEN_RELAY.i_flight_crew = failed) and (L_GCU.state1 = failed) and (L_GCU.o1 = nominal)
11.1	(Flight_Crew.o3 = failed) and (L_GCU.state1 = nominal) and (Flight_Crew.i3 = nominal)
11.2	(Flight_Crew.i3 = failed) and (L_GCU.state1 = nominal)
11.3	(Flight_Crew.o3 = nominal) and (L_GCU.state1 = nominal) and (L_GCU.i_starter = nominal)
11.4	(L_GCU.i_starter = nominal) and (L_GCU.state1 = nominal) and (L_GCU.o1 = nominal)
21.1	(NORM_or_INT_DISC.o1 = failed) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal) and (Flight_Crew.i3 = nominal)
21.2	(Flight_Crew.i3 = failed) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal)
21.3	(NORM_or_INT_DISC.o1 = nominal) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal) and (MASTER_INTERIOR_SSR.i3 = failed)

Table B.2 continued from previous page

ID	Observer
21.4	(MASTER_INTERIOR_SSR.i3 = nominal) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal) and (MASTER_INTERIOR_SSR.o1 = failed)
22.1	(NORM_or_INT_DISC.o1 = nominal) and (R_SSR_1_BUS_BAR.state1 = failed) and (Flight_Crew.i4 = nominal)
22.2	(Flight_Crew.i4 = failed) and (R_SSR_1_BUS_BAR.state1 = failed)
22.3	(NORM_or_INT_DISC.o1 = failed) and (R_SSR_1_BUS_BAR.state1 = failed) and (NORM_or_INT_DISC.o1 = nominal)
22.4	(MASTER_INTERIOR_SSR.i3 = failed) and (L_SSR_1_BUS_BAR.state1 = failed) and (MASTER_INTERIOR_SSR.o1 = nominal)
24.1	(NORM_or_INT_DISC.o1 = failed) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal) and (Flight_Crew.i3 = nominal)
24.2	(Flight_Crew.i3 = failed) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal)
24.3	(NORM_or_INT_DISC.o1 = nominal) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal) and (MASTER_INTERIOR_SSR.i1 = failed)
24.4	(MASTER_INTERIOR_SSR.i1 = nominal) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal) and (MASTER_INTERIOR_SSR.o1 = nominal)
28.1	(NORM_or_INT_DISC.o1 = failed) and (MASTER_INTERIOR_SSR.INTERIOR_state = failed) and (Flight_Crew.i3 = nominal)
28.2	(Flight_Crew.i3 = failed) and (MASTER_INTERIOR_SSR.INTERIOR_state = failed)
28.3	(NORM_or_INT_DISC.o1 = nominal) and (MASTER_INTERIOR_SSR.INTERIOR_state = failed) and (MASTER_INTERIOR_SSR.i1 = failed)
28.4	(MASTER_INTERIOR_SSR.i1 = nominal) and (MASTER_INTERIOR_SSR.INTERIOR_state = failed) and (MASTER_INTERIOR_SSR.o1 = failed)
30.1	(NORM_or_INT_DISC.o1 = failed) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal) and (Flight_Crew.i3 = nominal)

Table B.2 continued from previous page

ID	Observer
30.2	(Flight_Crew.i3 = failed) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal)
30.3	(NORM_or_INT_DISC.o1 = nominal) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal) and (L_STARTER_GENERATOR.i1 = failed)
30.4	(L_STARTER_GENERATOR.i1 = nominal) and (MASTER_INTERIOR_SSR.INTERIOR_state = nominal) and (L_STARTER_GENERATOR.o1 = nominal)
31.1	(L_GEN_RELAY.o1 = failed) and (L_GEN_RELAY.i2 = failed) and (L_GEN_RELAY.i2State = nominal)
31.2	(L_GEN_RELAY.i2State = failed) and (L_GEN_RELAY.i2 = failed)
31.3	(L_GEN_RELAY.o1 = nominal) and (L_GEN_RELAY.i2 = failed) and (L_GCU.i_starter = nominal)
31.4	(L_GCU.i_starter = failed) and (L_GCU.o1 = nominal)
32.1	(L_GEN_RELAY.o1 = nominal) and (L_GEN_RELAY.i1 = nominal) and (L_GEN_RELAY.i1State = nominal)
32.2	(L_GEN_RELAY.i1State = failed) and (L_GEN_RELAY.i1 = nominal)
32.3	(L_GEN_RELAY.o1 = failed) and (L_GEN_RELAY.i1 = nominal) and (L_GCU.i_starter = failed)
32.4	(L_GCU.i_starter = nominal) and (L_GEN_RELAY.state1 = nominal) and (L_GCU.o1 = nominal)
34.1	(L_START_CNTRL_PCB.o1 = failed) and (L_GCU.i_starter = nominal) and (Flight_Crew.o3 = nominal) and (L_GCU.state1 = nominal)
34.2	(L_GCU.i_starter = failed) and (Flight_Crew.o3 = nominal) and (L_GCU.state1 = nominal)
34.3	(L_START_CNTRL_PCB.o1 = nominal) and (L_STARTER_GENERATOR.feedbackState = failed) and (Flight_Crew.o3 = nominal) and (L_GCU.state1 = nominal)
34.4	(L_STARTER_GENERATOR.feedbackState = nominal) and (L_GCU.o1 = failed) and (Flight_Crew.o3 = nominal) and (L_GCU.state1 = nominal)
35.1	(L_START_CNTRL_PCB.o1 = nominal) and (L_GCU.state1 = nominal) and (L_GCU.i_starter = failed)
35.2	(L_GCU.i_starter = nominal) and (L_GCU.state1 = failed)
35.3	(L_START_CNTRL_PCB.o1 = failed) and (L_GCU.state1 = failed) and (L_STARTER_GENERATOR.i1 = nominal)

Table B.2 continued from previous page

ID	Observer
35.4	(L_STARTER_GENERATOR.i1 = failed) and (L_GCU.state1 = failed) and (L_STARTER_GENERATOR.o1 = failed)
37.1	(L_START_CNTRL_PCB.o1 = nominal) and (Flight_Crew.o3 = failed) and (L_GCU.i_starter = nominal)
37.2	(L_GCU.i_starter = failed) and (Flight_Crew.o3 = nominal)
37.3	(L_START_CNTRL_PCB.o1 = failed) and (Flight_Crew.o3 = failed) and (L_STARTER_GENERATOR.feedbackState = failed)
37.4	(L_STARTER_GENERATOR.feedbackState = nominal) and (Flight_Crew.o3 = failed) and (L_STARTER_GENERATOR.o1 = nominal)
38.1	(L_START_CNTRL_PCB.o1 = nominal) and (L_GCU.state1 = failed) and (L_GCU.i_starter = failed)
38.2	(L_GCU.i_starter = nominal) and (L_GCU.state1 = failed)
38.3	(L_GCU.o1 = failed) and (L_GCU.state1 = failed) and (L_STARTER_GENERATOR.feedbackState = failed)
38.4	(L_STARTER_GENERATOR.i1 = failed) and (L_GCU.state1 = failed) and (L_STARTER_GENERATOR.o1 = nominal)
39.1	(L_GCU.o1 = failed) and (L_GCU.i_starter = failed) and (L_STARTER_GENERATOR.state1 = nominal) and (Flight_Crew.o3 = nominal)
39.3	(L_GCU.o1 = nominal) and (L_STARTER_GENERATOR.i1 = failed) and (L_STARTER_GENERATOR.state1 = nominal) and (Flight_Crew.o3 = failed)
39.4	(L_STARTER_GENERATOR.i1 = nominal) and (L_STARTER_GENERATOR.o1 = nominal) and (L_STARTER_GENERATOR.state1 = nominal) and (Flight_Crew.o3 = failed)

Appendix C. Table of Filtered Scenarios with Rationale

ID	Scenario Text	Rationale
3.1	Flight crew provides the set battery to use action too late - Flight crew received feedback (or other input) that indicated the battery is not connected but available while other power source are not, and the battery is not overheated on time/in order	Continuous Control Action
3.2	Feedback received by Flight crew does not indicate the battery is not connected but available while other power source are not, and the battery is not overheated on time - it is true that the battery is not connected but available while other power source are not, and the battery is not overheated	Continuous Control Action
3.3	Flight crew provides the set battery to use action on time/in order - set battery to use is received by Battery too late	Continuous Control Action
3.4	The set battery to use action is not received by Battery when the battery is not connected but available while other power source are not, and the battery is not overheated - Battery executes the action too late	Continuous Control Action
6.1	Flight crew provides the set battery to not use action too late - Flight crew received feedback (or other input) that indicated the battery is connected and it overheats on time/in order	Continuous Control Action
6.2	Feedback received by Flight crew does not indicate the battery is connected and it overheats on time - it is true that the battery is connected and it overheats	Continuous Control Action
6.3	Flight crew provides the set battery to not use action on time/in order - set battery to not use is received by Circuit breaker too late	Continuous Control Action
6.4	The set battery to not use action is not received by Circuit breaker when the battery is connected and it overheats - Circuit breaker executes the action too late	Continuous Control Action

Table C.3 continued from previous page

ID	Scenario Text	Rationale
9.1	Flight crew provides the set generator to use action too late - Flight crew received feedback (or other input) that indicated the generator is online and not connected on time/in order	Continuous Control Action
9.2	Feedback received by Flight crew does not indicate the generator is online and not connected on time - it is true that the generator is online and not connected	Continuous Control Action
9.3	Flight crew provides the set generator to use action on time/in order - set generator to use is received by Generator Control Unit (GCU) too late	Continuous Control Action
9.4	The set generator to use action is not received by Generator Control Unit (GCU) when the generator is online and not connected - Generator Control Unit (GCU) executes the action too late	Continuous Control Action
12.1	Flight crew provides the set generator to not use action too late - Flight crew received feedback (or other input) that indicated connected, in fault condition and cannot be reset on time/in order	Continuous Control Action
12.2	Feedback received by Flight crew does not indicate connected, in fault condition and cannot be reset on time - it is true that connected, in fault condition and cannot be reset	Continuous Control Action
12.3	Flight crew provides the set generator to not use action on time/in order - set generator to not use is received by Generator Control Unit (GCU) too late	Continuous Control Action
12.4	The set generator to not use action is not received by Generator Control Unit (GCU) when connected, in fault condition and cannot be reset - Generator Control Unit (GCU) executes the action too late	Continuous Control Action
13.1	Flight crew does not provide the reset generator action when connected and in fault condition - Flight crew received feedback (or other input) that indicated connected and in fault condition	Control-to-Command Abstraction
13.2	Feedback received by Flight crew does not adequately indicate connected and in fault condition - it is true that connected and in fault condition	Control-to-Command Abstraction

Table C.3 continued from previous page

ID	Scenario Text	Rationale
13.3	Flight crew does provide the reset generator action when connected and in fault condition - reset generator is not received by Generator Control Unit (GCU) when connected and in fault condition	Control-to-Command Abstraction
13.4	The reset generator action is received by Generator Control Unit (GCU) when connected and in fault condition - Generator Control Unit (GCU) does not respond adequately	Control-to-Command Abstraction
14.1	Flight crew provides the reset generator action too late - Flight crew received feedback (or other input) that indicated connected and in fault condition on time/in order	Continuous Control Action
14.2	Feedback received by Flight crew does not indicate connected and in fault condition on time - it is true that connected and in fault condition	Continuous Control Action
14.3	Flight crew provides the reset generator action on time/in order - reset generator is received by Generator Control Unit (GCU) too late	Continuous Control Action
14.4	The reset generator action is not received by Generator Control Unit (GCU) when connected and in fault condition - Generator Control Unit (GCU) executes the action too late	Continuous Control Action
15.1	Flight crew does not provide the start engine action when engine is not running, it can be started and it is needed to power the aircraft - Flight crew received feedback (or other input) that indicated engine is not running, it can be started and it is needed to power the aircraft	Out of Scope
15.2	Feedback received by Flight crew does not adequately indicate engine is not running, it can be started and it is needed to power the aircraft - it is true that engine is not running, it can be started and it is needed to power the aircraft	Out of Scope

Table C.3 continued from previous page

ID	Scenario Text	Rationale
15.3	Flight crew does provide the start engine action when engine is not running, it can be started and it is needed to power the aircraft - start engine is not received by Generator Control Unit (GCU) when engine is not running, it can be started and it is needed to power the aircraft	Out of Scope
15.4	The start engine action is received by Generator Control Unit (GCU) when engine is not running, it can be started and it is needed to power the aircraft - Generator Control Unit (GCU) does not respond adequately	Out of Scope
16.1	Flight crew provides the start engine action when engine is not running, in fault condition and cannot be started - Flight crew received feedback (or other input) that indicated engine is not running, in fault condition and cannot be started	Out of Scope
16.2	Feedback received by Flight crew does not adequately indicates that engine is not running, in fault condition and cannot be started - it is true that engine is not running, in fault condition and cannot be started	Out of Scope
16.3	Flight crew does not provide the start engine action when engine is not running, in fault condition and cannot be started - Generator Control Unit (GCU) receives the start engine action when engine is not running, in fault condition and cannot be started	Out of Scope
16.4	The start engine action is not received by Generator Control Unit (GCU) when engine is not running, in fault condition and cannot be started - Generator Control Unit (GCU) responds erroneously	Out of Scope
17.1	Flight crew provides the start engine action when engine is not running, in fault condition and cannot be started - Flight crew received feedback (or other input) that indicated engine is not running, in fault condition and cannot be started	Out of Scope

Table C.3 continued from previous page

ID	Scenario Text	Rationale
17.2	Feedback received by Flight crew does not adequately indicates that engine is not running, in fault condition and cannot be started - it is true that engine is not running, in fault condition and cannot be started	Out of Scope
17.3	Flight crew does not provide the start engine action when engine is not running, in fault condition and cannot be started - Generator Control Unit (GCU) receives the start engine action when engine is not running, in fault condition and cannot be started	Out of Scope
17.4	The start engine action is not received by Generator Control Unit (GCU) when engine is not running, in fault condition and cannot be started - Generator Control Unit (GCU) responds erroneously	Out of Scope
18.1	Flight crew provides the start engine action too late - Flight crew received feedback (or other input) that indicated engine is not running, it can be started and it is needed to power the aircraft on time/in order	Out of Scope
18.2	Feedback received by Flight crew does not indicate engine is not running, it can be started and it is needed to power the aircraft on time - it is true that engine is not running, it can be started and it is needed to power the aircraft	Out of Scope
18.3	Flight crew provides the start engine action on time/in order - start engine is received by Generator Control Unit (GCU) too late	Out of Scope
18.4	The start engine action is not received by Generator Control Unit (GCU) when engine is not running, it can be started and it is needed to power the aircraft - Generator Control Unit (GCU) executes the action too late	Out of Scope
19.1	Flight crew does not provide the disengage engine start action when the starting engine goes into fault condition during starting sequence - Flight crew received feedback (or other input) that indicated the starting engine goes into fault condition during starting sequence	Out of Scope

Table C.3 continued from previous page

ID	Scenario Text	Rationale
19.2	Feedback received by Flight crew does not adequately indicate the starting engine goes into fault condition during starting sequence - it is true that the starting engine goes into fault condition during starting sequence	Out of Scope
19.3	Flight crew does provide the disengage engine start action when the starting engine goes into fault condition during starting sequence - disengage engine start is not received by Battery when the starting engine goes into fault condition during starting sequence	Out of Scope
19.4	The disengage engine start action is received by Battery when the starting engine goes into fault condition during starting sequence - Battery does not respond adequately	Out of Scope
20.1	Flight crew provides the disengage engine start action too early/late/out of order - Flight crew received feedback (or other input) that indicated before the engine has started when it can be started and its power is needed on time/in order	Continuous Control Action
20.2	Feedback received by Flight crew does not indicate before the engine has started when it can be started and its power is needed on time/in order - it is true that before the engine has started when it can be started and its power is needed	Continuous Control Action
20.3	Flight crew provides the disengage engine start action on time/in order - disengage engine start is received by Battery too early/late/out of order	Continuous Control Action
20.4	The disengage engine start action is not received by Battery when before the engine has started when it can be started and its power is needed - Battery executes the action too early/late/out of order	Continuous Control Action
23.1	Flight crew provides the connect user system action too late - Flight crew received feedback (or other input) that indicated it can be connected, the system is needed and functional on time/in order	Continuous Control Action

Table C.3 continued from previous page

ID	Scenario Text	Rationale
23.2	Feedback received by Flight crew does not indicate it can be connected, the system is needed and functional on time - it is true that it can be connected, the system is needed and functional	Continuous Control Action
23.3	Flight crew provides the connect user system action on time/in order - connect user system is received by Circuit breaker too late	Continuous Control Action
23.4	The connect user system action is not received by Circuit breaker when it can be connected, the system is needed and functional - Circuit breaker executes the action too late	Continuous Control Action
25.1	Flight crew does not provide the connect internal component action when it can be connected and is needed for powering a necessary user system - Flight crew received feedback (or other input) that indicated it can be connected and is needed for powering a necessary user system	Context-to-State Abstraction
25.2	Feedback received by Flight crew does not adequately indicate it can be connected and is needed for powering a necessary user system - it is true that it can be connected and is needed for powering a necessary user system	Context-to-State Abstraction
25.3	Flight crew does provide the connect internal component action when it can be connected and is needed for powering a necessary user system - connect internal component is not received by Circuit breaker when it can be connected and is needed for powering a necessary user system	Context-to-State Abstraction
25.4	The connect internal component action is received by Circuit breaker when it can be connected and is needed for powering a necessary user system - Circuit breaker does not respond adequately	Context-to-State Abstraction
26.1	Flight crew provides the connect internal component action too late - Flight crew received feedback (or other input) that indicated it can be connected and is needed for powering a necessary user system on time/in order	Continuous Control Action

Table C.3 continued from previous page

ID	Scenario Text	Rationale
26.2	Feedback received by Flight crew does not indicate it can be connected and is needed for powering a necessary user system on time - it is true that it can be connected and is needed for powering a necessary user system	Continuous Control Action
26.3	Flight crew provides the connect internal component action on time/in order - connect internal component is received by Circuit breaker too late	Continuous Control Action
26.4	The connect internal component action is not received by Circuit breaker when it can be connected and is needed for powering a necessary user system - Circuit breaker executes the action too late	Continuous Control Action
27.1	Flight crew provides the disconnect internal component action when power is needed for a necessary user system - Flight crew received feedback (or other input) that indicated power is needed for a necessary user system	Control-to-Command Abstraction
27.2	Feedback received by Flight crew does not adequately indicates that power is needed for a necessary user system - it is true that power is needed for a necessary user system	Control-to-Command Abstraction
27.3	Flight crew does not provide the disconnect internal component action when power is needed for a necessary user system - Circuit breaker receives the disconnect internal component action when power is needed for a necessary user system	Control-to-Command Abstraction
27.4	The disconnect internal component action is not received by Circuit breaker when power is needed for a necessary user system - Circuit breaker responds erroneously	Control-to-Command Abstraction
29.1	Flight crew provides the turn on user system action too late - Flight crew received feedback (or other input) that indicated the system is OFF and necessary for safe conduct of flight on time/in order	Continuous Control Action
29.2	Feedback received by Flight crew does not indicate the system is OFF and necessary for safe conduct of flight on time - it is true that the system is OFF and necessary for safe conduct of flight	Continuous Control Action

Table C.3 continued from previous page

ID	Scenario Text	Rationale
29.3	Flight crew provides the turn on user system action on time/in order - turn on user system is received by User systems too late	Continuous Control Action
29.4	The turn on user system action is not received by User systems when the system is OFF and necessary for safe conduct of flight - User systems executes the action too late	Continuous Control Action
33.1	Circuit breaker provides the break a circuit action too late - Circuit breaker received feedback (or other input) that indicated overloaded on time/in order	Continuous Control Action
33.2	Feedback received by Circuit breaker does not indicate overloaded on time - it is true that overloaded	Continuous Control Action
33.3	Circuit breaker provides the break a circuit action on time/in order - break a circuit is received by Generator Control Unit (GCU) too late	Continuous Control Action
33.4	The break a circuit action is not received by Generator Control Unit (GCU) when overloaded - Generator Control Unit (GCU) executes the action too late	Continuous Control Action
36.1	Generator Control Unit (GCU) provides the connect action too late - Generator Control Unit (GCU) received feedback (or other input) that indicated commanded by the crew and respective generator is online, its parameters are met on time/in order	Continuous Control Action
36.2	Feedback received by Generator Control Unit (GCU) does not indicate commanded by the crew and respective generator is online, its parameters are met on time - it is true that commanded by the crew and respective generator is online, its parameters are met	Continuous Control Action
36.3	Generator Control Unit (GCU) provides the connect action on time/in order - connect is received by Engine Starter-Generator too late	Continuous Control Action
36.4	The connect action is not received by Engine Starter-Generator when commanded by the crew and respective generator is online, its parameters are met - Engine Starter-Generator executes the action too late	Continuous Control Action

Table C.3 continued from previous page

ID	Scenario Text	Rationale
39.2	Feedback received by Generator Control Unit (GCU) does not adequately indicates that the generator is online and functional, and it was not commanded to do so by the crew - it is true that the generator is online and functional, and it was not commanded to do so by the crew	Context-to-State Abstraction
40.1	Generator Control Unit (GCU) provides the disconnect action too late - Generator Control Unit (GCU) received feedback (or other input) that indicated commanded by the crew on time/in order	Continuous Control Action
40.2	Feedback received by Generator Control Unit (GCU) does not indicate commanded by the crew on time - it is true that commanded by the crew	Continuous Control Action
40.3	Generator Control Unit (GCU) provides the disconnect action on time/in order - disconnect is received by Engine Starter-Generator too late	Continuous Control Action
40.4	The disconnect action is not received by Engine Starter-Generator when commanded by the crew - Engine Starter-Generator executes the action too late	Continuous Control Action
41.1	Generator Control Unit (GCU) provides the disconnect action too late - Generator Control Unit (GCU) received feedback (or other input) that indicated respective generator parameters are exceeded on time/in order	Continuous Control Action
41.2	Feedback received by Generator Control Unit (GCU) does not indicate respective generator parameters are exceeded on time - it is true that respective generator parameters are exceeded	Continuous Control Action
41.3	Generator Control Unit (GCU) provides the disconnect action on time/in order - disconnect is received by Engine Starter-Generator too late	Continuous Control Action
41.4	The disconnect action is not received by Engine Starter-Generator when respective generator parameters are exceeded - Engine Starter-Generator executes the action too late	Continuous Control Action

Table C.3 continued from previous page

ID	Scenario Text	Rationale
42.1	Generator Control Unit (GCU) does not provide the control operations action when respective operational parameters are exceeded - Generator Control Unit (GCU) received feedback (or other input) that indicated respective operational parameters are exceeded	Control-to-Command Abstraction
42.2	Feedback received by Generator Control Unit (GCU) does not adequately indicate respective operational parameters are exceeded - it is true that respective operational parameters are exceeded	Control-to-Command Abstraction
42.3	Generator Control Unit (GCU) does provide the control operations action when respective operational parameters are exceeded - control operations is not received by Distribution network when respective operational parameters are exceeded	Control-to-Command Abstraction
42.4	The control operations action is received by Distribution network when respective operational parameters are exceeded - Distribution network does not respond adequately	Control-to-Command Abstraction
43.1	Generator Control Unit (GCU) provides the control operations action when respective operational parameters are met - Generator Control Unit (GCU) received feedback (or other input) that indicated respective operational parameters are met	Control-to-Command Abstraction
43.2	Feedback received by Generator Control Unit (GCU) does not adequately indicates that respective operational parameters are met - it is true that respective operational parameters are met	Control-to-Command Abstraction
43.3	Generator Control Unit (GCU) does not provide the control operations action when respective operational parameters are met - Distribution network receives the control operations action when respective operational parameters are met	Control-to-Command Abstraction
43.4	The control operations action is not received by Distribution network when respective operational parameters are met - Distribution network responds erroneously	Control-to-Command Abstraction

Table C.3 continued from previous page

ID	Scenario Text	Rationale
44.1	Generator Control Unit (GCU) provides the control operations action out of order - Generator Control Unit (GCU) received feedback (or other input) that indicated respective operational parameters are exceeded on time/in order	Continuous Control Action
44.2	Feedback received by Generator Control Unit (GCU) does not indicate respective operational parameters are exceeded in order - it is true that respective operational parameters are exceeded	Continuous Control Action
44.3	Generator Control Unit (GCU) provides the control operations action on time/in order - control operations is received by Distribution network out of order	Continuous Control Action
44.4	The control operations action is not received by Distribution network when respective operational parameters are exceeded - Distribution network executes the action out of order	Continuous Control Action
45.1	Generator Control Unit (GCU) does not provide the starter cutoff action when the starter-generator is active and exceeds respective operational parameters - Generator Control Unit (GCU) received feedback (or other input) that indicated the starter-generator is active and exceeds respective operational parameters	Control-to-Command Abstraction
45.2	Feedback received by Generator Control Unit (GCU) does not adequately indicate the starter-generator is active and exceeds respective operational parameters - it is true that the starter-generator is active and exceeds respective operational parameters	Control-to-Command Abstraction
45.3	Generator Control Unit (GCU) does provide the starter cutoff action when the starter-generator is active and exceeds respective operational parameters - starter cutoff is not received by Distribution network when the starter-generator is active and exceeds respective operational parameters	Control-to-Command Abstraction

Table C.3 continued from previous page

ID	Scenario Text	Rationale
45.4	The starter cutoff action is received by Distribution network when the starter-generator is active and exceeds respective operational parameters - Distribution network does not respond adequately	Control-to-Command Abstraction
46.1	Generator Control Unit (GCU) provides the starter cutoff action when the starter-generator is active and respective operational parameters are met - Generator Control Unit (GCU) received feedback (or other input) that indicated the starter-generator is active and respective operational parameters are met	Control-to-Command Abstraction
46.2	Feedback received by Generator Control Unit (GCU) does not adequately indicates that the starter-generator is active and respective operational parameters are met - it is true that the starter-generator is active and respective operational parameters are met	Control-to-Command Abstraction
46.3	Generator Control Unit (GCU) does not provide the starter cutoff action when the starter-generator is active and respective operational parameters are met - Distribution network receives the starter cutoff action when the starter-generator is active and respective operational parameters are met	Control-to-Command Abstraction
46.4	The starter cutoff action is not received by Distribution network when the starter-generator is active and respective operational parameters are met - Distribution network responds erroneously	Control-to-Command Abstraction
47.1	Generator Control Unit (GCU) provides the starter cutoff action undefined - Generator Control Unit (GCU) received feedback (or other input) that indicated .. on time/in order	Wrong Generation / Out of Scope
47.2	Feedback received by Generator Control Unit (GCU) does not indicate .. undefined - it is true that ..	Wrong Generation / Out of Scope
47.3	Generator Control Unit (GCU) provides the starter cutoff action on time/in order - starter cutoff is received by Distribution network undefined	Wrong Generation / Out of Scope

Table C.3 continued from previous page

ID	Scenario Text	Rationale
47.4	The starter cutoff action is not received by Distribution network when .. - Distribution network executes the action undefined	Wrong Generation / Out of Scope
48.1	Circuit breaker does not provide the connect a circuit action when instructed by the crew and the circuit is not overloaded - Circuit breaker received feedback (or other input) that indicated instructed by the crew and the circuit is not overloaded	Control-to-Command Abstraction
48.2	Feedback received by Circuit breaker does not adequately indicate instructed by the crew and the circuit is not overloaded - it is true that instructed by the crew and the circuit is not overloaded	Control-to-Command Abstraction
48.3	Circuit breaker does provide the connect a circuit action when instructed by the crew and the circuit is not overloaded - connect a circuit is not received by Distribution network when instructed by the crew and the circuit is not overloaded	Control-to-Command Abstraction
48.4	The connect a circuit action is received by Distribution network when instructed by the crew and the circuit is not overloaded - Distribution network does not respond adequately	Control-to-Command Abstraction
49.1	Circuit breaker provides the connect a circuit action when the circuit is overloaded - Circuit breaker received feedback (or other input) that indicated the circuit is overloaded	Control-to-Command Abstraction
49.2	Feedback received by Circuit breaker does not adequately indicates that the circuit is overloaded - it is true that the circuit is overloaded	Control-to-Command Abstraction
49.3	Circuit breaker does not provide the connect a circuit action when the circuit is overloaded - Distribution network receives the connect a circuit action when the circuit is overloaded	Control-to-Command Abstraction
49.4	The connect a circuit action is not received by Distribution network when the circuit is overloaded - Distribution network responds erroneously	Control-to-Command Abstraction

Table C.3 continued from previous page

ID	Scenario Text	Rationale
50.1	Circuit breaker provides the connect a circuit action too late - Circuit breaker received feedback (or other input) that indicated instructed and the circuit is not overloaded on time/in order	Continuous Control Action
50.2	Feedback received by Circuit breaker does not indicate instructed and the circuit is not overloaded on time - it is true that instructed and the circuit is not overloaded	Continuous Control Action
50.3	Circuit breaker provides the connect a circuit action on time/in order - connect a circuit is received by Distribution network too late	Continuous Control Action
50.4	The connect a circuit action is not received by Distribution network when instructed and the circuit is not overloaded - Distribution network executes the action too late	Continuous Control Action